

Appendix A
NOP and Scoping Comments

Notice of Preparation

Notice of Preparation

To: State Clearinghouse
Santa Clara County Clerk
(Address)

From: City of Mountain View Planning Department
500 Castro Street
Mountain View, CA 94039
(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

The City of Mountain View will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (is is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Margaret Netto, Planner at the address shown above. We will need the name for a contact person in your agency.

Project Title: The Village at San Antonio Center Phase II

Project Applicant, if any: Merlone Geier Partners

Date 8/14/13

Signature 

Title Planner

Telephone 650-903-6452

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.



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

From: Margaret Netto, Planner
City of Mountain View
Community Development Department
500 Castro Street
Mountain View, CA 94041

**NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
FOR THE VILLAGE AT SAN ANTONIO CENTER - PHASE 2 PROJECT**

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

A Public Scoping Meeting will be held on August 28, 2013 at 4:00 p.m. to take comments regarding the scope and content of the Draft EIR. The Scoping Meeting will be held at Mountain View City Hall, 500 Castro Street, in the City Council Chambers.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Written comments will be accepted until Friday, September 20, 2013 at 5:00 p.m. Please identify a contact person, and send your response to:

City of Mountain View
Community Development Department
Attention: Margaret Netto, Planner
500 Castro Street
Mountain View, CA 94039
(650) 903-6306
Margaret.Netto@mountainview.gov

Margaret Netto
Project Planner

M Netto

Date: _____

8/14/13

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**PQVIEG'QHRTGRCTCVIKQP'QH'CP'GPXKQPO GPVCN'KO RCEV'TGRQTV''
HQT'VJ G'XKNCI G'CVUCP'CPVQPKQ'Ó'RJ CUG'4'RTQLGEV''**

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C0'

RPVTQFWEVIQP''

Vj g'r wtr qug'qh'cp'Gpxkqpo gpcn'ko rcev'Tgr qt v'*GKT+'ku'vq'kphqto 'f gekukq'bo cngtu'cpf 'vj g'i gpgtci' r wdrie'qh'vj g'gpxkqpo gpcn'gh'gevu'qh'c'r tqr qugf 'r tqlgev'Vj g'GKT'r tqegu'ku'kpv'gf 'vq'r tqxkf g' gpxkqpo gpcn'kphqto c'kqp'uw'k'ekgp'v'q'gxc'w'c'r tqr qugf 'r tqlgev'cpf 'ku'r qv'p'k'n'ht'uki p'k'ecpv' ko r ceu'qp'vj g'gpxkqpo gpcn'v'gz'co kpg'o gj qf u'qh't'gf wekpi 'cf xgtug'gpxkqpo gpcn'ko r ceu'cpf 'vq' eqpukf gt'cngt'p'v'x'gu'v'q'vj g'r tqlgev'0'c'nj qwi j 'cp'GKT'ku'qpg'qh'vj g'k'uv'f'qewo gpcn'v'q'dg't'g'x'g'y'gf 'y j gp' eqpukf g'kpi 'c'r tqlgev'vj g'f'qewo gpcn'kugr'h'k'pen'f'kpi 'ku'egt'v'k'ec'v'k'p'f'qgu'p'q'v'eq'p'uk'w'w'g'r tqlgev' cr r tqxcr'0'W'f'qp'k'p'f'kpi 'vj g'GKT'ku'eqo r ngw'cpf 'k'p'eqo r r'k'c'p'eg'y'k'j 'vj g'E'c'k'ht'p'k'c'Gpxkqpo gpcn' S w'k'v'k'f' 'C'ev'E'G'S C+'q'h'3; 92.'cu'co gpf gf .'vj g'E'k'v'f' 'E'q'w'p'ek'i'y'k'ri'eq'p'uk'f'gt'egt'v'k'ec'v'k'p'qh'vj g'GKT'c'v'c' r wdrie'j' gct'kpi 'cpf 'bo c' { 'v'c'ng'c'ev'k'p'qp'vj g'r tqr qugf 'X'k'nc'i' g'c'v'U'c'p' 'C'p'v'q'p'k'q' 'E'g'p'v't'ó'R'j' c'ug'4'R't'q'l'g'ev' *R't'q'l'g'ev'0''

Vj g'GKT'ht'vj g'r tqr qugf 'X'k'nc'i' g'c'v'U'c'p' 'C'p'v'q'p'k'q' 'E'g'p'v't'ó'R'j' c'ug'4'R't'q'l'g'ev'y' k'ri'd'g'r' t'g'r' c't'g'f' 'cpf' r t'q'eg'ug'f' 'k'p'c'ee'q't'f' c'p'eg'y'k'j 'E'G'S C'0'k'p'c'ee'q't'f' c'p'eg'y'k'j 'vj g't'g's'w'k't'go gpcn'q'h'E'G'S C.'vj g'GKT'y' k'ri' k'pen'f' g'<

- C'w'o o ct { 'qh'vj g'r tqlgev."
- C'r tqlgev'f' guet'k' v'k'p."
- C'f' guet'k' v'k'p'qh'vj g'gz'k'v'k'p' 'gpxkqpo gpcn'ug'v'k'p' .r' qv'p'k'n'g'p'x'k'q'po gpcn'ko r ceu.'cpf' o k'ki' c'v'k'p' 'o' g'cu'w't'gu."
- C'ngt'p'c'v'x'g'u'v'q'vj g'r tqlgev'cu'r' tqr qugf . "cpf "
- Gpxkqpo gpcn'eq'p'ugs'w'p'egu.'k'pen'f'k'p'i' <'*c'+cp { 'uki p'k'k'ec'p'v'g'p'x'k'q'po gpcn'gh'gevu'y' j' k'ej' 'ec'p'p'q'v'dg'c'x'q'k'f'gf' 'k'h'vj g'r tqlgev'ku'ko r ngo g'p'v'f'='*d'+vj g'i' t'q'y' v'j /k'p'f' wekpi 'ko r ceu'qh'vj g' r tqr qugf 'r tqlgev.'cpf' '*e'+ewo' w'v'x'g'ko r ceu'0'

D0' RTQLGEV'NQE'CVIKQP''

Vj g'Rtqlgev'ukg'ku'k'ec'v'f' 'c'v'vj g'k'p'v't'uge'v'k'p'qh'E'c'k'ht'p'k'c'X'g'p'w'g'cpf 'U'c'p' 'C'p'v'q'p'k'q' 'T'q'c'f' 'c'v'vj g'U'c'p' 'C'p'v'q'p'k'q' 'U'j' q'r' r' k'p'i' 'E'g'p'v't' 'k'p' 'vj g'E'k'v'f' 'q'h'0' q'w'p'c'k'p' 'X'k'g'y' . 'U'c'p'v'c' 'E'ri'c't'c' 'E'q'w'p'v'f' . 'E'c'k'ht'p'k'c'0'V'j g'Rtqlgev' uk'g'ku'k'w'c'v'f' 'f'k'g'ev'f' 'p'q't'v'j' 'q'h'U'c'v'g' 'T'q'w'g' '*U'+' : 4.'cr r tqzko' c'v'gn'f' '20'6'o' k'rgu'y' g'uv'q'h'UT' : 7'cpf' '306' o' k'rgu'v'q'w'j' 'q'h'WU'3230'V'j g'Rtqlgev'uk'g'ku'ko o' g'f'k'c'v'gn'f' 'g'cu'v'q'h'vj g'k'p'v't'uge'v'k'p'qh'E'c'k'ht'p'k'c'X'g'p'w'g'cpf' 'U'c'p' 'C'p'v'q'p'k'q' 'T'q'c'f'0'V'j g'o' c'l'q't'k'v'f' 'q'h'vj g'uk'g'ku'd'q'w'p'f' 'd' { 'U'c'p' 'C'p'v'q'p'k'q' 'T'q'c'f' 'v'q' 'vj g'y' g'uv' 'E'c'k'ht'p'k'c' 'C'x'g'p'w'g'v'q' 'vj g'p'q't'v'j' 'cpf' 'R'c'ee'j' g'w'k'Y' c' { 'v'q' 'vj g'g'cu'0'V'j g'v'q'w'j' g't'p' 'd'q'w'p'f' c't' { 'q'h'vj g'r tqlgev'uk'g' 'd'q't'f' g'tu'vj g' g'z'k'v'k'p'i' 'U'c'p' 'C'p'v'q'p'k'q' 'U'j' q'r' r' k'p'i' 'E'g'p'v't'0'T'g'i' k'q'p'c'n'c'p'f' 'x'k'el'p'k'f' 'o' cr u'q'h'vj g'r tqlgev'uk'g' 'c't'g' 'c'w'c'ej' gf 'v'q' 'vj' k'u' P'Q'R'cu'H'k'i' w'g'u'3' 'cpf' '4.' 't'g'ur' g'ev'x'g'n'f'0''

E0' FGUET'RVIKQP'QH'VJ G'RTQLGEV''

Vj g'Rtqlgev'ku'vj g'uge'q'p'f' 'r' j' c'ug'q'h'vj g'U'c'p' 'C'p'v'q'p'k'q' 'X'k'nc'i' g'E'g'p'v't' 'R't'q'l'g'ev' *R'j' c'ug'3-0'V'j g'GKT'ht'vj g' R'j' c'ug'3' 'R't'q'l'g'ev'y' cu'egt'v'k'g'f' 'cpf' 'cr r tqxgf' 'qp' 'L'w'p'g'36.'4233' *UEJ' %4232294266-0'R'j' c'ug'3' 'r' tqr qugf 'c' o' k'z'g'f' /w'ug' 'f' g'x'g'n'r' o' g'p'v'k'pen'f'k'p'i' 't'g'v'c'k'n' 't'g'uc'w't'c'p'v' 'eqo' o' g't'ek'en' 'cpf' 't'g'uk'f' g'p'v'k'n'w'ug'u' 'cpf' 'c'd'q'x'g' 'i' t'c'f' g' r' c't'n'k'p'i' 'q'p' 'c'p'33/c'et'g' 'uk'g' 'k'ec'v'f' 'u'q'w'j' 'q'h'vj g'J' g'v'ej' /J' g'v'ej' { 't'k'i' j' v'q'h'y' c' { 0'E'q'p'ut'w'ev'k'p' 'q'p' 'R'j' c'ug'3' 'ku' c'm' q'uv'eqo r ngw.'y' k'j' 'cr r tqzko' c'v'gn'f' '97' 'r' g't'eg'p'v'eq'p'ut'w'ev'f'0''

"

Vj g'Rj cug'4'Rtqlgev'r tqr qugu'o kz gf /wug'f gxgnr o gpv'kpenf lpi "qhhleg."eqo o gtekn'tgvckn'j qvgn " ekpgo c.'tguwcpv."cpf 'r ctnkpi "qp'c"; Q /cetg'ukg'cv'j g'gzkukpi "Ucp' Cpvpkq'Uj qr r lpi "Egpgt0'Vj g" Rtqlgev'r tqr qugu'q'f gxgnr 'vj g'hqmqy lpi "wugu"

"

- qhhleg*5; 4.: 77'us wctg'hggv'juh_+"
- eqo o gtekn'cpf 'tgvckn': 4.8; 2'uh+"
- j qvgn*364.2: 7'uh'y kj "389'tqqo u+"
- cdqxi tqwpf 'r ctnkpi "cpf 'dwrk lpi 'ugt xleg'ctgc"*726.2; 7'uh+"
- tguwcpv*57.582'uh+"
- ekpgo c"*89.4: 2'uh'y kj "3.932'ugcvu+"

"

Vj g'Rtqlgev'ukg'ku'eqo r tkugf "qh'ukz'dmjemu'cu'uj qy p'lp'Hki wtg'50'Dmjenl3'y qwf 'kpenf g'wpf gti tqwpf " r ctnkpi "cpf 'tgvckn'tguwcpv'cpf 'qhhleg0'Dmjenl4'y qwf 'kpenf g'wpf gti tqwpf 'r ctnkpi "cpf 'ur ceg'hqt" eqo o gtekn'cpf 'qhhleg'wugu0'Dmjenl5'y qwf 'kpenf g'vy q'uvqtkgu'qh'tgvckn'lp'vj g'uqwj gcuveqtpgt'qh'vj g" dmjen0'Dmjenl6'y qwf 'kpenf g'c'j qvgn'y kj "c'tguwcpv'cpf 'tgvckn'ur ceg0'Dmjenl7'y qwf 'kpenf g'c'uwthceg" r ctnkpi "qv'wpf gti tqwpf "cpf 'cdqxi tqwpf 'r ctnkpi . "cpf 'ur ceg'hqt'tgvckn'wugu0'Dmjenl8'y qwf 'kpenf g" uwthceg'r ctnkpi . 'ur ceg'hqt'tgvckn'wug."cpf 'c'ekpgo c0""

"

Ceegu'v'q'vj g'r tqr qugf 'r ctnkpi 'i ctcu'gu'cpf 'uwthceg'r ctnkpi 'y qwf 'dg'xlc'Rceej gw'Y c{.'Ecrkhtpke" Cxgpwg.'Ucp' Cpvpkq'Tqcf.'cpf 'htqo 'vj g'dcnppeg'qh'vj g'uj qr r lpi 'egpgt0'Vj g'Rtqlgev'y qwf 'kpenf g" cr r tqzko cvgn'4.6; 2'r ctnkpi 'ur cegu'lp'vj g'r ctnkpi 'uwewwtgu'cpf 'uwthceg'qv'cpf '8; 'uwggv'r ctnkpi " ur cegu'cnp'vj g'J gvej /J gvej { "cpf 'Rtqo gpcf g0'Ukrlep'Y c{ 'cpf 'F kmf tkxg'ctg'y q'pgy 'r tqr qugf " r tkxcvg'uwggv'vj cv'y qwf 'twp'r ctcnq'v'gcej 'qv'gt.'dqj 'eqppgev'pi 'Rceej gw'Y c{ 'cpf 'Ucp' Cpvpkq" Tqcf 0C'r gf gwtkcp'r tqo gpcf g'y qwf 'gzv'p'pqt'vj /uqwj 'vj tqwi j 'vj g'r tqlgev'ukg0"

"

Eqpwtv'kqp'ce'v'k'k'gu'y qwf 'kpenf g'f go qrk'k'q'qh'vj g'gzkukpi '7; .877'uh'qh'eqo o gtekn'cpf 'tgvckn' dwrf lpi u.'i tcf lpi "cpf 'uqk'lgzr qt'v'ht'vj g'uwvgt'cpgcp'r ctnkpi 'rgxgn.'cu'y gni'cu't'go qxcn'qh'v'ggu'cpf " xgi g'cv'k'q'vj cv'y qwf 'dg'tgr'ceg'f 'lp'ceeqtf cpeg'y kj 'vj g'Rtqlgev'u'rcpf uecr g'r rcp0"

"

F0' GPXKQPO GPVCN'GHHGEVU'QH'VJ G'RTQLGEV"

"

Vj g'GKT'y kn'cf f tgu'vj g'hqmqy lpi "gpxkqpo gpcn'kuwgu"cguy g'k'eu.'ck't's wcrk'f.'.dkmqi kecn't'guqwtegu." eww'cn't'guqwtegu.'i gmqi { "cpf 'uqku.'i tggpj qwug'i cu'go ku'k'qpu'*erko cvg'ej cpi g+.'j c| ctf u'cpf 'j c| ctf qwu" o cvgt'kcu.'j { f tqm'j { "cpf 'y cvgt's wcrk'f.'.rcpf 'wug.'pqkug.'r qr w'v'k'q'cpf 'j qwulpi . 'r wdrke'ugt xlegu'cpf " tget'g'v'k'p.'.t'cpur qt'v'k'q'p'ht'ch'ke.'.w'k'k'k'gu'cpf 'ugt xleg'u'f'urgo u.'ewo w'v'k'x'g'lo r ceu.'cng't'p'cv'k'x'gu'v'j g" r tqlgev.'cpf 'i tqy vj 'lpf w'k'pi 'ko r ceu'0C'i tle'w'w't'g'cpf 'Hqt'guv'T'guqwtegu'cpf 'O'lp'gt'cn'T'guqwtegu'ctg" ueqr gf 'qww'ht'qo 'f'g'ck'ng'f'cpcn'f'uku'dge'cwug'vj g'ug'ctg'p'qv'r't'g'ug'p'v'q'p'vj g'Rtqlgev'ukg'qt'ctgc0C'dt'k'gh' f'k'ue'w'ul'q'p'qh'vj g'cp'v'k'f'cv'gf 'gpxkqpo gpcn'ko r ceu'ku'r't'g'ug'p'v'gf'dgm'y 0"

"

Aesthetics

Vj g'GKT'y kn'f'guet'kd'g'vj g'gzkukpi 'xku'w'cn'ej ctcevg't'qh'vj g'Rtqlgev'ukg'cpf 'uwtt'q'wpf lpi 'ctgc'cpf 'cp{ " ko r ceu'v'q'uegple'x'lg'y u'vj cv'y kn't'gu'w'ht'qo 'f'g'x'gn'r o gpv'qh'vj g'Rtqlgev'0'Vj ku't'gu'q'w'eg'uge'v'k'p'y kn'c'nuq" eqpuk'gt'vj g'lo r ceu'qh'vj g'et'g'v'k'p'qh'p'gy 'uq'w'eg'u'qh'iki j v'cpf 'i'rc't'g'0O'k'ki'cv'k'p'cpf 'lqt'cx'q'k'c'peg" o gcu'w't'gu'y kn'd'g'f'gp'v'k'g'f'ht'uki'p'k'he'cp'v'x'ku'w'cn'cpf 'lqt'cguy g'k'eu'ko r ceu.'cu'cr r tqr tk'cv'g'0'

Air Quality

Vj g'GKT'y kn'f'guet'kd'g'vj g'gzkukpi 'ck't's wcrk'f' 'eqpf k'k'qpu'lp'vj g'Dc{ 'Ctgc'cpf 'y kn'g'x'cn'cv'g'vj g'ck't's wcrk'f' ko r ceu'qh'vj g'Rtqlgev.'dcug'f'qp'cp'cpcn'f'uku'r't'gr'ct'gf'ht'vj g'GKT.'.lp'ceeqtf cpeg'y kj 'ewtt'gpv'Dc{ 'Ctgc" Ck't'S wcrk'f' 'O'cpci go gpv'F'k'nt'lev'EGS C'I w'k'f'g'rk'p'gu'0'O'k'ki'cv'k'p'cpf 'lqt'cx'q'k'c'peg'o gcu'w't'gu'y kn'd'g'f' k'f'gp'v'k'g'f'ht'uki'p'k'he'cp'v'ck't's wcrk'f' 'ko r ceu.'cu'cr r tqr tk'cv'g'0'

"

Biological Resources

Vj g'GKT'y kn'lecwncqi wg'vj g'gzkukpi 'vtggu'qp'vj g'Rtqlgev'ukg'cpf 'kf gpvkh' 'cp' { 'J g'gtkci g'Vtggu'0'C" f'guetkr vkqp'qh'vj g'gzkukpi 'dkmqi kecn'tguqwtegu'qp'vj g'ukg.'c'f'kuewukqp'qh'vj g'ko r'cew'qh'vj g'r'tqr'qugf" r'tqlgev'qp'dkmqi kecn'tguqwtegu.'cpf'cr'r'tqr'tkcvg'o kki'cvkqp'cpf'lt'cxqkf'cpeg'o'gcuwtgu'y kn'idg'kpenw'gf" kp'vj g'GKT'0

Cultural Resources

Vj g'GKT'y kn'gxcnvcg'r'qv'pvcn'ko r'cew'vq'j' kvqtkecn'tguqwtegu.'ctej'cgmqi kecn'tguqwtegu.'cpf'j'wo'cp" tgo'ckpu'0Vj g'GKT'y kn'kf'gpvkh' 'o'kki'cvkqp'cpf'lt'cxqkf'cpeg'o'gcuwtgu'ht'uki'pkh'ecpv'ko r'cew'vq'eww'wtcn' tguqwtegu.'cu'cr'r'tqr'tkcvg"

Geology and Soils

Vj g'GKT'y kn'f'guetkdg'i'gqmj'le'cpf'uqk'leqpwtckpw'vj'cv'o'c'{'ko r'cev'vj g'Rtqlgev'0Vj g'GKT'y kn'kf'gpvkh' " o'kki'cvkqp'cpf'lt'cxqkf'cpeg'o'gcuwtgu'ht'uki'pkh'ecpv'i'gqmj' {'cpf'uqknu'ko r'cew.'cu'cr'r'tqr'tkcvg'0

Greenhouse Gas Emissions (Climate Change)

Vj g'GKT'y kn'f'guetkdg'vj g'gzkukpi 'i'tggpj'qwug'i'cu'go'kuukpu'*I J I -'cv'vj g'Rtqlgev'ukg.'cpf'y kn'gxcnvcg" vj g'I J I 'ko r'cew.'dcugf'qp'cp'go'kuukpu'cpcn'uku'r'tgr'ctgf'ht'vj g'GKT.'kp'cee'qtf'cpeg'y'kj'ewt'gpv' DCCS O F 'EGS C'I w'kf'g'rk'p'gu'0Vj'ku'uge'v'qp'y kn'cnuq'gxcnvcg'vj g'Rtqlgev'u'eqpv'kdw'kqp'v'qy'ctf'u'erko'cvg" ej'cpi'g'cu'y'gm'cu'vj g'gh'ge'u'qh'erko'cvg'ej'cpi'g'qp'vj g'r'tqlgev'0'O'kki'cvkqp'cpf'lt'cxqkf'cpeg'o'gcuwtgu" y kn'idg'kf'gpv'kh'gf'ht'uki'pkh'ecpv'I J I 'ko r'cew.'cu'cr'r'tqr'tkcvg'0

Hazards and Hazardous Materials

Vj g'GKT'y kn'cf'f'tguu'vj g'r'qv'pvcn'ht'j'c'ctf'qwu'o'cvgt'kcu'kp'vj g'uqk'0Vj g'GKT'y kn'f'guetkdg'vj g'gzkukpi " eqpf'k'k'pu'qp'cpf'cf'l'cegpv'v'vj g'ukg.'kpenw'kpi 'vj g'r'qv'pvcn'ht'gzkukpi 'uqk'icpf'lt'i'tqwpf'y'cvgt" eqp'wco'k'p'cv'k'p'p'g'et'vj g'ukg'v'q'ko r'cev'hw'wt'g'w'gu'qp'vj g'ukg'0'O'kki'cvkqp'o'gcuwtgu'y kn'idg'kf'gpv'kh'gf'v'q" tgf'weg'uki'pkh'ecpv'j'c'ctf'qwu'o'cvgt'kcu'ko r'cew.'cu'cr'r'tqr'tkcvg'0

Hydrology and Water Quality

Vj g'GKT'y kn'f'kuewuu'vj g'r'qv'pvcn'ht'ht'q'f'kpi'qp'vj g'ukg.'cpf'y kn'f'guetkdg'cr'r'tqr'tkcvg'o'kki'cvkqp" cpf'lt'cxqkf'cpeg'o'gcuwtgu'ht'vj'gug'ko r'cew'0'k'cf'f'k'k'p.'vj g'GKT'y kn'f'guetkdg'ko r'cew'ht'qo " uqto'y'cvgt't'wp'qh'cpf'f't'ck'pci'g'ht'qo'vj g'r'tqr'qugf'f'gx'g'qr'o'gp'0'O'kki'cvkqp'cpf'lt'cxqkf'cpeg'o'gcuwtgu" y kn'idg'kf'gpv'kh'gf'ht'cp'{'uki'pkh'ecpv'j'{'f'tqmj' {'cpf'y'cvgt's'w'ck'v'ko r'cew.'cu'cr'r'tqr'tkcvg'0

Land Use

Vj g'GKT'y kn'f'guetkdg'vj g'gzkukpi 'rcpf'w'gu'qp'cpf'cf'l'cegpv'v'vj g'r'tqlgev'ukg.'cpf'vj g'Rtqlgev'ukg'au" gz'kukpi 'I'gp'g'cn'R'cp'cpf'q'k'p'i'f'g'uki'p'cv'k'pu'0'Vj g'GKT'y kn'f'gv'g'to'k'p'g'eq'puk'ug'p'e'{'y'kj't'g'g'x'c'p'v'rc'p'f" w'ug'r'rc'pu'cpf'r'q'rl'ek'g.'kpenw'kpi 'vj g'4252'I'gp'g'cn'R'cp'0'N'cp'f'w'ug'ko r'cew't'gu'w'k'pi'ht'qo'vj g'r'tqr'qugf" w'gu'qp'vj g'ukg'y kn'idg'cf'f't'gu'gf'0'O'kki'cvkqp'cpf'lt'cxqkf'cpeg'o'gcuwtgu'y kn'idg'kf'gpv'kh'gf'ht" uki'pkh'ecpv'rc'p'f'w'ug'ko r'cew.'cu'cr'r'tqr'tkcvg'0""

Noise

C'p'q'k'ug'c'p'c'n'uku'r'tgr'ctgf'ht'vj g'Rtqlgev'y kn'f'gv'g'to'k'p'g'vj g'gzkukpi 'co'dk'epv'p'q'k'ug'h'g'x'g'nu'qp'vj g'Rtqlgev' uk'g'0'Vj g'GKT'y kn'cnuq'cf'f't'guu'vj g'eqo'r'cv'k'k'k'v'qh'vj g'r'tqr'qugf'w'gu'y'kj'vj g'Rtqlgev'uk'g'au'gz'kukpi 'cpf' h'w'wt'g'p'q'k'ug'z'r'qu'wt'g.'q'h'uk'g'ko r'cew't'gu'w'k'pi'ht'qo'q'p'uk'g'p'q'k'ug'u'q'wt'egu.'Rtqlgev'i'gp'g't'c'v'f't'ch'le'p'q'k'ug" ko r'cew'v'q'ug'p'uk'x'g't'g'egr'v'qtu'kp'vj g'ct'g'c.'cpf'vj g'v'go'r'qt'ct'{'p'q'k'ug'k'p'et'g'c'ug'f'w'k'p'i'Rtqlgev'eq'p'ust'w'ek'p'0" O'kki'cvkqp'cpf'lt'cxqkf'cpeg'o'gcuwtgu'y kn'idg'kf'gpv'kh'gf'ht'uki'pkh'ecpv'p'q'k'ug'ko r'cew.'cu'cr'r'tqr'tkcvg'0

Population and Housing

Vj g'GKT'y kn'gz'co'k'p'g'vj g'Rtqlgev'u'r'qv'pvcn'v'g'h'ge'v'r'qr'w'v'k'p'cpf'j'q'w'k'p'i'kp'vj g'Ek'{'cpf'vj g't'gi'k'p'p'0' Vj'ku'uge'v'qp'y kn'f'kuewuu's'w'ck'v'k'x'g'n'vj g'j'q'uk'p'i'uw'r'n'{'cpf'f'go'c'p'f'kp'vj g'eq'p'v'g'z'v'q'h'Cu'q'ek'v'k'p'q'h' Dc'{'C't'g'e'I'q'x'g't'p'o'g'p'u'CDCI -'t'g'i'k'p'c'n'j'q'w'g'j'q'f'ht'g'ec'uu'cpf'hc'k'uj'ct'g'j'q'w'k'p'i'c'm'q'ec'v'k'p'u'0"

"

O kki cvkqp'o gcuwtgu'y knidg'kf gpvkhgf 'vj cv'y qwf "cxqkf "qt'tgf weg'uki pkhcepv'lo r cevu'vq'r qr wcvkqp'cpf " j qwulpi 0"

"

Public Services and Recreation

Vj g'GKI'y knif kuewu'Rtqlgev'i gpgtcvgf 'f go cpf u'hqt'r wdrle'ugt'xlegu'dcugf "qp'gz'kukpi "qr gtcv'kpcn' ucpf ctf u'qdv'kpgf 'htqo 'vj g'ugt'xleg'r tqxkf gtu0Qvj gt'o gcuwtgu'qh'f go cpf 'y knicnu'g'dge'pukf gt'gf . 'uwej " cu'vj g'r tqlgevgf 'kpetgcug'lp'vj g'ecnu'ht'ugt'xleg'cpf 'vj g'r tqlgevgf 'f go cpf 'qh'tgetgc'v'kpcn'hc'ek'k'kgu'cpf " rldtct { 'ugt'xlegu'0Vj g'GKI'y kni'gzco kpg'vj g'gz'v'p'v'q'y j lej 'Rtqlgev'f go cpf u'y qwf 't'ki i gt'vj g'pggf 'hqt " pgy 'r wdrle'hc'ek'k'kgu'y j qug'eqputwcvkqp'o ki j v'tguwv'lp'r j { ulecn'gp'x'k'qpo gpvcn'gh'gevu'00 kki cvkqp " o gcuwtgu'y knidg'kf gpvkhgf 'vj cv'y qwf "cxqkf "qt'tgf weg'uki pkhcepv'lo r cevu'vq'r wdrle'ugt'xlegu'cpf " tgetgc'v'k'p'0"

Transportation

C'tcpur qt'cvkqp'lo r cev'cpcn' uku' *VIC +y knidg'r tgr ctgf 'vq'f guet'kdg'vj g'gz'kukpi 't'cpur qt'cvkqp'pgy qtn' cpf 'vq'gxcn'w'v'vj g'Rtqlgevu't'chle'lo r cevu'0Vj g'Rtqlgevu't'chle'lo r cevu'y knidg'gxcn'w'v'f 'hqm'y kpi " vj g'i w'k'g'p'gu'q'h'vj g'Ek'v' 'qh'O qwp'v'k'p'Xlgy 'cpf 'vj g'U'c'p'c'E'rc'tc'E'q'w'v'f 'Eq'p'i gu'k'p'p'O c'p'c'i go gp'v' Rtqi tco " *EO R+0'O kki cvkqp'cpf lqt'cxqkf c'p'eg'o gcuwtgu'y knidg'kf gpvkhgf 'hqt'cp' { 'uki pkhcepv't'chle' lo r cevu'0"

"

Utilities and Service Systems

Vj g'GKI'y knif guet'kdg'vj g'gz'kukpi 'w'k'k'kgu'lp'vj g'uk'g'ctgc'cpf 'y knic'f'f't'guu'vj g'cd'k'k'v' { 'qh'gz'kukpi "cpf " r m'p'p'g'f 'r wdrle'hc'ek'k'kgu'cpf "ugt'xleg'u' { u'vgo u'vq'o ggv'f go cpf u'i gpgtcvgf 'd' { 'vj g'Rtqlgev'0Cu'gu'uo gp'v'q'h' vj g'Rtqlgevu'r qv'p'v'c'n'lo r cevu'qp'w'k'k'kgu'cpf "ugt'xlegu'y kni'k'p'c'n'f' g'eqo r r'g'v'k'p'q'h'c' "Y cvgt "U'w'r'n' { " Cu'gu'uo gp'v'cpf "Y cvgt "U'w'r'n' { "cpf "Y cvgt "F go cpf "C'p'c'n' uku'0'Rj { ulecn'lo r cevu'vq'r wdrle'w'k'k'kgu. " k'p'c'n'f' k'p'i 'y cvgt. 'uc'p'k'c't { 'ugy gtu. 'u'v'q'to 'f' t'c'k'p'u. 'cpf 'u'q'k'f 'y cvgt 'y knidg'kf gpvkhgf . 'uwej "cu'vj g'pggf 'vq' eqputwcv'pgy 'hc'ek'k'kgu'00 kki cvkqp'o gcuwtgu'y knidg'kf gpvkhgf 'vj cv'y qwf "cxqkf "qt'tgf weg'uki pkhcepv' lo r cevu'vq'w'k'k'kgu. 'cu'er r tqr t'k'v'g'0"

"

Cumulative Impacts

K'p'eq'p'h'q'to c'p'eg'y k'j 'EGS C. 'vj ku'uge'v'k'p'y knic'f'f't'guu'vj g'lo r cevu'q'h'lo r ngo gp'v'k'p'i 'vj ku'Rtqlgev'lp' eqo d'k'p'cv'k'p'y k'j 'q'v'j gt'r cuv. 'r t'g'ug'p'v. 'cpf 't'g'cu'q'p'c'd'n'f' 'h'q't'g'ug'g'c'd'r'g' 'h'w'w't'g'r t'q'l'g'eu'lp'O q'w'p'v'k'p'Xlgy 'cpf " p'g'k'j d'q't'k'p'i 't'w'k'uf'k'v'k'p'u'0'O kki cvkqp'cpf "cxqkf c'p'eg'o gcuwtgu'y knidg'kf gpvkhgf 'hqt'uki pkhcepv' ewo w'v'k'x'g'lo r cevu. 'cu'er r tqr t'k'v'g'0"

"

Alternatives to the Project

C'n'g't'p'c'v'x'g'u'v'q'vj g'Rtqlgev'y knidg'gxcn'w'v'f . 'k'p'c'n'f' k'p'i "c'0P q'Rtqlgev'0c'n'g't'p'c'v'x'g'0'Q'v'j gt'c'n'g't'p'c'v'x'g'u' c'p'c'n'f' | g'f 'y knidg'ug'g'v'g'f 'dcugf "qp'vj g'k'cd'k'k'v' { 'vq'tgf weg'qt'cxqkf "gp'x'k'q'p'o gpvcn'lo r cevu'cpf 'y kni'h'k'ng'n'f' k'p'c'n'f' g'c'tgf weg'f 'f'g'p'k'v'f' "c'n'g't'p'c'v'x'g'0"

"

Growth Inducing Impacts

Vj g'GKI'y knif kuewu'vj g'y c { u'lp'y j lej 'vj g'Rtqlgev'eqwf 'h'qu'g't' i t'q'y vj 'lp'vj g'lw't'q'w'p'f' k'p'i "gp'x'k'q'p'o gp'v'0"

"

Other CEQA Sections

Vj g'GKI'y kni'k'p'c'n'f' g'q'v'j gt'uge'v'k'p'u't'gs w'k'g'f 'd' { 'EGS C. 'k'p'c'n'f' k'p'i "U'ki pkhcepv'W'p'c'x'q'k'f' c'd'r'g' 'k'o r cevu. " U'ki pkhcepv'K't'g'x't'g'k'p'g'p'x'k'q'p'o gpvcn'E'j c'p'i gu. 'C'w'j q'tu'cpf 'E'q'p'u'w'c'p'u. 'T'g'h'g't'g'p'eg'u. 'cpf "V'ge'j p'k'c'n'f' C'r r g'p'f'k'eg'u'0"

"

G0' UEQRKPI 'EQO O GPVU'

"

Y g'ctg'u'q'k'ek'k'p'i 't'gs w'gu'u'cu'v'q'vj g'ue'q'r'g'cpf 'eq'p'v'p'v'q'h'vj g'gp'x'k'q'p'o gpvcn'k'p'h'q'to cvkqp'er r tqr t'k'v'g'v'q' { q'w't'c'i g'p'e' { u'x'c'w'w'q't' { 't'g'ur q'p'uk'd'k'k'kgu'q't'q'h'lp'v'g't'g'u'v'q' { q'w't'q't'i c'p'k' cvkqp'ur g'ek'h'k'c'm'f' . 'y g'ctg' " t'gs w'gu'u'k'p'i 'vj g'h'q'm'y k'p'i <"

"
"

30 K gpvkh{"uki pkhlecpv'gpxkqpo gpvcn'ghhgew'cpf "o kki cvkqp"o gcuwtgu'vj cv"{qw'dgrkxg'pggf "vq'dg"
gZR mrtgf "lp'vj g'GKT"y kj "uwr r qt vpi "f kuewuukap"qh'y j {"qw'dgrkxg'vj gug'ghhgew'o c{"dg"
uki pkhlecpv0"

40 F guetldg'ur gekcn'uwf lgu'cpf "qj gt 'lphqto cvkqp'vj cv"{qw'dgrkxg'ctg'pgeguuct {"hqt'vj g'Ekv' "vq"
cpcn{| g'vj g'uki pkhlecpv'gpxkqpo gpvcn'ghhgew."cngtpevkxgu."cpf "o kki cvkqp"o gcuwtgu"{qw'j cxg"
kf gpvkhgf 0"

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y km'dg'tgs wktgf "vq'r tqxkf g'ugt xlegu="

60 Kpf lecvg'y j gj gt 'uchh'ltqo {"qwt'ci gpe {"y qwf "hknq"vq"o ggvy kj "Ekv' "uchh'vq" f kuewu'vj g'ueqr g"
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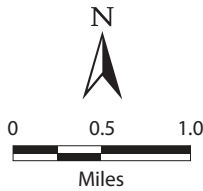
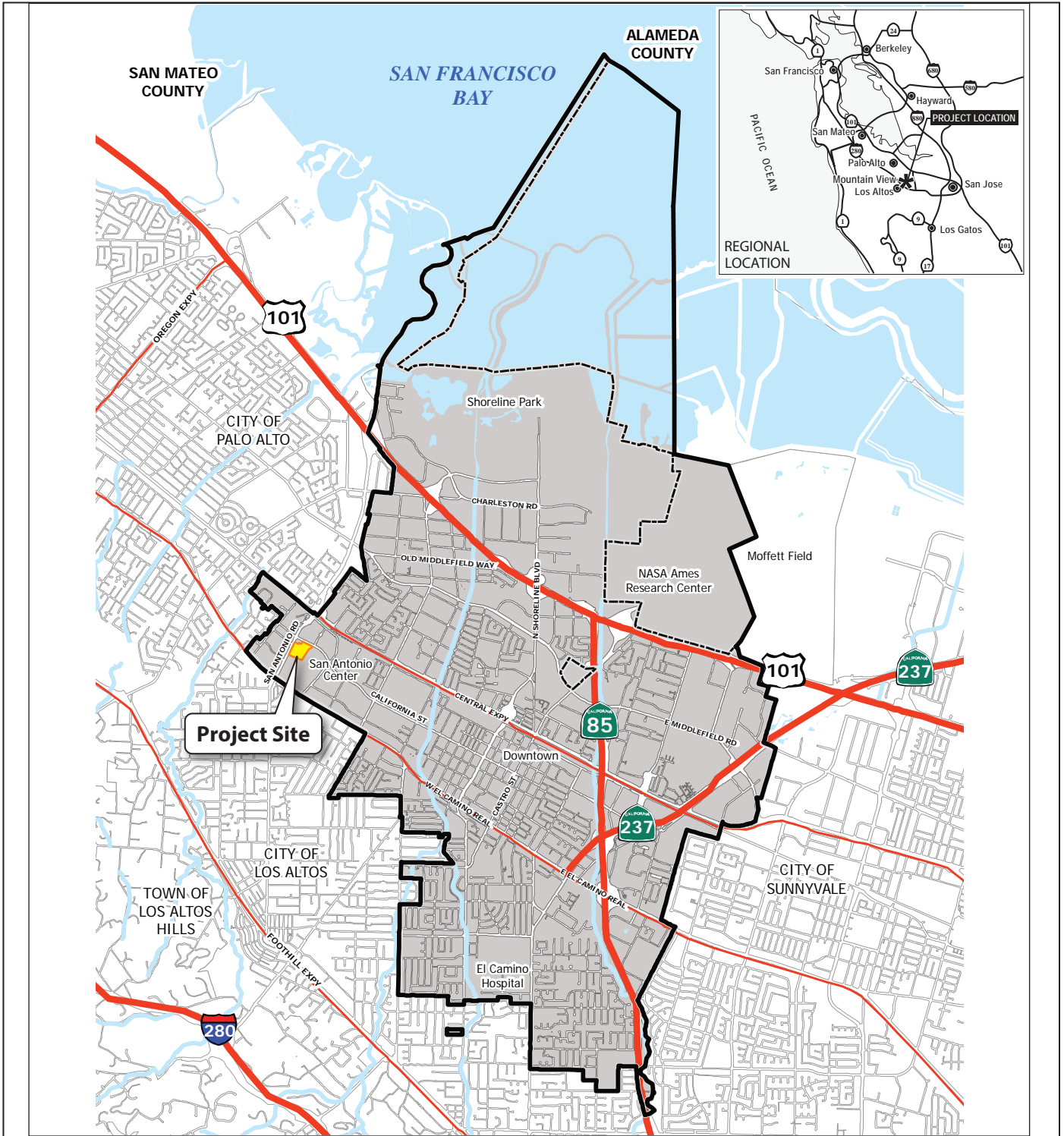
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ltqo {"qwt'ci gpe {"qt'qti cpk cvkqp'vj cv'y g"ecp"eqpv'cv'tgi ctf lpi {"qwt'eqo o gpw="cpf "

80 K gpvkh{"cngtpevkxgu'vj cv"{qw'dgrkxg'pggf "vq'dg"gzr mrtgf "lp'hw'vj gt "f gvckrlp'vj g'GKT 0"
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O cti ctgv'P gwq."Rrppgt"
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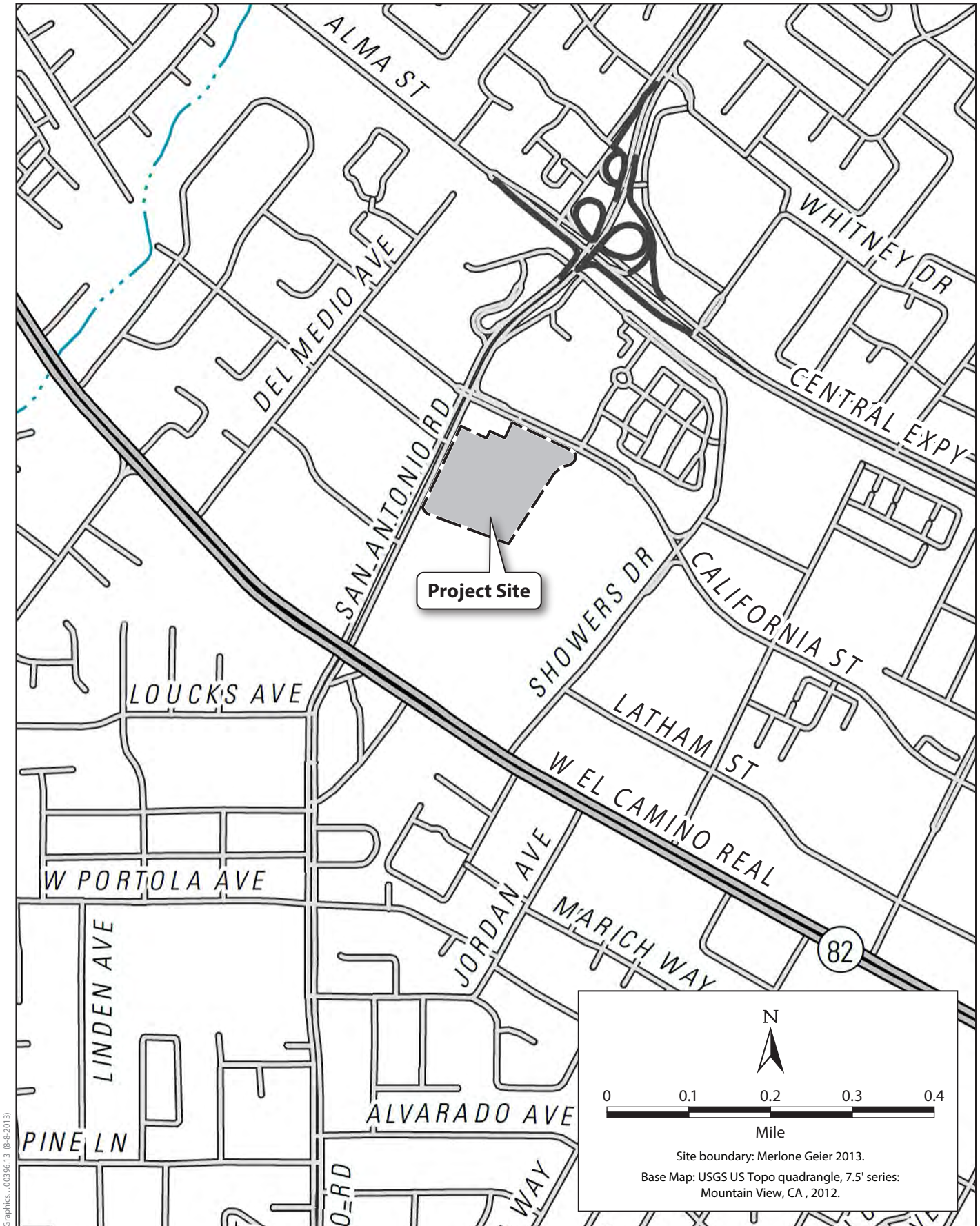
- Sphere of Influence and Planning Area
- Freeways
- City Limits
- Major Roads
- Bodies of Water

SOURCE: City of Mountain View General Plan 2011.



Figure 1
Project Location
 The Village at San Antonio Center Phase II

Graphics...00396.13 (8-7-2013)



Graphics...00936.13 (8-8-2013)



Figure 2
Project Site
The Village at San Antonio Center Phase II

Village at San Antonio Center Phase II

Scoping Comments

August 19, 2013 – September 20, 2013

Commenter	Date	Topic
<i>State</i>		
1 Caltrans	9/5/13	Traffic
<i>Regional</i>		
2 VTA	9/19/13	Traffic
<i>City</i>		
3 City of Palo Alto	9/20/13	Traffic/Aesthetics
<i>Organizations and Individuals</i>		
4 Abramzon, Valentin and Irina Trapido	8/27/13	Traffic
5 Aitchison, Ian	8/28/13	Traffic
6 Bransi, Charles	8/28/13	Traffic
7 Ellson, Penny	8/28/13	Traffic
8 Greater San Antonio Community Association	8/28/13	Traffic/Noise/Light/Intensity
9 Monta Loma Neighborhood Association (MLNA)	8/28/13	Traffic/Trees
10 Mountain View Coalition for Sustainable Planning	7/1/13	Site plans/building layout/transit
11 Pear, Matt	8/28/13	Cumulative Projects
12 Pilling, D. & S. Friberg	9/7/13	Traffic
13 Rasmussen, Steve	9/19/13	Parking/Density
14 Smith, Daniel	9/1/13	Movie Theater
15 Subramanian, Indira	8/27/13	Intensity/Traffic

DEPARTMENT OF TRANSPORTATION

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September 5, 2013

SCL082455
SCL/082/PM 21.84
SCH# 2013082054

Ms. Margaret Netto
Planning Division
City of Mountain View
500 Castro Street
Mountain View, CA 94039-7540

Dear Ms. Netto:

Village at San Antonio Center, Phase 2 – NOP

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the Notice of Preparation (NOP) and have the following comments to offer.

Traffic Impact Study (TIS)

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. We have concerns about the resulting traffic impacts from this project on adjacent and vicinity intersections, including El Camino Real/State Route (SR) 82. We request that the environmental document for the project include a Traffic Impact Study (TIS) to identify trips generated by the project and the potential traffic impacts on the surrounding streets and highways.

We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies* (TIS Guide) for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address: <http://dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf>.

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly

identified. The State right-of-way (ROW) should be clearly identified. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.
4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.
6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.
7. Secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on State highways.

Traffic Impact Fees

Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on Departmental ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

Vehicle Trip Reduction

Caltrans encourages the City to locate any needed jobs and services near major mass transit centers, with streets configured to facilitate walking and biking as a means of promoting mass transit use and reducing regional vehicle miles traveled and attendant traffic impacts.

We encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others.

Lead Agency

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

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for any work in the State right-of-way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see the sections below for more information regarding encroachment permits.

Mitigation Reporting Guidelines

The California Environmental Quality Act (CEQA) requires the adoption of reporting or monitoring programs when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after project approval to ensure implementation of the project in accordance with mitigation adopted during the CEQA

Ms. Margaret Netto, City of Mountain View
September 5, 2013
pg. 4

review process.

Some of the information requirements detailed in the attached Guidelines for Submitting Transportation Information from a Reporting Program include the following:

- Name, address, and telephone number of the CEQA lead agency contact responsible for mitigation reporting;
- Type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure; and,
- Certification section to be signed and dated by the lead agency certifying that the mitigation measures agreed upon and identified in the checklist have been implemented, and all other reporting requirements have been adhered to, in accordance with Public Resources Code Sections 21081.6 and 21081.7.

Further information is available on the following website:
<http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa.html>.

Transportation Management Plan

If it is determined that traffic restrictions and detours are needed on or affecting State highways, a Transportation Management Plan (TMP) or construction TIS may be required of the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with *California Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address:

<<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd2012/Part6.pdf>>.

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office of Traffic Management Plans at (510) 286-4647.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website linked below for more information: <<http://www.dot.ca.gov/hq/traffops/developserv/permits>>.

Ms. Margaret Netto, City of Mountain View
September 5, 2013
pg. 5

Should you have any questions regarding this letter, please contact Jesse Robertson of my staff at 510-286-5535 or <jesse_robertson@dot.ca.gov>.

Sincerely,

A handwritten signature in blue ink, appearing to read "Erik Alm".

ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse



September 19, 2013

City of Mountain View
Planning Department
500 Castro Street
Mountain View, CA 94039

Attention: Margaret Netto

Subject: San Antonio Center – Phase 2

Dear Ms. Netto:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for 392,855 square feet of office uses, 118,050 square feet of commercial uses, 167-room hotel, and a movie theater on 9.9 acres at the southeast corner of San Antonio Road and California Avenue. We have the following comments.

Land Use

VTA supports the proposed land use intensification and mix on this important site located near El Camino Real and served by VTA Local and Rapid bus service, the San Antonio Caltrain Station, and a planned Bus Rapid Transit (BRT) station. El Camino Real is designated as a Corridor in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated March 2009 version of the VTA CMP TIA Guidelines should be used when preparing the TIA for this development. This document includes updated procedures for the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from http://www.vta.org/cmp/pdf/tia_guidelines.pdf. For more information on the TIA Guidelines, please call Shanthi Chatradhi of the VTA Congestion Management Agency Division at 408-952-4224.

Trip Generation Assumptions

The assumptions about the project's trip generation and any trip reductions for the existing use should be clearly documented. The proposed project is described as the replacement of 59,655

square feet of existing commercial and retail buildings with 392,855 square feet of office, 82,690 square feet of commercial and retail, a 167-room hotel, a 35,360 square foot restaurant and a 1,710-seat cinema. VTA's *Transportation Impact Analysis Guidelines* state the following regarding change of land use: "A new tenant occupying a vacant development or building who is changing the original use (and, therefore, the site's trip generation characteristics) may need to conduct a new TIA. If the change of use requires a discretionary permit and the number of net new trips during a peak hour meets or exceeds 100, a TIA is required." (Chapter 2 .1 (7b) Vacant or Underutilized Development – Change of Land Use, p. 7). The *TIA Guidelines* also provide guidance on trip generation assumptions for vacant and underutilized development in Section 6.3 Methodology for Future Scenarios (page 23).

Trip Reductions

Based on the project location, the transportation analysis may include trip reductions for proximity to transit. The VTA *TIA Guidelines* allow reductions for developments located within 2,000-foot walking distance of a transit station. However, the *TIA Guidelines* state that "The TIA should identify any pedestrian barriers that affect access from the development to the transit facility" (page 35), and also state that "The assessment of site circulation and access must explicitly discuss the relationship between site design and any vehicle trip reductions that are applied to the project" (page 43).

Freeway Analysis

Based on the project's size and location, there may be impacts to one or more freeway segments. The DEIR and TIA should include analysis of all freeway segments that may be impacted. For guidance on analysis of freeway segments for CMP purposes, see Section 2.2.2 of the *TIA Guidelines*. If the freeway analysis of the new segments indicates impacts of additional trips exceeding 1% of capacity, VTA suggests early coordination with the appropriate agencies to identify potential mitigation measures and voluntary contribution opportunities based on the latest Valley Transportation Plan (VTP) projects in the project area.

Pedestrian and Bicycle Accommodations

VTA requests that the DEIR and TIA address Pedestrian and Bicycle Accommodations in the analysis of Transportation/ Circulation impacts of the project. This analysis should include a consideration of the adequacy of pedestrian and bicycle facilities both within and nearby the project site, including facilities that may be used to access nearby transit stops. The site plans included with the NOP appear to show substantial upgrades to public street frontages including widened sidewalks and planted buffers between pedestrians and automobile traffic, consistent with the example set by the first phase of the San Antonio Center redevelopment project. VTA hopes to see these improvements described clearly in the DEIR & TIA and included as specific, enforceable conditions of approval for the project.

Bicycle Parking

VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from http://www.vta.org/bike_information/bicycle_technical_guidelines.html.

Transportation Demand Management Program

In order to reduce the number of single occupant vehicle trips generated by the project, VTA recommends that the City require a comprehensive Transportation Demand Management (TDM) program that meets or exceeds the trip reduction targets established in the City's Greenhouse Gas Reduction Program, including a monitoring component, as a Condition of Approval for the project. Effective TDM programs that may be applicable to the project include:

- * Parking pricing and parking cash-out programs
- * Public-private partnerships or employer contributions to improved transit service to the area (for example, shuttles to Caltrain or VTA Light Rail)
- * Transit fare incentives such as VTA Eco Pass, Caltrain Go Pass, or pre-tax commuter benefits
- * Bicycle lockers and bicycle racks
- * Showers and clothes lockers for bicycle commuters
- * On-site or walk-accessible services (day-care, dry-cleaning, fitness, banking, convenience store)
- * Preferentially located carpool parking
- * Employee carpool matching services
- * Parking for car-sharing vehicles

Transportation Demand Management – Transit Incentives

VTA recommends that the City consider requiring the project applicant to provide VTA Eco Passes, Caltrain Go Passes, or similar discounted transit passes to employees on a continuing basis, as a Condition of Approval of the project. The VTA Eco Pass is a photo ID validated with an annual sticker to provide unlimited rides on VTA Bus and Light Rail seven days a week. VTA sells Eco Passes at a discount to employers, housing developments, and educational institutions. For more information about VTA's Eco Pass program, please contact Angela Sipp of VTA at (408) 321-7519.

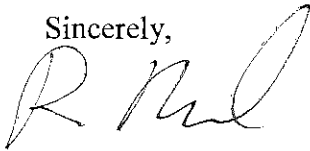
Bus Service

As mentioned in our comments on the Draft EIR for the earlier phase of this project, the bus stops along San Antonio Road adjacent to the project site should be improved to VTA standards.

City of Mountain View
September 19, 2013
Page 4

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

A handwritten signature in black ink, appearing to read "R Molseed". The signature is fluid and cursive, with the first letter "R" being particularly large and stylized.

Roy Molseed
Senior Environmental Planner

cc: Erik Alm, Caltrans
Jesse Robertson, Caltrans

MV1307



CITY OF
**PALO
ALTO**

PLANNING & COMMUNITY ENVIRONMENT

250 Hamilton Avenue, 5th Floor
Palo Alto, CA 94301
650.329.2441

Community Development

SEP 30 2013

RECEIVED

September 20, 2013

Margaret Netto, Planner
City of Mountain View
Community Development Department
500 Castro Street
Mountain View, CA 94039

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Village at San Antonio Center – Phase 2 Project

Dear Ms. Netto:

Thank you for the opportunity to review and comment on the Notice of Preparation of a draft Environmental Impact Report for the Village at San Antonio Center – Phase 2 Project (the “Project”). The City of Palo Alto would appreciate consideration of the following comments in the preparation of the Environmental Impact Report.

A. Transportation

1. The City of Palo Alto requests that the City of Mountain View consider transportation impacts on the San Antonio Road corridor from Highway 101 to El Camino Real. This includes a number of roadways and intersections within the cities of Palo Alto and Mountain View, including the Hwy 101/San Antonio Road interchange, Charleston Road, Middlefield Road, San Antonio Avenue (frontage road), Nita Avenue, Briarwood Way, the Central Expressway/Alma Street interchange, California Street, Miller Avenue, and Fayette Drive. In addition, other roadways that have the potential for cut-through traffic due to increased congestion on these corridors should be analyzed. City of Mountain View staff should coordinate the review of this corridor with City of Palo Alto transportation staff, in that recent Palo Alto studies and projects within this area may inform the EIR analysis.
2. In addition to the analysis of San Antonio Road, the City of Palo Alto requests that the intersections at Del Medio Avenue (including California Street, Miller Avenue, Fayette Drive, and West El Camino Real) and intersections at Monroe Drive and El Camino Real and Arastradero Road and El Camino Real be analyzed for transportation impacts.



CityOfPaloAlto.org

3. The Draft EIR should fully consider all mitigations that increase mobility without relying on drive alone automobile trips. Mitigation should include better connections to transit stations in Palo Alto and Mountain View and improved facilities for pedestrians and bicyclists. The Draft EIR should specifically focus on improvements to three planned bicycle boulevards in Palo Alto near the Project site, including the planned boulevards at Wilkie Way/Miller Avenue/Del Medio Avenue, Mackay Drive/Nita Avenue, and Chareleston Road/Montrose Avenue. Information regarding these and other nearby bicycle boulevards can be found in the City of Palo Alto Bicycle + Pedestrian Master Plan, July 2012).
4. The Draft EIR should fully consider a robust Transportation Demand Management (TDM) program as mitigation for the project. A TDM program for this project could be successful in reducing trips, thereby reducing possible air quality and climate change impacts.
5. Integrated Transit Facility- the Draft EIR Project analysis, or a Project alternative, should consider the effects of an on-site transit facility for the Project. A transit facility that includes space for Valley Transportation Authority (VTA) buses, Stanford University Marguerite shuttles, and other public and/or private future shuttle service. In addition, public amenities such as shelters, benches, lighting, landscaping, paving, bicycle racks, and signage could increase transit use to the Project site, thereby reducing vehicle trips and reducing air quality and climate change impacts that may be identified in the Draft EIR.
6. Connections to San Antonio CalTrain station- The Draft EIR should consider the effects of enhanced connections on private and public property to the San Antonio CalTrain station. Well-established pedestrian and bicycle connections to transit can reduce vehicle trips, air quality impacts and climate change impacts that may be identified in the DEIR.

B. Aesthetics

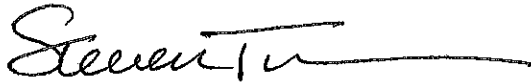
1. The Draft EIR should analyze the visual impacts of the buildings as viewed from the San Antonio Road corridor and residential neighborhoods in Palo Alto.

C. Construction Impacts

1. The Draft EIR should analyze construction impacts to Palo Alto, especially along the San Antonio Road and El Camino Real corridors.

The City of Palo Alto respectfully requests that the above listed comments be incorporated into the analysis for the preparation of the Draft EIR. If you have any questions or comments contained in this letter, please contact me at your earliest convenience: (650) 329-2155 or steven.turner@cityofpaloalto.org. I will serve as your point-of-contact for the City of Palo Alto.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven Turner", with a long horizontal flourish extending to the right.

Steven Turner
Advance Planning Manager

cc. Aaron Akin, Interim Director of Planning and Community Environment
Jaime Rodriguez, Chief Transportation Official

Antin, Elizabeth

Subject: FW: comments regarding proposed development at 405 San Antonio Rd.

-----Original Message-----

From: Valentin Abramzon [<mailto:abramzon@gmail.com>]

Sent: Tuesday, August 27, 2013 10:30 PM

To: , Community Development

Subject: comments regarding proposed development at 405 San Antonio Rd.

Dear Ms. Netto,

as residents of the nearby The Crossings neighborhood, we would like to give some thoughts regarding the proposed development at 405 San Antonio Rd.

- the overall scale of the planned development is simply overwhelming.

The traffic situation around San Antonio as it is today is already bad. If the new development is put in place, the traffic will simply become unmanageable.

- if successful, the new development will also significantly increase pedestrian traffic from and to San Antonio CalTrain station through our complex (including early morning and late night hours). Therefore, we think that a dedicated pedestrian walkway (preferably not through The Crossings) from CalTrain station to the development is a must.

- as always, wide pedestrian walkways and sidewalks surrounded by large trees that give shade are important both from the aesthetic and the utilitarian standpoints. We think that the city should require any new developments to have these. Unfortunately, this has not been the case so far with the new Carmel Village developments.

- the architectural design of the Carmel Village leaves much to be desired, to put it mildly. We would like to see something more similar to The Crossings, for example, which, in our opinion, is a much nicer design.

Thank you for consideration,

Valentin Abramzon and Irina Trapido

Antin, Elizabeth

Subject: FW: Administrative zoning hearing - 405 San Antonio Road

From: Ian Aitchison [<mailto:i.aitchison1@physics.ox.ac.uk>]

Sent: Wednesday, August 28, 2013 10:47 AM

To: , Community Development; Netto, Margaret

Subject: Administrative zoning hearing - 405 San Antonio Road

I wish to strongly endorse the letter sent to you today on this subject by Mr. Charles Bransi.

Ian Aitchison
121 Beacon Street
Mountain View.

Antin, Elizabeth

Subject: FW: Administrative zoning hearing - 405 San Antonio Road
Attachments: r_211jkr.pdf

From: Charles Bransi [<mailto:cbransi@hotmail.com>]
Sent: Wednesday, August 28, 2013 9:07 AM
To: , Community Development; Netto, Margaret
Subject: Administrative zoning hearing - 405 San Antonio Road

To Whom it May Concern

I am writing to you today regarding the location of the proposed parking structure of the San Antonio Center (project location: 405 San Antonio Road). I strongly believe that in order for the San Antonio Center to be sustainable in the long-term it needs to be more pedestrian/bike friendly. I would like to make the following points regarding my motivation for this correspondence:

1. I would like to see that the area is made safer by segregating vehicle traffic from pedestrian/bike traffic through the implementation of a well planned circulation network policy that considers all user groups.
2. I would like to encourage the use of the public transit system.
3. I would like to see the adjacent neighborhood less affected by the development.

The San Antonio Center is the materialization of the vision for smart growth around public transit. Growth is a by-product of success, and Silicon valley and Mountain View are reaping benefits from the success of the tech industry. Unfortunately growth also presents certain issues in the form of 'growing pains' and 'teething problems'. However, I do believe it is possible to alleviate some of these headaches with careful design and planning. Currently, my biggest concern is the proposed 7-story parking garage on the corner of Pacchetti Way and California Street.

A 7-story parking facility would naturally attract vehicle traffic, and my concern is the impact this will have on pedestrians and cyclists, as well as the adjacent residential neighborhood. I feel that the location of this huge parking facility is going against the vision of the city of Mountain View – a vision of a more dense neighborhood that has a strong focus on the safety of pedestrians and cyclists.

The city of Mountain View currently has a circulation network map that promotes vehicle traffic on San Antonio and bicycles on California Street. I would add Pacchetti Way in the circulation network for pedestrian and bicycle traffic. The importance of this circulation plan is becoming more and more crucial as the density within the neighborhood increases. Currently, we expect the CalTrain to offer commuters an alternative mode of transport to cars. As the train station is situated very close to the proposed development, train commuters and cyclists will walk or cycle along Pacchetti Way to reach their offices situated within the San Antonio Center. Also, another office complex – the San Antonio Station (a 500 000 square feet office) – will bring even more people who would use the tunnel under the railway tracks to walk/cycle along Pacchetti Way. In addition, the Monta Loma residents will also walk/cycle along Pacchetti Way in order to reach the center.

Once these pedestrians and cyclists reach the intersection of Pacchetti Way and California Street, they will have to jostle moving traffic in order to access the complex, which poses a severe safety risk for these users. I also believe we will miss a huge opportunity to encourage more commuters to use the public transit system, as by placing a garage (and the inevitable heavy vehicle traffic that this will bring) between the train station and the office space, we will effectively discourage people from using the public transit system due to safety concerns, and a longer commute from public transit to their office.

The solution I propose is to move the parking structure further along San Antonio, and move the office complex (387 000 square feet) to the corner of Pacchetti Way and California Street.

I have attached a document called "making the most of Transit" from the Public Policy Institute of California, which was published in February 2011 (1). The first important conclusion that can be drawn from this study is that the relationship between the proximity of the office to public transport is typically reflected as an exponential curve. As the distance (and time) to commute increase, the ridership falls fast. The second conclusion is that siting of workplace/employment close to public transit is the best way to encourage public transit ridership. People who make non-commute trips to visit stores or attend events are much less likely to use public transit. An office on the corner of Pacchetti Way and California Street would make the walking commute around 5 to 10 minutes. This location is recommended, both in terms of safety and commute time, if we are wanting to encourage commuters to use public transit. Putting the parking garage between the transit and the office space would make it longer to commute for transit users, compromise safety of pedestrians/cyclists by mixing vehicle traffic with pedestrians/cyclists, and more importantly, it would encourage people to drive their vehicles rather than use public transit, walk or cycle.

Lastly, the office space is the best choice to integrate near the residential area, and will serve as an effective buffer between the residential and commercial areas. They complement each other because the residential area is more populated after work hours during the evening and weekend, while the office space will have its peak during work hours on weekdays. This will have much less of a negative impact on residents in terms of both traffic, noise and safety than a high-rise parking facility that by its very nature is designed to attract high volumes of vehicular traffic.

In conclusion, I believe this is an opportunity for the city of Mountain View to promote its vision of striving to be a more pedestrian/bike friendly city rather than only considering this as an afterthought. In the grander scheme of things, we should be encouraging people to walk, cycle and use public transport rather than private vehicles, in order to minimize our carbon footprint, reduce atmospheric pollution and greenhouse gas emissions, and ultimately in our effort to promote a more sustainably lifestyle and society. Last year, the Crossing neighborhood was visited by other cities as a great example of a transit-oriented development (ToD). It would be ironic to add a 7-story garage at the entrance of a transit-oriented development – a stark reminder to everyone that the car is still king.

Yours sincerely,

Charles Bransi

Reference

(1) http://www.ppic.org/content/pubs/report/r_211jkr.pdf



PPIC

PUBLIC POLICY
INSTITUTE OF CALIFORNIA

Making the Most of Transit

Density, Employment Growth, and Ridership around New Stations

February 2011

Jed Kolko

with research support from Marisol Cuellar Mejia, Davin Reed, and Eric Schiff

Supported with funding from The William and Flora Hewlett Foundation and the David A. Coulter Family Foundation

Summary

In 2008 California adopted Senate Bill (SB) 375, which requires the integration of land use and transportation planning to reduce greenhouse gas emissions from vehicle miles traveled (VMT). A prime example of such activities is transit-oriented development (TOD), the targeting of residential, commercial, or mixed-used development to areas around transit stations.

This paper assesses how well California has achieved the integration of land use and transportation planning by looking at employment growth around new transit stations from 1996 to 2006. Three facts, presented in the paper, underscore the importance of locating transit near jobs and encouraging job growth near transit:

- Transit ridership depends on proximity to transit, especially workplace proximity.
- Employment density is more strongly associated with transit ridership than residential density is.
- In California, residential density is higher than the national average and rising, but employment density is lower than the national average and falling.

Because employment patterns are at least as important for transit ridership as residential patterns are, and because employment patterns and commercial land use have received much less emphasis in policy work and the research literature, the analysis in this paper focuses on employment growth.

Looking across the 200-plus transit stations that opened in California from 1992 to 2006, we find that these new stations were located in areas with high residential density and very high employment density. Yet the opening of new stations was not accompanied by an increase in average employment growth in the areas immediately surrounding these stations (relative to comparison areas), either when the stations opened or several years afterward. What's more, employment around new stations varied widely: Employment growth increased near 18 new stations and decreased near 20, relative to comparison areas, with the largest increases in areas that had higher residential and employment density prior to the station opening. For the rest of the stations, the difference between employment growth around the station and in the comparison areas before and after the station opening was not statistically significant. Employment growth increased most around stations located in higher-density areas.

In short, we find an absence of any boost to employment growth associated with the opening of new transit stations, on average. This finding runs counter to a goal of transit-oriented development policy and suggests that California has missed an opportunity to get the maximum increase in transit ridership and reduction in VMT from its recent transit investments. Existing zoning patterns and fiscal incentives, though favoring commercial over residential development, have not resulted in employment growth around new transit stations. Furthermore, most TOD policies—including the TOD strategy in SB 375—discourage commercial development relative to residential development near transit. But if California is to make the most of its transit investments, land use and transportation planning must do more to boost employment growth around transit stations.

Contents

Summary	2
Tables	4
Figures	5
Introduction	6
In Brief: Land Use Trends	8
Trends in Decentralization	8
Residential and Employment Density Patterns	10
In Brief: Transit and Driving Trends	14
Transit Ridership and Proximity	14
Does Transit Investment Reduce VMT?	17
How Land Use and Transportation Connect	19
The Effect of Land Use on Transportation	19
Employment Patterns Affect Transit Use More Than Residential Patterns Do	21
The Effect of Transportation on Land Use	22
Transit and Development in California	24
Transit Expansion in California	24
Employment Growth Around New Transit Stations	26
Why Isn't Employment Growth Faster Around Transit Stations?	31
Conclusion	33
References	36
About the Author	39
Acknowledgments	39

A technical appendix to this paper is available on the PPIC website:
http://www.ppic.org/content/pubs/other/211JKR_appendix.pdf

Tables

Table 1. Residential and employment density in California and the U.S. (persons, housing units, or workers per square kilometer)	12
Table 2. National residential and employment density rankings for large California metropolitan areas, 2000	12
Table 3. Transit ridership among 40 largest U.S. metros, 2008	15
Table 4. Commuting mode, by proximity to transit stations, 2000	16
Table 5. Fixed-line transit stations in California	25
Table 6. Residential and employment density for blockgroups around older nodes, newer nodes, and rest of state	25

Figures

Figure 1. Transit ridership decreases as distance from transit stations increases	16
Figure 2. Employment growth associated with station openings, Los Angeles area	29
Figure 3. Employment growth associated with station openings, Sacramento area	29

Introduction

California has, for years, sought to tie its transportation planning to land use policy in order to balance economic growth, mobility, air quality, habitat preservation, and other goals (Barbour and Teitz 2006). In 2008, California adopted Senate Bill (SB) 375, which furthers the integration of land use and transportation planning in order to reduce greenhouse gas (GHG) emissions. As SB 375 requires, the California Air Resources Board established targets in 2010 for each of the state's 18 metropolitan planning organizations (MPOs), which, in collaboration with cities and counties, are required to integrate land use planning into the regional transportation planning process.

The emission-reduction targets will partly be met through a variety of policies designed to reduce vehicle miles travelled (VMT), including land use, pricing, and investments in transit and other alternatives to driving alone. Other policies, such as fuel standards, are also being used to reduce GHG emissions from the transportation sector, and California is trying to reduce emissions from other sectors as well (Bedsworth, Hanak, and Kolko 2011). Transportation models and previous research support this approach, demonstrating that integrated strategies that include, for instance, transit investments coordinated with zoning changes and parking policies, result in greater VMT reduction than policies undertaken singly.

A prime example of integrating land use and transportation planning for the purpose of VMT reduction is transit-oriented development (TOD), which aims to create compact, dense, urban spaces around transit stations through residential, commercial, or mixed-used development, supported by appropriate urban design and policies. Because transit-oriented development has the potential to shift residents and workers closer to transit, TOD has the potential to reduce VMT by raising transit ridership. New transit investments can raise the share of residents and workers close to transit in two ways: (1) by locating transit in high-density areas, and (2) by encouraging greater density around new transit stations.

Locating transit in high-density areas depends, of course, on the existence of high-density areas in the first place. Only the larger metropolitan areas with high-density neighborhoods can support fixed-line transit such as subways, rail, or streetcars, because density provides the ridership needed to make such systems economically feasible. The existence of high-density areas that are good candidates for transit stations is the result of cumulative public policy and private sector decisions and topographic constraints. This paper will demonstrate that transit ridership at the metropolitan level is indeed higher where the average density of the metropolitan area is higher, and that employment density is more strongly associated with transit ridership than residential density is. Looking at California's recent history, this paper also shows that new transit stations have been located in areas of relatively high density, though not as high as the areas around older transit stations.

Increasing density around new transit stations depends on both public- and private-sector decisions that encourage or discourage development, including zoning, urban design, and investment decisions. Even if the land around a new transit station becomes more valuable because of its increased accessibility, higher values result in new development and higher density only if local policies facilitate, or at least allow, development. Patterns of development around new transit nodes affect the extent to which transit investments lead to greater transit ridership and therefore the reduction of VMT and the achievement of SB 375 goals.

In recent years, California has invested considerably in fixed-line transit, with over 200 new transit stations opening in the state between 1992 and 2006, in both existing and new systems. Much more transit investment is planned for the future. The contribution of these investments to VMT reduction will depend, in part, on

how well these investments are integrated with land use planning and with existing transportation infrastructure.

This paper assesses how well this integration has been achieved in California in the period from 1992 to 2006, answering the following two questions in depth:

1. To what extent were new transit nodes in California located in areas with high residential or employment density?
2. How much have residential and, especially, employment densities increased around new transit nodes?

We focus on fixed-line transit, such as subways and light rail, because it represents a large share of transit investment. Fixed-line transit is also perceived to have the greatest potential for integration with land use planning (Bedsworth, Hanak, and Stryjewski 2011). Our focus is metropolitan and commuter transit—not inter-regional transit like high-speed rail—consistent with SB 375’s emphasis on integrated planning at the regional level.

This paper proceeds as follows. First, we provide a brief overview of land use patterns and transit trends, highlighting the most relevant findings for our analysis of integrating land development with transit investments. Two important facts stand out in each area:

Land use trends. Employment density in California is lower than the national average and falling, even though residential density is higher in California than the national average and rising.

Transit trends. Transit ridership falls sharply as distances from transit stations increase. This trend is even more pronounced for distances from workplaces than for distances from residences.

Next, the paper reviews research on land use and transportation, which concludes that employment land use patterns have at least as strong a relationship with transportation behaviors as residential land use patterns do.

Together, these sections provide the context for the paper’s two main research questions: Where did new transit stations open, and did residential and employment growth accompany those new stations? Our findings to these questions, along with results reported from previous studies, point to challenges and opportunities for reducing VMT in California.

In Brief: Land Use Trends

This section describes land use patterns and recent trends in the U.S. and California. Land use patterns are the cumulative result of decisions made over many years by governments, businesses, and households. Because buildings and infrastructure can last for decades or centuries, land use patterns change slowly except in rapidly growing areas with new development. Existing land use patterns can support or constrain transportation policy options.

Describing land use: Density and centralization

Density and centralization are two important measures of land use patterns. Put very simply, density reflects how tightly packed together people (or housing or jobs) are within a given land area, and centralization reflects the clustering of people (or housing or jobs) near the center of a city or metropolitan area. Decentralized land use tends to have lower density: the density of both population and employment typically declines with increasing distance from downtown. “Sprawl” often refers to land use that is both low-density and decentralized (Glaeser and Kahn 2004). But decentralization does not always imply low-density: a metropolitan area could be both decentralized and high-density if, for instance, it includes large, dense centers of employment outside of traditional downtowns. Although density is just one of many measures of land use patterns, the research literature suggests it is highly relevant for transit ridership and often closely related to other measures of land use patterns.

Density and centralization have the advantage of being relatively easy to quantify using widely available data, which facilitates comparisons across geographic areas at many levels (Census tracts, counties, metropolitan areas) and over time. Other measures of land use patterns include whether land is developed in a continuous or “broken” fashion; whether there are few or many sub-centers of employment outside of downtown; and whether different land uses, like residential and commercial, tend to be mixed or separated.*

The discussion of land use and transportation in this paper mentions the “jobs-housing balance.” This is one important measure of the mixing or separation of different land uses.

* Galster et al. (2001) defines a variety of land use measures and demonstrates that many are uncorrelated with each other. Lang and LeFurgy (2003) and Redfean (2007) examine employment concentrations outside of traditional downtowns.

Trends in Decentralization

For many decades, American cities have become less dense and more decentralized. Nationwide, urban population densities peaked in 1950, fell sharply between 1950 and 1990, and remained relatively constant between 1990 and 2000. Population has steadily decentralized since 1890 as suburbs have grown and the differences in density between higher-density cities and lower-density suburbs have narrowed (Kim 2007). Although employment is more concentrated near downtowns than are housing and population, only 21 percent of employment in large metropolitan areas is within three miles of downtown.¹

¹ I use “downtown,” “city center,” and “Central Business District” interchangeably throughout this report.

Despite these general trends in density and decentralization, metropolitan areas vary widely. In California, employment is more concentrated near the central business district (CBD) in San Francisco-Oakland (21 percent of metro employment within three miles) and Sacramento (22 percent) than in Los Angeles (7 percent) or San Diego (12 percent).² And although nearly all metro areas experienced further decentralization of employment between 1992 and 2006, this movement of jobs away from downtowns was more pronounced in some metros, such as Los Angeles and San Francisco-Oakland, than others, such as San Jose and Sacramento.

Explanations for increasing decentralization and declining densities fall into two categories: “natural evolution theory” and “fiscal-social problems” (Mieszkowski and Mills 1993; Nechyba and Walsh 2004). Under “natural evolution theory,” households consider both the cost of commuting to downtown jobs, which rises with increasing distance from the city center, and the cost of housing, which falls with increasing distance from the city center. Decentralization can result from either improved transportation technology that lowers the cost of commuting (e.g. cars replacing horse-drawn carriages, or the building of better roads) or greater demand for housing. The “fiscal-social” explanation is that lower-density suburbs grow as people move out of cities with bad public schools, high crime, and worse public services.³ Although, as Mieszkowski and Mills (1993) point out, these two broad explanations are related and hard to disentangle, the evidence leans more in favor of the “natural evolution” explanation. Glaeser and Kahn (2004) show that decentralization occurred even in metropolitan areas with lower central-city poverty, and Baum-Snow (2007) shows that the development of the interstate highway system in the 1950s and 1960s, which made commuting long distances into downtown easier, contributed significantly to sprawl.

These explanations for decentralization describe household behavior and either ignore business location decisions (fiscal-social problems) or assume businesses remain at the city center (natural evolution theory). Yet jobs, too, have decentralized to lower-density areas. People follow jobs to reduce their commutes, and jobs follow people to attract customers and workers (Kolko 2009). Extensive research has examined the effects of these trends on transportation behaviors and on other economic and social outcomes such as employment prospects, business productivity, workers’ skills acquisition, obesity, and public health.

² The central business district of a metropolitan area can be defined in multiple ways. Both Kneebone (2009) and this paper rely on a list of CBD Census tracts from the 1982 Census of Retail and consider the CBD as the center of economic activity in a metropolitan area. Place names refer to metropolitan areas.

³ “Natural evolution theory” is rooted in the monocentric city model, presented in Brueckner (1987); the “fiscal-social problems” explanation is based on the Tiebout (1956) model of residential sorting into jurisdictions.

Research approach

This analysis uses data from several sources: population from the decennial Census, housing from the decennial Census and the United States Postal Service (USPS), transportation behaviors from the Census Transportation Planning Package (CTPP), and employment from the National Establishment Time-Series (NETS) database. We present findings at the state, metropolitan area, Census tract, or Census blockgroup level. Metropolitan areas consist of one or more counties, counties are divided into Census tracts, and Census tracts are divided into blockgroups and then blocks. Census tracts are defined to represent a neighborhood and have, on average, 4,000 inhabitants; the typical blockgroup has 1,500 inhabitants.

The decennial Census reports population and occupied housing unit counts and land area at the blockgroup (and block) level.* CTPP transportation data are based on the 2000 Census and report commuting mode (drive alone, carpool, subway, bus, etc.) by place of residence and place of work at the tract and blockgroup level.

The NETS database is a national longitudinal microdata panel of the businesses in the Dun & Bradstreet business register. The NETS provides employment levels, detailed industry, and exact street address for more than 200 million establishment-year observations. The NETS records used here cover 1992–2006. No publicly available dataset approaches the comprehensiveness and geographic detail of the NETS. By geocoding the NETS, we generate employment totals by year by Census tract and blockgroup.**

* The latest decennial Census data are from 2000, and the follow-on American Community Survey (ACS) data do not yet report population or other variables at detailed levels of geography like Census tracts or blocks. Instead, we use tract-level data from 2008 on occupied housing units from USPS, which reports the number of addresses, active and vacant, residential and commercial, to the U.S. Housing and Urban Development Department (HUD). To our knowledge, these USPS/HUD housing unit data are the only nationally available tract-level data that show residential patterns after 2000.

** Nationally, 94 percent of employment was in establishments that geocoded successfully, with higher shares in urban areas. We omitted un-geocoded establishments from the blockgroup totals. We imputed Census tract location for un-geocoded establishments by matching reported ZIP code to Census ZIP Code Tabulation Area (ZCTA) and then allocating that employment to tracts.

Residential and Employment Density Patterns

Despite popular conceptions that California—particularly Southern California—is the epitome of sprawl development, residential density in California is well above the national average. In Table 1 we report weighted density measures, which are unaffected by the inclusion of undeveloped land within a metropolitan or state boundary.

Population density in California in 2000 was 49 percent higher than the national average.⁴ California's population density increased from 1990 to 2000, even though national residential density was unchanged. Although tract-level data on population since 2000 are unavailable, housing unit density—also weighted—continued its slight upward trend from 2000 to 2008, both in absolute terms and relative to the national trend.

⁴ Because we report weighted density, this means that the typical person in California lives in a Census tract that is 49% more dense than the typical person in the U.S. overall.

Measuring density

Conventional density is measured as the number of people (or housing units or workers) per square kilometer (or other measure of area). But metropolitan areas and states often include undeveloped or sparsely developed land, so conventional density measures can understate the density of the settled areas where people actually live and work.

Weighted density helps to account for this. Weighted density measures the number of people (or housing units or workers) in the areas where people actually live or work and therefore better reflect the land use patterns experienced by a typical person or worker.

Weighted population density for a metropolitan area is the weighted average of Census tract population density (tract population divided by tract land area) for all tracts in the metropolitan area, where the weight is the tract's share of metropolitan population. Tracts without population receive a weight of zero and therefore do not affect the weighted density of the metropolitan area (Glaeser and Kahn 2004). In effect, the weighted-density measure equals the tract density for the average person within a metropolitan area; we use the same method to calculate housing and employment density.

Because tracts with more population (or housing or employment) tend to have higher density, tract-weighted density measures for metropolitan areas tend to be higher than unweighted density measures. An alternative method for excluding undeveloped land is "net density": population (or employment) divided by land area excluding farmland, public lands, and other undeveloped areas (Galster et al. 2001). Net density requires detailed data on land uses in order to identify and exclude undeveloped land, whereas weighted density requires only on tract population (or employment) and land area.

To understand how weighted density measures work, consider two hypothetical cities, Sparseville and Densetown. Each has a population of 1,000 residents and consists of two one-square mile Census tracts. In Sparseville, 500 people live in each tract, whereas in Densetown, all 1,000 residents live in one tract and the other is undeveloped. Both Sparseville and Densetown have a conventional density of 500 people per square mile (1,000 residents divided by 2 square miles). But the weighted density measure is 500 people per square mile in Sparseville, since the average person lives in a tract with 500 people per square mile, while the weighted density measure in Densetown is 1,000 people per square mile, since the average person (in fact, all people) lives in a tract with 1,000 people per square mile.

Throughout this report, we report weighted density measures for metropolitan areas and states.

California's employment density is quite different than its population density. Employment density in California is lower than in the U.S. overall and—like the national trend—is falling.⁵ In 2006, employment density was 15 percent below the U.S. average. Employment densities have fallen most sharply near downtown areas: In the six largest California metropolitan areas, employment densities within three miles of

⁵ In general, employment density is higher than residential density: the employment density of the typical worker's Census tract is much higher than the residential density of the typical resident's Census tract, in part because people are more likely to work than live in areas like downtowns where both residential and employment density are high.

downtown fell nearly 25 percent between 1992 and 2006. Employment densities ten miles or more from downtown rose slightly over the same period.

TABLE 1
Residential and employment density in California and the U.S. (persons, housing units, or workers per square kilometer)

	California	U.S.	Ratio
Population density			
1990	3073	2171	1.42
2000	3230	2171	1.49
Occupied housing unit density			
1990	1154	924	1.25
2000	1179	890	1.32
2008	1197	887	1.35
Employment density			
1992	7351	8995	0.82
2000	7088	8575	0.83
2006	5632	6645	0.85

NOTE: Density is reported as residents, houses, or workers per square kilometer. Tract density weighted by tract population, housing, or employment as appropriate, as explained in text. Intuitively, this equals the tract-level density for the average person, housing unit, or employee in the metropolitan area.

In general, both residential and employment density are higher in larger metropolitan areas. Table 2 shows how California’s 12 largest metropolitan areas rank among the nation’s metropolitan areas according to population, residential density, and employment density. Although metropolitan area population is generally closely correlated with employment and, especially, residential density, these large California metro areas display considerable variation in density.

TABLE 2
National residential and employment density rankings for large California metropolitan areas, 2000

Metro	Population	Residential density	Employment density
Los Angeles-Long Beach-Santa Ana	2	2	23
San Francisco-Oakland-Fremont	12	3	3
Riverside-San Bernardino-Ontario	13	47	236
San Diego-Carlsbad-San Marcos	17	9	35
Sacramento-Arden-Arcade-Roseville	27	30	24
San Jose-Sunnyvale-Santa Clara	28	6	47
Fresno	58	40	144
Oxnard-Thousand Oaks-Ventura	61	19	212
Bakersfield	70	54	271
Stockton	82	21	209
Santa Rosa-Petaluma	98	89	206
Modesto	100	36	233

Note: Population data from Census; employment data from NETS. Each metropolitan area comprises one or more counties, following the 2008 Core Based Statistical Area definitions, as follows. Los Angeles-Long Beach-Santa Ana: Los Angeles and Orange Counties. San Francisco-Oakland-Fremont: San Francisco, Marin, San Mateo, Alameda, and Contra Costa Counties. Riverside-San Bernardino-Ontario: Riverside and San Bernardino Counties. San Diego-Carlsbad-San Marcos: San Diego County. Sacramento-Arden-Arcade-Roseville: Sacramento, El Dorado, Placer, and Yolo Counties. San Jose-Sunnyvale-Santa Clara: Santa Clara and San Benito Counties. Fresno: Fresno County. Oxnard-Thousand Oaks-Ventura: Ventura County. Bakersfield: Kern County. Stockton: San Joaquin County. Santa Rosa-Petaluma: Sonoma County. Modesto: Stanislaus County.

The Los Angeles metropolitan area ranks second in the nation in residential density, following New York. Yet it ranks only 22nd-highest in employment density. In fact, all but two metro areas—San Francisco and Sacramento—rank lower on employment density than on residential density, and many, including Riverside, Oxnard, and Bakersfield, rank much lower. San Francisco and Sacramento’s relatively high employment densities arise, in part, from the prevalence of industries that tend to cluster in traditional downtowns (like finance and government). San Francisco also saw rapid growth in a historical period when development patterns were denser.

The key fact for the analysis, below, is that employment density in California is below the U.S. average and falling. As we will show, lower employment densities are a challenge for supporting transit investments and for integrating land use and transportation planning.

In Brief: Transit and Driving Trends

Mass transit is a key part of California’s strategy to reduce traffic congestion, air pollution, and greenhouse gas emissions. Since the early 1980s, transit has accounted for well over a third of all transportation spending in California, with even higher shares in the major metropolitan areas. Most transit capital spending is associated with rail projects, including subways, commuter rail, light-rail, and streetcars (Bedsworth, Hanak, and Kolko 2011). This section reviews trends in transit ridership and its relationship to VMT reduction.

Transit Ridership and Proximity

For the state as a whole, the share of commuters taking transit increased from 5 percent to 5.5 percent between 1990 and 2008—76.4 percent of all commuters still drive alone to work. Nationally, the share of commuters taking transit looked much the same: 5.3 percent in 1990 and 5.2 percent in 2008.

The share of commuters taking transit to work varies by metropolitan area, with the highest transit ridership in higher-density metropolitan areas. The San Francisco area has the second-highest transit ridership in the country, 15.3 percent of commuters, though this is only half the level of New York (Table 3). The next-highest transit use in California occurs in Los Angeles—6.6 percent of commuters, less than half San Francisco’s ridership. Other large California metropolitan areas are well below the Los Angeles level, with the Inland Empire (Riverside and San Bernardino counties) having a transit share of just 1.9 percent.

Just as transit ridership varies across metropolitan areas, ridership varies within metropolitan areas. Proximity is an important factor. Transit ridership diminishes rapidly as distances from transit stations increase: one-quarter mile is the limit that most people will walk for most trips (Untermann 1984). Cervero (2007) uses one-half mile as the distance within which residents’ transit ridership differs from residents elsewhere on average, though he finds that residents of developments built near transit are more likely to commute by transit even if their workplaces are one mile from transit. Most studies of transportation behaviors reviewed in Arrington and Cervero (2008) and Cervero, Ferrell, and Murphy (2002) use either one-quarter mile or one-half mile as the distance from a station that affects mode choice.

Data from California illustrate how strongly proximity to transit determines ridership—even more for workplace proximity than for residential proximity.⁶ Within one-half mile of a transit station, 6.7 percent of residents and 7.2 percent of workers commute by subway, streetcar, or railroad (Table 4). In contrast, beyond one-half mile of a transit station (but still in counties with stations), only 1.1 percent of residents and 0.5 percent of workers commute by subway, streetcar, or railroad. Ridership, therefore, falls quickly at greater distances from transit. Yet even among Californians who live or work *within* half a mile of a transit station, the majority drive alone to work—so proximity to transit hardly guarantees high ridership.

⁶ We measure the distance from Census blockgroups to the nearest transit station (or “node”) that was operational prior to 2000, including stations on fixed-line rail, subway, streetcar, and a handful of bus-rapid-transit (BRT) routes, but not standard bus lines. Later in this report we describe these transit stations and their selection in greater detail. Blockgroup-level commute mode data come from the 2000 CTPP.

TABLE 3
Transit ridership among 40 largest U.S. metros, 2008

Metropolitan Area (California metros in bold)	Share of Commuters Using Transit (%)
New York-Northern New Jersey-Long Island	31.6
San Francisco-Oakland-Fremont	15.3
Washington-Arlington-Alexandria	14.1
Boston-Cambridge-Quincy	12.2
Chicago-Naperville-Joliet	11.8
Philadelphia-Camden-Wilmington	9.6
Seattle-Tacoma-Bellevue	8.4
Baltimore-Towson	6.8
Portland-Vancouver-Beaverton	6.8
Los Angeles-Long Beach-Santa Ana	6.6
Pittsburgh	6.0
Denver-Aurora	5.2
Minneapolis-St. Paul-Bloomington	5.0
Cleveland-Elyria-Mentor	4.1
Miami-Fort Lauderdale-Pompano Beach	3.9
Milwaukee-Waukesha-West Allis	3.8
Las Vegas-Paradise	3.8
Atlanta-Sandy Springs-Marietta	3.8
San Jose-Sunnyvale-Santa Clara	3.8
San Diego-Carlsbad-San Marcos	3.6
Austin-Round Rock	3.2
Sacramento--Arden-Arcade--Roseville	3.0
St. Louis	2.8
Providence-New Bedford-Fall River	2.8
Houston-Sugar Land-Baytown	2.7
Phoenix-Mesa-Scottsdale	2.7
Cincinnati-Middletown	2.7
San Antonio	2.7
Charlotte-Gastonia-Concord	2.4
Virginia Beach-Norfolk-Newport News	2.2
Riverside-San Bernardino-Ontario	1.9
Detroit-Warren-Livonia	1.9
Columbus	1.8
Dallas-Fort Worth-Arlington	1.7
Orlando-Kissimmee	1.6
Kansas City	1.6
Tampa-St. Petersburg-Clearwater	1.4
Indianapolis-Carmel	1.3
Jacksonville	1.2
Nashville-Davidson--Murfreesboro--Franklin	1.1

NOTE: "transit" includes subway, railroad, bus, ferry, and streetcar. People working from home are excluded. See Table 2 for counties included in California metropolitan areas. Source: American Community Survey, 2008 (1-year estimates).

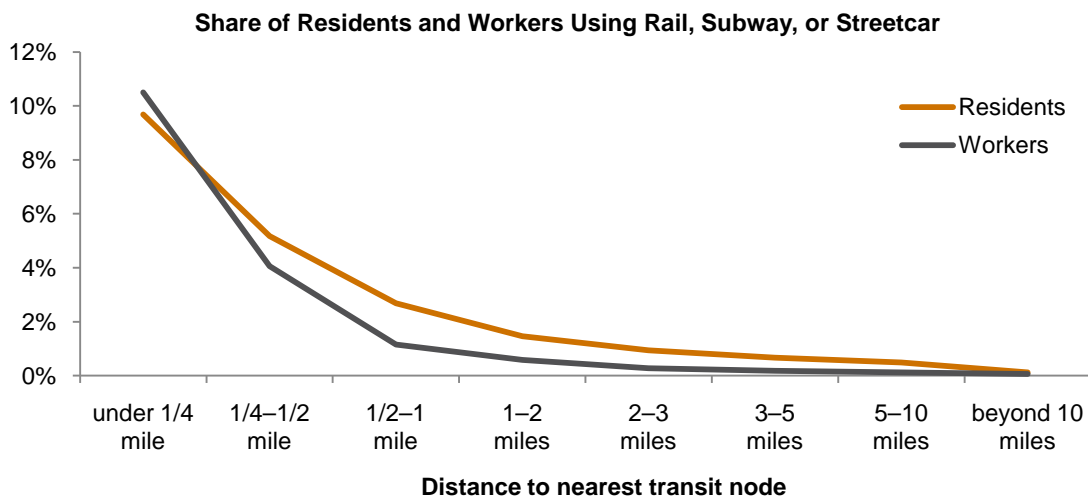
TABLE 4
Commuting mode, by proximity to transit stations, 2000

	Live within 1/2 mile of transit node (%)	Live beyond 1/2 mile of transit node, in county with transit nodes (%)	Live in county without transit nodes (%)	Work within 1/2 mile of transit node (%)	Work beyond 1/2 mile of transit node, in county with transit nodes (%)	Work in county without transit nodes (%)
Subway	4.3	0.7	0.1	5.0	0.2	0.0
Streetcar	1.6	0.1	0.0	0.9	0.1	0.0
Railroad	0.8	0.3	0.0	1.3	0.2	0.0
Bus	13.5	3.8	1.8	10.4	3.4	1.5
Bike	1.7	0.7	1.1	0.9	0.7	1.2
Walk	7.7	2.5	3.2	3.8	2.7	3.3
Carpool	14.0	14.9	16.0	14.1	15.1	15.7
Drive alone	54.6	75.9	76.5	62.0	76.6	77.2
Share of residents or workers	6	74	21	12	68	18

NOTE: 2000 CTPP commuting behavior, relative to nodes operational 1999 or earlier. Columns 1, 2, 4, 5 include only counties with transit nodes: Alameda, Contra Costa, Los Angeles, Orange, Riverside, Sacramento, San Bernardino, San Diego, San Francisco, San Joaquin, San Mateo, Santa Clara, and Ventura. Other modes—ferry, motorcycle, taxi, and “other”—account for 1 percent of commutes. Excludes people working at home (3.8 percent of all California workers). Respondents who used mixed modes (e.g., bus plus rail or some form of transit plus driving) are asked to choose the principal mode, based on the longest distance traveled.

In fact, fixed-line transit ridership falls considerably at distances beyond just one-quarter mile of a transit station. Looking only at the share of commuters using subway, streetcar, or railroad, the likelihood of using transit falls by approximately half when comparing residents or workers within one-quarter mile of a transit station and those between one-quarter and one-half mile of a transit station (Figure 1). As distance from a transit station increases, the likelihood of using transit fall dramatically for both residents and workers—but especially for workers. Transit ridership for workers within one-quarter mile of a station is slightly higher (10.5 percent versus 9.7 percent) than for residents within the same distance, but, for each interval beyond one-half mile of a station, transit ridership is at least twice as high for residents as for workers.

FIGURE 1
Transit ridership decreases as distance from transit stations increases



NOTE: Commute mode data from the 2000 CTPP. Distance measured as straight-line distance from the centroid of the blockgroup of residence or workplace to the nearest transit station operational as of 2000.

Even among those who live near transit stations, ridership varies: 45 percent of Pleasant Hill BART TOD's residents commuted via transit, compared to only 3 percent of the LA Metro Long Beach TOD's residents (Lund et al. 2004). Workers' transit ridership was sensitive to workplace distance from the transit station. But residents' transit ridership was not sensitive to residential distance from the transit station.⁷ Transit ridership also depended on transit quality, including travel time and frequency of feeder bus services, as well as the availability and cost of workplace parking (Lund et al. 2004). Much of the relationship between household proximity to transit and transit ridership is self-selection: people who want to commute by transit choose to live near transit. Relaxing zoning regulations or other barriers to mobility would facilitate this self-selection and raise transit ridership (Cervero 2007).

Does Transit Investment Reduce VMT?

Transit investment and even transit ridership do not necessarily lead to VMT reduction. Even though transit availability is associated with higher transit ridership for nearby residents and workers, the effect of transit investment on VMT depends on numerous factors, some of which become apparent only after looking across multiple metropolitan areas that have experienced different rates of growth in public transit infrastructure.

Although transit's share of commuting rose in California from 1990 to 2008, VMT per capita rose as well, by 3.5 percent (this was less than the national increase of 13.7 percent). Among California's large metropolitan areas, those where transit share increased saw no greater reduction (or slower growth) in VMT per capita.⁸ Three possible reasons help explain this.

First: Rail investments tend not to increase overall transit ridership in most cities; rather, most rail transit commuters are former bus commuters, not former drivers, and the main effect of rail investment may be giving transit users a faster transit option rather than reducing VMT and associated emissions (Baum-Snow and Kahn 2005). Changes in commuting patterns support this claim for the nation overall but not for California. In the country as a whole, from 1990 to 2008, the share of fixed-line transit commutes (rail, subway, and streetcar) rose by 0.21 percent while the share of other transit commutes (primarily bus) fell by 0.26 percent. In California, the fixed-line transit share rose by 0.57 percent while other transit share fell by just 0.07 percent. The increase in California's fixed-line transit share was almost entirely a net increase in overall transit ridership.

Second: The "fundamental law of highway congestion" posits that road expansions are met with proportional traffic increases. Research has found that public transit investments have no effect on aggregate VMT, while road investments raise VMT proportionally (Duranton and Turner 2009). This research suggests that road investments raise VMT mostly by encouraging additional household driving and inducing more commercial driving.⁹

Third: Transit investments typically aim to serve commutes, which occur at peak times on the most congested routes. But commuting accounts for only 27 percent of total VMT. Non-commute trips like those

⁷ All sites studied were "within reasonable walking distance" of a TOD. Since residents elsewhere in the cities studied were much less likely to commute by transit, distance to transit affects transit ridership outside walking distance from a TOD.

⁸ Data on commuting patterns in this section come from the 1990 Census and the 2008 American Community Survey. Data on VMT come from the Federal Highway Administration's Annual Highway Statistics.

⁹ An extensive research literature on "induced travel demand" dates back to Downs (1962).

to stores, schools, and family or social events are much less likely than commute trips to use transit.¹⁰ Thus, increased transit investment and commute ridership could displace, at best, only a fraction of total VMT.

Therefore, transit investments might not reduce overall VMT. But public transit investments may be desirable for other reasons, not least for expanding transportation options without raising VMT as much as road investments would.

¹⁰ Hu and Reuscher (2004), Tables 6 and 9.

How Land Use and Transportation Connect

The relationship between land use patterns and transportation is “the most heavily researched subject in urban planning” (Ewing and Cervero 2010). This section reviews the evidence on the effect of land use patterns on transportation behaviors, and conversely, the effect of transportation features (like transit stations) on land values and development.

The Effect of Land Use on Transportation

In their wide-ranging research review and meta-analysis, Ewing and Cervero (2010) conclude that land use patterns have a modest but often statistically significant effect on transportation behaviors. As they point out, many studies of this question fail to consider causality: an observed relationship between, for instance, density and VMT could be caused by people who prefer transit choosing to settle in higher-density neighborhoods, rather than neighborhood density actually changing the travel behavior of residents. However, studies attempting to assess causality by controlling for individuals’ attitudes or focusing on people moving to different neighborhoods (Handy, Cao, and Mokhtarian 2005) have generally confirmed that density actually does affect travel behavior (Ewing and Cervero 2010).

The extent of a relationship between land use and transportation behaviors varies by different components: trip length, trip frequency, and “mode choice” — whether people travel by car, transit, or other means. Of these components, trip length and mode choice are most affected by local land use patterns. Trip frequency is determined primarily by household socioeconomic characteristics (Ewing and Cervero 2001).

Among measures of land use patterns, two “destination accessibility” measures — “job accessibility by auto” and living closer to downtown — have the strongest relationship to VMT (Ewing and Cervero 2010). Put simply, people who live closer to jobs or other destinations drive less. The relationship between proximity to jobs and VMT is strongest when proximity is defined as the availability of jobs within four miles of home, and this “jobs-housing” balance is more strongly related to VMT than the proximity of retail and services (Cervero and Duncan 2006).¹¹ Design attributes of street networks, such as short blocks and many intersections, also reduce VMT by encouraging walking and transit ridership. Controlling for these various land use measures, residential density has a weak relationship with VMT, and the relationship between employment density and VMT is even weaker (Ewing and Cervero 2010).

However, some land use measures are correlated with density: for instance, densities are higher closer to downtown, where blocks tend to be shorter and destinations more accessible by transit. Furthermore, focusing on the independent effect of each land use measure, holding other measures constant, may understate the overall effect of the built environment on transportation. Policies designed to change one land use measure in fact change related measures as well, so the effect of land use on transportation behaviors may be, as Ewing and Cervero (2010) note, “quite large” even though the relationship between many individual land use measures and transportation behaviors is small.

¹¹ Measures of the jobs-housing balance for places in California are available from PPIC on request.

From a policy perspective, what is “quite large”? The Transportation Research Board (2009) concluded that doubling residential density would lead to a 5–12 percent reduction in VMT, and possibly up to a 25 percent reduction with complementary changes in transit availability, the jobs-housing balance, and other factors. The committee involved in this research effort disagreed on how large an increase in residential density would be feasible and reported two scenarios. In the first scenario, 25 percent of new residential development would be twice as dense as typical new development, and residents of new developments would reduce VMT by 12 percent; as a result, overall VMT reductions over the period 2000–2050 relative to the base case would be roughly 1.5 percent. In the second scenario, 75 percent of new residential developments would be that dense, and residents of these new developments would reduce VMT by 25 percent; as a result, overall VMT reductions would be roughly 10 percent (TRB 2009, Table 5-2).¹²

The research literature suggests that integrated policies—such as those including both land use and transportation components—have a greater effect on VMT than land use policies alone. The Transportation Research Board (2009) report also considered a scenario of higher density *plus* complementary changes like transit availability that would lead to twice as large a VMT reduction as the upper-bound estimate of higher density alone. Rodier’s (2009) review of studies modeling the effect of land use, transportation, and pricing policies on VMT echoes this conclusion. Among the studies she reviews, transit policies alone (like service improvements) resulted in a median VMT reduction of 0.9 percent over 20 years; land use policies alone (like increased density) resulted in a median VMT reduction of 1.1 percent. But combined land use/transit policy scenarios resulted in a median VMT reduction of 8.1 percent. The estimated effect of integrated policies was far greater than the sum of land use and transit policies on their own. Some of this larger-than-additive effect arises because the models used to estimate effects of integrated policy scenarios deliver larger VMT reductions than simpler models do, even for the same policy (Rodier 2009). Nonetheless, some of the synergy appears to be due to policy coordination, not just methodological differences in the models.¹³

¹² TRB (2009) considered only residential density, not commercial/employment density, noting that forecasting commercial densities involved greater uncertainty and that modeling the relationship between commercial density and VMT were “beyond the resources of the study” even though the committee “recognized the importance of commercial development” (p. 148).

¹³ A third policy category, focusing on pricing, had larger effects: Cordon, congestion, and parking pricing policies, taken singly, had larger VMT reductions than land use or transit policies taken singly, and VMT and fuel taxes had dramatically larger VMT reductions than all other policies. But the maximum reductions were associated with coordinated land use – transit – pricing policies.

Beyond transportation: How land use affects emissions

Land use patterns affect emissions in many ways apart from transportation. Residents of center cities produce fewer emissions than suburban residents not only because of different transportation behaviors but also because city residents are more likely to live in smaller housing units, which consume less electricity (Kahn 2010). And residential emissions, through transportation, home heating, and electricity, vary not only across neighborhoods but also across metropolitan areas (Glaeser and Kahn 2010).

In several temperate California cities, per-household carbon emissions are lowest in the nation. These emissions are highest in several southern and southwestern U.S. cities, where demand for air-conditioning is high: per-household emissions are nearly twice as high in Memphis as in San Jose. Such comparisons suggest that the distribution of population across metropolitan areas could have a marked effect on overall national emissions. Strategies that could encourage growth in lower-emissions areas include a national carbon tax or, at the local level, relaxing restrictions on development in lower-emissions areas.*

* Glaeser and Kahn (2010) find that land-use regulations are more restrictive in lower-emissions areas like Los Angeles, San Francisco, San Jose, and San Diego than elsewhere.

Employment Patterns Affect Transit Use More Than Residential Patterns Do

Research on land use patterns and their relationship with transportation has focused primarily on residential land use rather than on commercial land use.¹⁴ Residential density around transit nodes, residents' travel patterns, and residential land use receive more attention in the research and policy literature than employment density, workers' travel patterns, and commercial land use do. One reason for this disparity is that data on population and housing for small geographic areas, like Census tracts, are more widely available than analogous data on employment, making it easier to measure patterns and trends in residential land use. Also, the classic land-use model that underpins the urban economics and planning literatures—the monocentric city model—assumes all employment to be at the city center, and that people make residential decisions based on commuting distance from their downtown jobs, the cost of housing, and other factors. Numerous policy studies and recommendations have focused primarily or exclusively on residential density and residential growth near transit stations (Transportation Research Board 2009; Calthorpe Associates 2010; Metropolitan Transportation Commission 2010). They rarely focus on employment patterns or growth.

Recent work, however, has challenged the traditional emphasis on housing density and residential land-use patterns by arguing that the location of employment matters critically to transportation behaviors. Employment densities and workplace proximity to transit are at least as important as residential patterns for achieving transportation goals (Frank and Pivo 1994). Theoretically, workplace proximity to transit should matter *more* for transit ridership than residential proximity to transit because “unlike the home end of the

¹⁴ Throughout the paper, “commercial” land use or development refers to all forms of non-residential land use or development – including retail, office, and industrial.

trip, where there are many options for accessing transit, generally, walking is the only available option at the work end” (Barnes 2005). Accordingly, employment densities at trip destinations affect ridership more than residential densities at trip origins (Arrington and Cervero, 2008; Transportation Research Board 2009).¹⁵ Furthermore, achieving high commercial densities is often more feasible politically than achieving high residential densities (Barnes 2005). Yet these research conclusions have not yet been fully incorporated into policy: “Connecting destinations to create ridership may seem like an obvious conclusion, but plans and policies have not reflected this approach. Most TOD policy have [*sic*] focused on residential development, rather than promoting agglomeration of jobs and commercial space in regional centers served by transit” (Center for Transit-Oriented Development 2009, p. 28).

Our own analysis confirms this.¹⁶ Looking across all metropolitan areas in the United States, those with higher density have higher transit ridership, but the magnitude of the relationship between employment density and transit ridership is twice as large as that between residential density and transit ridership. Furthermore, metropolitan areas where employment is more centralized in downtowns have higher transit ridership, even after taking residential and employment density into account. At the neighborhood level, transit ridership is higher both among residents of a Census tract where tract residential density is higher and among workers in a Census tract where tract employment density is higher. And again, the relationship is slightly stronger for workers and employment density.¹⁷ Transit investments, particularly in fixed-line systems such as subways, railroads, and streetcars, involve large capital costs that make economic sense only if potential ridership is high: denser areas support more transit investment, offer greater transit access, and have higher transit ridership. California’s relatively low employment density—especially outside of the San Francisco-Oakland metropolitan area—is therefore a challenge for supporting transit investments and raising ridership.

The Effect of Transportation on Land Use

Just as land use patterns influence transportation behaviors, transit investments have the potential to influence land use outcomes, including land values and densities. Over small geographic areas, such as a neighborhood or the one-quarter or one-half-mile circle around a transit station discussed earlier, transit investments could raise nearby property values if the increased accessibility raises demand in the immediate area for residential or commercial space. Increased demand could, in turn, lead to higher residential or commercial densities, in the absence of constraints on development. Alternatively, land values could fall if transit and any associated development create problems such as congestion or noise. The relationship between transit and surrounding land values and densities depends both on how businesses and residents value proximity to transit and on public-sector decisions about zoning, land use, and other incentives for transit-oriented development. This section reviews recent research on land use outcomes around transit stations.

Most of this research looks at property values rather than density. Giuliano and Agarwal (2010) consider changes in density to be only a “second-best measure” as a proxy for land values because changes in land value will affect density only if zoning and other land use policies permit. In reviewing the literature on

¹⁵ Employment near transit in more residential areas has the additional advantage of encouraging “bi-directional ridership,” maximizing the usage of transit infrastructure rather than trains running empty in the non-commute direction (Center for Transit-Oriented Development, 2008).

¹⁶ See appendix for details.

¹⁷ The standardized beta from a tract-level regression of residents’ transit ridership on log residential density is .38, and the standardized beta from a tract-level regression of workers’ transit ridership on log employment density is .47. Both coefficients are statistically significant, and both regressions include metropolitan-area fixed-effects.

transit and property values, Cervero, Ferrell, and Murphy (2002) emphasize that “numerous” studies find a positive relationship with property values, while Giuliano and Agarwal (2010) conclude that “results are quite mixed,” in part due to different research methods.¹⁸

However, for assessing the contribution of transit access to outcomes like transit ridership and resulting VMT reduction, density is more relevant than land value. A new transit station that raises surrounding land values but leaves densities unchanged will have a smaller effect on overall transit ridership than a transit station near which land values rise less but densities increase. Higher densities mean more residents, workers, or both are in close proximity to transit, which—as shown in the previous section—raises ridership. At the same time, zoning could prevent people who would use transit from moving close to transit stations (Cervero 2007).

Fewer studies have looked at land use changes, such as density, around new transit stations. Cervero and Landis (1997) found minimal impact of new BART stations in the San Francisco Bay Area on office construction and employment. Most new development was near freeways, not BART, though employment did increase around stations in downtown San Francisco, downtown Oakland, and a few other stations.¹⁹ Reviewing numerous studies of land use patterns around transit stations, Giuliano and Agarwal (2010) conclude that “rail transit does not consistently lead to significant land use changes,” and the land use changes that do occur are facilitated by complementary land use policies like development incentives and “stringent” parking management policies.²⁰ Yet the relationship between transit investment and land use patterns is far from settled. The Transportation Research Board (2009) called for further study of metropolitan employment patterns, of the development of employment sub-centers, and of “before-and-after studies of policy interventions to promote more compact, mixed-use development” (p. 205).

¹⁸ Lin (2002), Redfearn (2009), Mathur and Ferrell (2009), and Debrezion et al. (2007) assess property value changes around transit stations using various methodologies.

¹⁹ Cervero and Landis (1997) measure employment at the ZIP code level using Census County Business Patterns, as well as employment aggregate data from the Census Transportation Planning Package. They measure office construction annually at the parcel level using property tax records. They find office construction greater around BART stations where the level of employment density is higher. However, they measure employment density in 1990, close to the end of the interval over which the dependent variable, office construction, is measured (1973–1993), which brings into question their conclusion that employment density helps to explain the variation in office construction rates.

²⁰ They provide detail reviews of studies in Portland, the San Francisco Bay Area (Cervero and Landis 1997), and Atlanta.

Transit and Development in California

Transit-oriented development is a prime example of the type of integrated land use and transportation planning that has the potential to reduce VMT as envisioned under SB 375. California already has experience with transit-oriented development and strategies for future development. Did California have success in raising densities near new transit stations to maximize transit ridership and VMT reductions prior to SB 375 implementation? This section evaluates growth around all new transit stations in California between 1992 and 2006.

Transit Expansion in California

Our analysis of employment and residential growth and density around new transit nodes relies on data from the NETS, the Census, and information we collected on all new transit stations in California that became operational between 1992 and 2006. We included transit stations on fixed-line rail, subway, streetcar, and bus-rapid-transit (BRT) routes (we did not include standard or limited-stop bus lines). Compared to buses, fixed-line modes tend to offer faster speeds, cover longer distances, and have greater ridership capacity, making them more attractive anchors for TOD. The permanence of fixed-line transit stations also adds to their lure for associated land-use development, though this permanence also means that fixed-line routes, unlike buses, cannot be easily rerouted in response to changing development patterns or demand.²¹

The transit stations that opened in California between 1992 and 2006 were part of numerous systems throughout the major metropolitan areas of the state. In all, 217 stations opened, including extensions to BART in the San Francisco Bay Area, the Sacramento light rail system, the San Jose light rail system, San Francisco MUNI, and LA Metro Rail, and new or largely new systems like the Altamont Commuter Express, Coaster San Diego, the Harbor Transitway, and Metrolink Southern California (Table 5).²² The only new stations excluded from this analysis were those that overlapped with pre-existing stations on other routes.²³ Dozens of additional stations have opened after 2006, are under construction, or are planned, such as SF MUNI's Third Street line, the LA Metro Rail Expo line to Culver City, a light rail line from Monterey to Castroville, and the South Bay Bus Rapid Transit line from downtown San Diego to the border.

²¹ Fixed-line routes have high capital costs and therefore represent a notable share of California's investment in transportation and presumably the vast majority of transit capital investments. Over the past three decades, transit investments have accounted for 20 to 30 percent of all transportation capital expenditures (Bedsworth, Hanak, and Kolko 2011).

²² Information on these stations, including exact address and opening date, was gathered from transit system websites and from the National Transportation Atlas Database compiled by the Bureau of Transportation Statistics.

²³ The main instance of this overlap was the Market Street portion of the San Francisco MUNI F-line streetcar, which runs directly above MUNI Metro lines and BART trains. The F-line portion along the San Francisco wharves, however, does not overlap older fixed-line transit routes and therefore was included.

TABLE 5
Fixed-line transit stations in California

System	Nodes open before 1992	New nodes, 1992–2006
Altamont Commuter Express	0	8
BART	33	10
Caltrain	31	1
Coaster San Diego	0	6
Harbor Transitway	0	7
LA Metro BRT	0	13
LA Metro Rail	22	40
Metrolink Southern California	1	52
MUNI fixed lines	110	17
Sacramento Light Rail	31	18
San Diego Trolley	36	16
San Jose Light Rail	34	29
TOTAL*	298	217

NOTE: Total nodes before 1992 double-counts some stations on multiple systems, like Montgomery MUNI and Montgomery BART in downtown San Francisco. Total new nodes (1992–2006) does not double-count any nodes and does not include nodes overlapping with older nodes, like the F-Market above-ground streetcar Montgomery stop in San Francisco.

New transit stations opening between 1992 and 2006 were located in areas with higher residential density and much higher employment density than areas more than one-half-mile from a transit station (Table 6).²⁴ This strategy is consistent with the need to deliver high ridership in order to support transit investments. However, density around newer transit stations was lower than density around transit stations that opened before 1992: older transit stations—such as the central portions of BART and the LA Metro Rail—are located in big-city downtowns, the places in the state with the highest employment density. Older systems that have expanded since 1992—BART and LA Metro Rail, as well as Sacramento Light Rail, the San Diego Trolley, and San Jose Light Rail—have typically added new stations by extending lines outward rather than by adding stations in dense downtowns.

TABLE 6
Residential and employment density for blockgroups around older nodes, newer nodes, and rest of state

	Residential density, 1990	Employment density, 1992
Within ½ mile of pre-1992 nodes	6864	32392
Within ½ mile of nodes opening 1992–2006 but not pre-1992 nodes	5627	11146
More than ½ mile from old or new nodes, in counties with transit nodes	3673	3969
Counties without transit nodes	1571	1368

NOTE: Density weighted by population or employment in the blockgroup.

New transit stations are also often located near a freeway. Many transit stations, in fact, are located in freeway medians, such as portions of the LA Metro Rail Green Line and many BART stations in the East Bay. Medians have the advantage of being an existing right-of-way, as opposed to land already occupied with

²⁴ Employment density is the main factor. Residential density does not positively affect the location of new transit stations holding other factors, including employment density, constant.

other uses, but stations in medians may pose a challenge for land-use development since the area immediately adjacent to the station is the freeway, which makes pedestrian access more difficult (though proximity to a freeway could facilitate park-and-ride usage).

These patterns are consistent with maximizing the potential for transit ridership through transit investments. Transportation policy in California has successfully located transit stations in higher density areas, which should therefore lead to higher transit ridership and, in turn, greater VMT reduction for the metropolitan area or region.

Employment Growth Around New Transit Stations

In the context of SB 375 and integrated land use/transportation planning, steering growth toward new transit stations is expected to increase the share of residents, workers, or both near stations, thus raising overall transit ridership and lowering VMT. Encouraging growth around transit stations could also be an economic development strategy in itself to increase employment opportunities in a given area, but economic development is often at best a secondary goal of transportation planning, even when integrated with land-use planning (California Department of Transportation 2002 and 2010).

As noted earlier, our primary research focus is employment growth, rather than residential growth, property values, or other measures. And as demonstrated above, employment patterns are at least as important for transit ridership as residential patterns. The NETS provides data on employment on an annual basis at the street address level, which allows us to estimate employment counts within a precise distance of a transit station, just before and after the station opens. Information on residential trends is not available with comparable frequency or geographic specificity.

For assessing the potential contribution of transit investments to VMT reduction, changes in density are a better measure than changes in property values, even though changes in property values may be a better indicator of the economic development impact of transit investments (Giuliano and Agarwal 2010). Economic theory suggests that an increase in demand for land puts upward pressure on land values and induces development unless restricted by zoning or other constraints. Thus, increased density around a new transit station would mean that the demand for land around the station increased AND new development was permitted. An increase in land values WITHOUT an increase in density would still reflect an increase in demand for land around the transit station, but less potential for VMT reduction because the number of people or jobs near the transit station (and therefore likely to use transit) did not increase.

Assessing density rather than land value changes has another methodological implication. While the announcement of a new transit station might immediately raise the value of surrounding land through “capitalization,” density probably would not increase until the station is operational.²⁵ When a station is announced, developers might immediately bid up the price of the surrounding land in anticipation of the greater demand for tenants in their developments, but theoretically we should expect a business seeking to locate near the new transit station to be willing to pay the increased rent only once the station opens, making the location more accessible. Therefore, studies of property values around transit stations, should consider planned station announcements; in contrast, this research on density focuses on station opening dates.

²⁵ In their review, Giuliano and Agarwal (2010) note that some of the studies reporting higher land values around stations examined the period after stations were announced but before they were completed.

Analyzing employment changes around transit stations raises additional methodological issues. The first is choosing an appropriately sized area of land around the station. The research literature and the above findings on transit proximity and usage suggest a steep drop-off in usage starting one-quarter-mile beyond the station, which increases even more beyond one-half-mile. In our analysis, we focus on density changes in both the one-quarter-mile and the one-half-mile circle around the transit station.²⁶

The second methodological issue involves how to assess the relationship between employment density changes and transit station openings: Are these changes associated with the station opening or would they have happened anyway? We use the difference-in-differences approach, comparing employment growth before and after a station opens with employment growth in a comparison area that should be affected by the same economic trends and is as similar as possible to the transit station area except for actually having a transit station. The comparison area for each transit station is a set of twenty nearby (though not necessarily adjacent or contiguous) Census blockgroups, selected for their similarity to the transit station area on measures such as density and proximity to the central business district, to older transit stations, and to highways. Using regression analysis, we estimate the change in employment growth associated with the opening of a transit station, relative to the comparison areas, controlling for other factors. This method can be used to estimate employment growth associated with the opening of a particular transit station or the average employment growth associated with the full set of transit stations that opened after 1992 and before 2006.²⁷ Full technical details about this methodology and results are in the [Technical Appendix](#).

Averaging across all new transit stations, employment growth is one percentage point *lower* after a station opens than before it opened, relative to the comparison area. However, this difference from zero is not statistically significant, meaning that the true effect may be zero rather than negative. There is no evidence of faster employment growth one, two, or three or more years after the station opens than before it opened, either. Areas around new transit stations do exhibit faster employment growth than comparison areas *before the station opens*—so new transit stations tend to be located in areas where employment growth was *already* faster than comparison areas. Despite this, the opening of the new transit station was not associated with any boost in employment growth, which is what one would expect if the transit station opening raised demand for land and builders could respond with new development.

Although the average employment growth associated with a new transit station opening is not statistically significant, the employment growth associated with the opening of individual transit stations ranged from large, statistically significant increases to large, statistically significant declines. Of 204 stations that opened between 1992 and 2006, 18 exhibited statistically significant, positive employment change in the surrounding area relative to comparison areas; 20 exhibited statistically significant, negative employment change in the surrounding area relative to comparison areas. Figures 2 and 3 illustrate the employment growth associated with the opening of new transit stations in the Los Angeles and Sacramento areas, respectively, relative to comparison areas. Blue circles indicate faster employment growth in the station areas than in comparison areas, red circles indicate slower employment growth in the station areas, filled-in circles indicate statistical significance, and the size of the circle reflects the size of the growth differential. These figures show that transit stations whose openings were associated with faster employment growth were scattered across

²⁶ The analysis considers employment growth for a fixed area – one-quarter or one-half-mile – around the transit station. Density is employment divided by land area. Thus, when looking at the same land area over time, a change in employment is equivalent to a change in employment density.

²⁷ Because the NETS employment data covers 1992–2006, we only observe employment data after opening for stations opening in 1992 and only observe employment data before opening for stations opening in 2006. Our sample in the regression analysis includes the 204 transit stations that opened between 1993 and 2005.

regions and, within regions, across transit systems and routes. Some transit stations near each other exhibited similar patterns, but there are no consistent differences across regions, systems, or lines. Transit stations with statistically significant employment increases include the Hollywood/Highland and Hollywood/Vine stations on the LA Metro Rail, the Beach and Jones Streets stop near Fisherman’s Wharf on the MUNI F Wharves line in San Francisco, and the Sylmar/San Fernando station on the Metrolink Antelope Valley line in Los Angeles County (see text box).

Different paths to employment growth: Hollywood/Highland and Sylmar/San Fernando

Stations associated with large, statistically significant increases in employment growth include the Hollywood/Highland and Hollywood/Vine stations on the LA Metro Rail Red Line in Hollywood and the Sylmar/San Fernando station on the Metrolink Antelope Valley line in Los Angeles County’s northern San Fernando Valley. These stations were located in very different neighborhoods with very different TOD strategies.

The Hollywood/Highland underground subway station opened in 2000 and was a high-profile transit-oriented development project focused on retail and entertainment along Hollywood Boulevard. The Los Angeles Community Redevelopment Agency was integral in assembling land for development, negotiating financing with the city, and securing approvals for the \$600 million project that resulted in the Hollywood & Highland Retail Center, the Renaissance Hollywood Hotel, and the Kodak Theater (Cervero et al. 2004; California Department of Transportation, 2002). Both the Hollywood/Highland and the neighboring Hollywood/Vine stations were dense, developed, mixed-use areas even before their station openings.

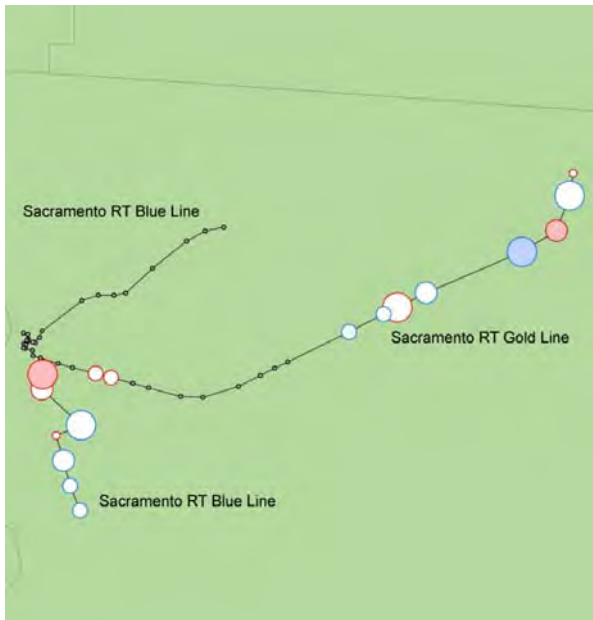
The Sylmar Metrolink station in Santa Clarita opened in 1994. The nearby “Montage at Village Green” housing development opened in 2000. Whereas most TODs focusing on housing are “mixed-use developments” incorporating some commercial space, the Montage was exclusively a housing development (Moses et al., 2009). Data from the NETS database reveal that employment growth that accompanied the station development included small businesses across numerous industries, including grocery wholesaling, light manufacturing, construction, and real estate brokerage. Many of these businesses were located between the station and the housing development. The Sylmar example shows that employment can grow around new stations even when the station TOD strategy emphasizes residential development.

FIGURE 2
Employment growth associated with station openings, Los Angeles area



NOTES: Size of circle reflects magnitude of employment change associated with station opening. The four sizes reflect employment changes of with magnitudes of less than 1 percent, 1–5 percent, 5–10 percent, and more than 10 percent. Blue circles are positive, and red circles are negative. Shaded circles indicate statistically significant relationships between employment change and station opening. Stations in existence before the period of study are shown with black dots.

FIGURE 3
Employment growth associated with station openings, Sacramento area



NOTES: Size of circle reflects magnitude of employment change associated with station opening. The four sizes reflect employment changes of with magnitudes of less than 1 percent, 1–5 percent, 5–10 percent, and more than 10 percent. Blue circles are positive, and red circles are negative. Shaded circles indicate statistically significant relationships between employment change and station opening. Stations in existence before the period of study are shown with black dots.

A more systematic approach to explaining these variations in employment growth is to extend the regression model to include variables that might affect the relationship between transit and employment growth. The [Technical Appendix](#) describes these statistical “interactions” and presents the details. The main findings are that employment growth associated with transit station opening tends to be higher when transit stations are:

1. surrounded by higher residential density;
2. surrounded by higher employment density;²⁸
3. farther from an older transit station.

Other variables, like the distance from the transit station to the downtown or to the nearest highway and the stringency of local growth restrictions, did not affect the whether a new transit station was associated with faster employment growth.²⁹

Just as transit station openings were not, on average, associated with faster employment growth overall, station openings were not associated with consistent employment growth patterns in specific industries. The composition of employment near transit stations differs from the composition of employment in the economy overall. Near transit stations, sectors like wholesale trade, finance, professional services, and government are disproportionately represented; personal services, retail, education, construction, and other industries that tend to serve consumers rather than business tend not to locate near transit stations.³⁰ But the industries that tend to be located near transit stations did not exhibit faster employment growth *associated with new transit stations opening*.

Our main finding, that there was no increase in employment growth associated with transit stations opening, runs counter to a goal of transit-oriented development. We also find that TOD strategies have been unsuccessful, on average, in promoting residential development, which is generally the focus of these strategies: in fact, residential growth appears to have been significantly *slower* in the areas around new transit stations than in comparison areas. However, the residential growth data are less frequent and less current than the employment growth data, so the residential growth results do not reflect before-and-after changes in the same way that the employment growth results do. We therefore emphasize the employment growth results.³¹

²⁸ The relationship between employment growth and initial density was positive and statistically significant for only residential density, not employment density, for the one-quarter-mile circle around the transit station. In contrast, the relationship was positive and statistically significant for only employment density, not residential density, for the one-half-mile circle. For both the one-quarter- and one-half-mile circles around the transit station, the relationship between employment growth and employment density was approximately twice as large as the relationship between employment growth and residential density.

²⁹ Some of these factors did affect employment growth generally even if they did not affect the association between a transit station opening and *additional* employment growth. Employment in general grew faster in blockgroups closer to a freeway, closer to the CBD, and with less restrictive regulation, as well as in areas with lower residential density and lower employment density. See the “main effects” results from the interactive specification in the [Technical Appendix](#). Tracts identified as the CBD of metropolitan areas are available from PPIC on request.

³⁰ Transit stations tend to be closer to the CBD, closer to highways, and in areas with higher employment density and lower population density, all else equal. These factors help explain the location of many industries, and adjusting for these factors, many of the differences in employment composition around transit stations are no longer statistically significant.

³¹ The residential analysis is limited by the availability of Census population data, Census blockgroup population is available only for 1990 and 2000, whereas NETS employment data are available annually through 2006. The best one can do to assess residential growth is to compare population growth between 1990 and 2000 in areas where a transit station opened in that time period with population growth in comparison areas, controlling for the same variables as in the main analysis. Without annual population, one cannot compare population growth before and after the transit station opened using the same difference-in-differences framework. For example, if residential density declined between 1990 and 2000 around a station that opened in 1995, there is no way to tell whether that decline in residential occurred before or after the station opening in 1995.

Why Isn't Employment Growth Faster Around Transit Stations?

The lack of additional job growth around many new transit stations represents a missed opportunity for raising employment densities, increasing transit ridership, and lowering VMT. But it is consistent with how local officials focus their TOD efforts: Among localities with existing or planned projects to increase density around transit stations, projects were much more likely to emphasize residential than commercial uses. Regional transportation agencies appear to have been assuming that localities need more encouragement to build housing in the right places. In contrast, jobs—in the words of one transportation planner—are believed to “take care of themselves.”³²

These assumptions have probably taken root because land use policies in California have traditionally favored commercial (including industrial) development, both because these uses generate more local sales tax revenues and because it is generally believed that businesses require less expensive local public services than residents do (Boarnet and Crane 2001). Zoning practices reflect these assumptions: Land surrounding transit stations in Southern California in the mid-1990s was much more likely to be zoned for commercial/industrial use than for residential use, relative to other portions of the cities containing those transit stations (Boarnet and Crane 2001). More recently, a 2007 review of San Francisco Bay Area TOD policies reports that development goals for TODs include minimum density requirements for residential development but not for employment, in part because “cities already have considerable incentives to zone for non-residential uses, such as sales tax revenue and reduced fiscal impacts” (Nelson \ Nygaard 2007, pp. 5–7).

But our evidence shows that employment growth around transit stations does *not* take care of itself, even if zoning around transit stations favors non-residential uses. Existing zoning that allows commercial or industrial use may not, by itself, be sufficient to spur employment growth; often, more explicit strategies to encourage commercial development are necessary. A set of case studies of San Diego stations concluded that TODs were most successful when they coincided with local authorities' development plans for the area (Boarnet and Crane 2001). A study of the Washington DC Metro found that dense development around new suburban stations hinged on the “determination and foresight” of local officials (Schrag 2006). The major Hollywood/Highland TOD illustrates the importance of authorities in regional transportation and local development working together, well beyond the creation of a favorable zoning plan.

Researchers and TOD advocates have identified specific policies to encourage development and transit ridership around transit stations. Parking policies are often recommended. For instance, relaxing requirements for developers to provide a minimum number of parking spaces in residential TODs could encourage denser residential development (Arrington and Cervero 2008). Similarly, restricting the availability or raising the cost of parking could encourage transit ridership (Giuliano and Agarwal 2010; Shoup 2004). Such policies would be a shift from current practice. Very few communities charge for parking anywhere, and nearly all require employers to provide parking in new commercial developments. Some communities are relaxing parking requirements for residential developments, consistent with the general tendency to integrate transportation policies more with residential land use than with commercial land use (Bedsworth, Hanak, and Stryjewski 2011).

³² Quote taken from interview with California transportation planner for companion paper, Bedsworth, Hanak, and Stryjewski (2011). They also report that over half (56%) of the communities with these projects reported that they were all or mostly residential, about a third (31%) were evenly split between residential and commercial, and 13 percent were mostly commercial.

Other land use policies, such as waiving floor-area-ratio and height restrictions and providing development incentives, can also encourage TOD (Giuliano and Agarwal 2010; Center for Transit-Oriented Development, 2008). Building a mix of TOD businesses, including retail and personal services that employees use during the day, encourages transit use by making it easier to run errands near the workplace (Center for Transit-Oriented Development, 2008). Bolstering connectivity—including local bus feeder service to transit stations and walkable, bikeable streets nearby—helps increase transit ridership around TODs and, in making the location more accessible, is likely to raise demand for the location (Center for Transit-Oriented Development 2008).

Despite these recommendations for making TOD more effective, reviews of TOD implementation suggest that the barriers to carrying them out are formidable. Some barriers to developing higher densities around transit stations are similar those faced by high-density development anywhere—these include challenges in demonstrating financial feasibility, organizational issues with transit and other public agencies, and local resistance to multi-family housing and dense infill development. But high-density development around transit stations also faces unique barriers, including parking, increased local traffic congestion, different goals of transit and development agencies, and challenges financing and designing mixed-use development (Cervero et al. 2004).

Conclusion

California's ability to achieve VMT reductions through land use changes associated with transit investments is mixed. Residential density in California is above the U.S. average and rising. But employment density is below the U.S. average and falling—and employment density is more closely associated than residential density with transit ridership, meaning that California's job-related land use patterns are less conducive to economically feasible transit investments than land use patterns in other states.

With the exception of San Francisco and Sacramento, California's large and mid-size metropolitan areas have low employment density relative to their residential density. Among large metropolitan areas in California, Sacramento and the Inland Empire have the lowest transit ridership among commuters. The higher employment density of Sacramento suggests that transit has potential to gain ridership there, though the low employment density in the Inland Empire—combined with relatively low residential density—suggest that potential for fixed-line transit investment and ridership in the Inland Empire may be quite limited.

Strategies to encourage density in California must focus at least as much on employment density as on residential density. Our findings emphasize that employment density is more closely tied to transit ridership than residential density is. We also highlight the importance of proximity to transit stations: for ridership levels, proximity is even more important for workers than for residents.

California's recent transit investments have been in high-density areas, particularly in high employment-density areas: This is good. Furthermore, new transit stations have been located in areas that had faster employment growth before the opening of the station, relative to comparison areas (adjusting for factors like residential and employment density and distance to the downtown and highways). However, transit station openings were associated with no increase in employment growth; the faster employment growth in areas where transit stations later open would have happened even in the absence of the station opening.

Since coordinated land use/transportation plans have included transit-oriented development to tie growth to new transit investments, the lack of additional growth represents a missed opportunity for raising densities, increasing transit ridership, and lowering VMT. It does not appear that employment growth suffered from competition with residential growth: despite the traditional focus on housing in transit-oriented development, residential densities *fell* over the period when new transit stations opened, while employment densities held roughly constant.

Even though transit station openings were not associated with increases in employment growth on average, some individual transit stations were associated with faster employment growth after they opened. The variation in employment growth across transit stations follows some patterns: employment growth increased more around new transit stations with higher initial residential and employment density and around new transit stations farther from older transit stations. One possible explanation: areas with higher density have zoning in place—or lack local opposition—that supports further development. At the same time, these findings imply that employment growth around transit stations does not hinge on having lots of vacant land, since transit does not appear to boost employment growth significantly in relatively undeveloped areas.

We also found that stations in the same system, on the same line, or even next to each other sometimes exhibit quite different changes to employment growth. Conditions around the transit station, including local

zoning and other policies that could vary across stations, might therefore affect how much employment growth is associated with new transit stations.

It is surprising that, on average, employment growth around new transit stations was no faster than in comparison areas, which were selected because of their similarity in land uses, densities, and proximity to other transit stations and highways. It is especially surprising that even around lower-density primarily residential stations employment growth was, on average, no faster than it was in comparison areas, particularly because employment growth around stations in residential areas has additional benefits: increasing employment around stations that are largely suppliers of commuters toward downtown jobs can increase two-way utilization of costly rail capacity. Therefore, planners should aim to ensure that employment growth near stations, even those in residential areas, exceeds employment growth in nearby similar neighborhoods that lack transit access.

Researchers and practitioners point to parking, zoning, and urban design policies that could encourage development around new transit stations, as discussed above: these policies could provide encouragement to either residential or commercial development near transit. However, to encourage commercial development and employment growth specifically, existing zoning patterns and fiscal incentives—which traditionally favor commercial over residential development—have not been sufficient. Jobs do not, despite one planner’s claim, “take care of themselves.” Paradoxically, SB 375 could make employment growth around transit stations even more difficult to achieve because the law explicitly favors residential development in TODs: to receive exemptions from California Environmental Quality Act (CEQA) requirements, development projects near transit stations (called Transit Priority Projects) must be at least 50 percent residential, as measured by building square footage.³³ For California to reap the benefits that greater employment density around transit brings, the state should encourage commercial development relative to residential development near stations. Failing to take advantage of rail through more intense land development around stations is a significant missed opportunity to increase ridership and to make the most of costly transit investments.

Challenging as these TOD barriers are, questions about the ultimate impact of TOD on VMT reduction loom even larger. Even if land use policies and demand for space near transit were successful in raising densities near transit, the effect on regional VMT would likely be small. As noted above, three-quarters of workers within one-half mile of a transit station drive to work, most of them driving alone. Even within one-quarter-mile of a transit station—just a five-minute walk—only 10 percent of workers commute via fixed-line transit. Past transit investments in California have not gotten commuters out of their cars. Furthermore, commute trips account for only 27 percent of VMT, and trips for other purposes—school, social, personal business—are much less likely to occur on transit. Research examining transportation behaviors for metropolitan residents in aggregate, not just those near transit stations, concludes that transit investments have little impact on VMT, both because many new fixed-line transit commuters are former bus commuters, not former car commuters, and because transportation investments that initially might reduce congestion often induce additional driving.

And yet, integrating land use and transportation planning may contribute to GHG emissions reductions even in the absence of VMT reductions. If the planning encouraged by SB 375 succeeds in raising densities in California, emissions at the regional level could fall because higher-density residential units tend to be smaller and consume less energy. Furthermore, removing restrictions on residential or commercial

³³ SB 375’s primary incentive to encourage localities to integrate their land use plans with regional transportation plans is exempting designated development projects from the CEQA environmental regulatory review process.

development would lower land prices and encourage population, economic activity, or both, to shift from other places to California, where the mild climate requires less energy for heating and cooling buildings. Within California, removing restrictions on development in milder coastal regions could shift some growth away from the inland areas with a more extreme climate, where California's fastest population growth is expected (Kolko, 2010). Faster growth in California relative to other parts of the United States, or in milder regions of California relative to inland areas, may not reduce GHG emissions per capita in any one region, and therefore might not meet the goals of SB 375. But shifting growth to lower-emissions-producing areas could reduce per-capita emissions at the national or state level.³⁴ SB 375 may contribute to emissions reductions, however inadvertently, beyond those related to VMT reductions.

³⁴ And perhaps significantly. Glaeser and Kahn's (2010) estimates, reviewed above, show per-carbon household emissions as almost twice as high in some other parts of the United States than in some California regions.

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About the Author

Jed Kolko is an associate director of research at the Public Policy Institute of California, responsible for managing the institute's economy research. He has conducted numerous studies of the California economy, economic development, housing, and technology policy. Prior to coming to PPIC in 2006, he was vice president and research director at Forrester Research, a technology consultancy, where he managed the company's consumer market research businesses and served as the lead researcher on consumer devices and access technologies. Jed has also worked at the Office of Federal Housing Enterprise Oversight, the World Bank, and the Progressive Policy Institute. He holds a Ph.D. in economics from Harvard University.

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Antin, Elizabeth

Subject: FW: Scoping Comments for the Merlone-Grier San Antonio Center Project

From: Penny Ellson [<mailto:pellson@pacbell.net>]

Sent: Wednesday, August 28, 2013 4:56 PM

To: , Community Development

Subject: Scoping Comments for the Merlone-Grier San Antonio Center Project

Dear Ms. Simas,

Here are my scoping comments for the San Antonio Center Merlone Grier project next phase.

Traffic concerns that the EIR should study:

- 1). Sight lines of the Phase I project at the San Antonio intersections for pedestrians and bicyclists are very bad due to location of building walls and signage obstructions. This should be studied and controlled with better specifications in the development of plans for the next phase.
- 2). Traffic from the incoming Google tenant at 100 Mayfield should be included in EIR analysis. The Mayfield site has been vacant for about a decade. In that time, background growth has filled the road capacity that was built for the site. **It would be very useful to understand the aggregate impacts of the San Antonio project and the Mayfield Mall site reoccupation if traffic data collection can be timed after Google occupies.**
- 3). Maintaining operational connections for all modes between the project and nearby cities is critical. Many of the users of the existing shopping center are in Palo Alto. No doubt, some of the future office workers will reside in Palo Alto as well. Areas to study impacts on or possible improvement to these connections are:
 - Bike/ped connections at Nita/San Antonio between Palo Alto and Mountain View. Help Palo Alto complete the connection that Palo Alto has started at the intersection of San Antonio/Nita. This provides access from Palo Alto to the 100 Mayfield site and the future connection to the train station and Merlone-Grier project. Palo Alto has already improved the San Antonio/Nita crossing on the north side of San Antonio Road. This connection would encourage bicycling to the future San Antonio Center and the 100 Mayfield offices from Palo Alto. It would also improve access to a Palo Alto cross-town bike route (residential streets connecting to off-road routes and the Bryant Street Bike Boulevard) for a complete bicycle connection from Mountain View all the way into downtown Palo Alto.
 - Bike/ped connections at from 100 Mayfield across Alma to train station underpass into the center
 - Bike bridge from Wilkie, improve connections across San Antonio to San Antonio Center, and across California Avenue into the future Center. This would provide another Palo Alto crosstown connection west of the train tracks via the Park Ave Bike Boulevard.
 - San Antonio Train Station schedule (Will there be increased stops? When? Current headways are too far apart to encourage robust use.) Analyze real transit benefits of existing bus and train service levels.
- 4). Maintaining operations on San Antonio to minimize auto traffic diversion to residential streets in Mountain View, Palo Alto, and Los Altos will be important. Please study San Antonio intersection operations--especially at Alma off-ramps, Middlefield, ECR, Charleston intersections as well as the 101 interchange.
- 5). Maintain operations of El Camino intersections for the same reason, including Charleston/Arastradero intersection.
- 6). Study impacts on beloved small, local retailers like the Milk Pail and historical sites. Consider what might be done to integrate them in the project and preserve them.

7). The Phase I EIR misreported the existing conditions on San Antonio Road in Los Altos and Palo Alto and Charleston/Arastradero in Palo Alto. Please check the number of lanes and correct this error in the Phase II EIR.

San Antonio drops to two lanes (with additional capacity at intersections) in Los Altos and Palo Alto...and there is no right-of-way to expand the street, so if Mountain View only plans for their small segment of San Antonio, access to 101 and 280 will be affected and traffic will back up in Mountain View due to these bottlenecks.

Charleston/Arastradero is mostly two lanes with turning lanes, NOT four lanes as described in the Phase I EIR.

Thank you for considering my comments.

Sincerely,

Penny Ellson



neighbors working together to create quality community

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*neighbors working together to
create quality community*

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Cpqv gt"o clqt"ctgc"qh'eqpegtp"htqo "vj g'pgki j dqtu"ku"gzegu"pqkug."dqvj "htqo "vj g'eqputwvkkp" r j cug"cpf "vj g'hkuj gf "r tqlgev0"Gctn{ "o qtpki "qt"rcvg"gxgpkpi "eqputwvkkp"pqkug."r ctvewrctn{ " htqo "eqputwvkkp"xgj kergu"dcenkpi "wr ."pggf u"vq"dg'r tqj kdkgf 0""Rqvgpvkcn'pgi cvkxg"pqkug"ko r ceu" htqo "vj g'eqo r rvgf "r tqlgev"kpemf g<"xgpvkvkqp"cpf "ckt/eqpf kkkpki "u{uvgu u=r ctnkpi "ctgc"cpf " kpvgtkqt"utggw"xcewo kpi =us wcrkpi "vtgu"qt"qvj gt"xgj kerg"uqwpf u'y kj kp"vj g'r ctnkpi "utwewg=" f grkxgt { "tvenipqkugu="cpf "qwf qqt"o wuke"qt"uqwpf u'htqo "tguvcwcpw"qt"vj g'ekpgo cu0""

Uko kctn{ ."gzegu"rki j v'htqo "vcm'qt"dtki j v'rki j v'hkz wwtgu"qt"tqqhqr "rki j u."o c{ "r qug"pgi cvkxg" ko r ceu"qp"vj g'cf lcegpv'pgki j dqtj qqf "cpf "cp{ "pgctd{ "hwwtg"cr ctvo gpv'tgukf gpv'u0"

Y g'ctg"eqpegtpgf "cdqw"vj g'i gpgtcr'cguj gvku"qh"vj g'r tqlgev."cpf "y qwrf "rkng"vj g'GKI"vq"ectghwm{ " uwf { "vj g'uecr"qh"vj g'dwkrf kpi u."cpf "vj g'co qwpv'qh'qr gp"i tqwpf "ur ceg"cpf "qr gp"ckt"ur ceg" *o qwpv'kp"xkgy u="kp"vj g'r tqlgev"kp'tgrvkkp"vq"vj g'uwttqwpf kpi "pgki j dqtj qqf "cpf "gur gekcm{ "kp" vgo u"qh"vj g'r gf gutkcp"gzr gtlkpeg0"

O cp{ "I UCEC"o go dgtu"ctg"rq{ cn'ewuqo gtu"qh'rqecr'uo cm'dwukpguugu."kpenmf kpi "vj g'O km'Rckr0" O cp{ "qvj gt"ny gt"lpeqo g'pgki j dqtu"qh"vj g'O km'Rckr'itgn{ "qp"vj gk"ny gt"r tqf weg'r tlegu0"Vj gtg" y qwrf "dg"uki pkkcepv'pgi cvkxg"ko r cev'qp"vj ku'eqo o wpkv{ "kh"vj g'O km'Rckr'y cu"pqv'cdrg"vq"uvc{ "kp" dwukpguu"fwg"vq" c"rcem'qh"uj ctgf "r ctnkpi "qt"cp{ "qvj gt"tgcup"tgrv'vq"vj g'eqputwvkkp"qh"vj ku" r tqlgev0""

Y j gp"vj g'I tgcvg"Ucp"Cpvqpkq"Eqo o wpkv{ "Cuqekvkkp"y cu'hqto gf ."y g'etgcvgf "c"xkukp"htq"vj g" ctgc."j ki j rki j v'kpi "vj g'hqny kpi "eqpegr u<"f kxgtuks{ ."eqppgevkxk{ ."rkxcdkkrv{ ."eqo o wpkv{ "cpf "



*neighbors working together to
create quality community*

uwuvcpcdkk\0"Y g'wti g'vj g'O qwpvc\p"Xlgy "Rrppkpi "F gr ctwo gpv\q"r wtuwg'cp"GK"vj cv'eqxgtu"
cp{ 'r qvgpv\cn\pgi cv\kg'ko r ceu"vq"vj gug'pgki j dqtj qqf "ucpf ctf u0""

Vj cpm\{qw\kp"cf xcpeg'hqt"r tqxkf kpi "f wg'f kki gpeg"vq"o cng"vj ku'j wi g'r tq\gev'c"uweegu'hqt"vj g"
Ek\ "qh'O qwpvc\p"Xlgy "cpf "vj g'ko o gf kvg'pgki j dqtj qqf u0"

Ukpegtgn\."

Ugr j gp"Hkdgti . "Rt gukf gpv"

Rcwi'Gf y ctf u. "Xleg/Rt gukf gpv"

Lqj p'Ewo dgtu. "Dqctf "O go dgt"

P cpe\ "O qtlo qvq. "Dqctf "O go dgt"

Cpvj qp\ "Uj qtvc\pf. "Dqctf "O go dgt"

Tqrh'Utqguupgt. "Dqctf "O go dgt"

"

O qpw'Nqo c'P gli j dqtj qaf 'Cuuqekvqp' *O NP C+Kpr w'qp'Ueqr lpi 'hqt' 627'Ucp' Cpvpkq' Gpxk qpo gpvnlk r cev' Tgr qt v/ 'Cwi wuw'4: .4235"

"

Vj g'O qpw'Nqo c'P gli j dqtj qaf 'ku'ko o gf kcvgn{ 'cf lcegpv'v'j g'ctgc' lpenf gf 'lp'v'j g'Ucp' Cpvpkq' Rrppkpi 'Ctgc' lpenf kpi " v'j g'627'Ucp' Cpvpkq' Tqcf 'f gxnqr o gpv0' Vj g'O qpw'Nqo c'P gli j dqtj qaf 'y kn'dg'ko r cev'f 'd{ 'v'j g'f gxnqr o gpv'cv'627" Ucp' Cpvpkq' Tqcf 'cpf 'cu'c' tguw'v'j g'O qpw'Nqo c'P gli j dqtj qaf 'Cuuqekvqp' *O NP C+Dqctf 'qh'F kgevqtu' dgrkxgu'v'j cv'ku' k'etk'lecn'v'j cv'ng{ 'ctgcu' dg'cuugu'gf 'hqt' v'j gk'ko r cev'qp' qwt' eqo o wpkv{ 'hqt' { gctu'v'j' eqo g0Y g'tgur gev'hw' t'gs wgu'v'j cv'v'j g' Gpxk qpo gpvnlk r cev' Tgr qt v'cuugu'cpf 'cf f tgu'v'j g'r qv'p'v'cnlko r cev'ctgcu'kf gpv'k'kgf 'dgrny 0'

"

Et k'lecn'Kpr wu'

"

Vj g'322'O c{ hgrf 'ukg'j cu'dggp' tgpvgf 'v'I qqi ng'cpf 'ku'kp'v'j g'r tqeguu'qh't gpqxcv'kqp' hqt' qeewr cpe { 0' Cm'luwf lgu'pggf 'v'q' v'ng'lpvq' ceeqwp'v'j g'ko r cev'qh'v'j ku'c'ntgcf { 'cev'xg' kpetgcug'lp'wug0'

"

Vt chle'Ngxgr'qh'Ugt xleg'

Vj g'O qpw'Nqo c'P gli j dqtj qaf 'Cuuqekvqp'v'ti gu'v'j cv'v'j g'ewt'gpv'Ngxgr'qh'Ugt xleg'cv'v'j g'hqmy kpi 'ng{ 'k'pvtugev'kpu'dg' o cl'p'v'k'pgf 'qt'ko r tqxgf 0'"

"

K'pvtugev'kpu'v'q' dg' gxcn'ev'gf <

- 30 Ucp' Cpvpkq' Tqcf 'cv'Gn'Eco k'p'q' Tgen'
- 40 Ucp' Cpvpkq' Tqcf 'cv'Ecn'k'q'p'k' U'tggv'
- 50 Ucp' Cpvpkq' Tqcf 'cv'Egp't'cn'Gzr t'guuy c{ "
- 60 Ucp' Cpvpkq' Tqcf 'cv'P'k'c' C'xgpw'g'
- 70 Ucp' Cpvpkq' Tqcf 'cv'O'k'f' r'gh'grf' Tqcf "
- 80 Ucp' Cpvpkq' Tqcf 'cv'G'cu'v'Ej c'trgu'v'q'p' Tqcf "
- 90 Ucp' Cpvpkq' Tqcf 'cv'WU'323"
- : 0 Tgpi u'q't'h' C'xgpw'g'cv'Gn'Eco k'p'q' Tgen'
- ; 0 Tgpi u'q't'h' C'xgpw'g'cv'Ecn'k'q'p'k' U'tggv'
- 320 Tgpi u'q't'h' C'xgpw'g'cv'Egp't'cn'Gzr t'guuy c{ "
- 330 Tgpi u'q't'h' C'xgpw'g'cv'O'k'f' r'gh'grf' Tqcf "
- 340 Tgpi u'q't'h' C'xgpw'g'cv'Q'f' 'O'k'f' r'gh'grf' Tqcf "
- 350 Tgpi u'q't'h' C'xgpw'g'cv'WU'323"
- 360 Egp't'cn'Gzr t'guuy c{ 'cv'V'j qo r u'q'p' C'xgpw'g'
- 370 Uj qy gtu'F' t'k'x'g'cv'Ecn'k'q'p'k' U'tggv'
- 380 R'ceej g'w'k'Y c{ 'cv'Ecn'k'q'p'k' U'tggv'
- 390 C't'cu't'c'f' g't'q' Tqcf 'cv'Gn'Eco k'p'q' Tgen'
- 3: 0 Cm c' U'tggv'cv'Ej c'trgu'v'q'p' Tqcf "

"

Cf f k'k'q'p'cn'Vt chle'eqp'kf gt c'v'kpu'

"

K'p'cf f k'k'q'p' 'v'q'v'j g'h'ny 'v'j tqwi j 'v'j g'k'pvtugev'kpu'kf gpv'k'kgf 'cdq'x'g' 'y g't'gs wgu'v'j cv'v'j g'ko r cev'cpf 'uch'g'v{ 'qh'5'ctgcu'pggf 'v'q' dg'eqp'kf gt gf <

- 30 Vj g'wug'qh'O qpw'Nqo c'ctgc' ut'ggw'cu'c'v'tchle'd{ r cuu'd{ 'f t'k'x'gtu'pggf u'v'q' dg'cuugu'gf 0' Vj g't'g'ku'c'ntgcf { 'c' i t'ge'v't' h'ny 'qh'v'tchle'lpv'q'cpf 'cet'qu'v'j g'O qpw'Nqo c'P gli j dqtj qaf 'cu'f t'k'x'gtu'uggn'v'q'd{ r cuu'v'j g'd'c'cn'w' u' qp'Ucp' Cpvpkq' Tqcf 'P'qt'v'j d'q'w'p'f 0'P'k'c' Tqcf 'cpf 'V'j qo r u'q'p' U'tggv'ctg'k'petgcuk'pi n{ 'dg'k'pi 'wug'f' cu'v'tchle' d{ r cuu'y c{ u0' Vj g'O qpw'Nqo c' ut'ggw'ctg' t'g'uk'f' gpv'cn'ut'ggw'v'j k'j 'h'co k'k'gu'c'p'f' 'ej' k'f' t'gp'c'p'f' 'c'p'g'k'j' dqtj qaf " uej q'q'0' Cp' k'petgcug'lp'v'tchle' h'ny 'v'j tqwi j 'v'j g'p'g'k'j' dqtj qaf " j' cu'v'j g'r qv'p'v'cn'v'q' 'et'g'c'v'g' 'cf f k'k'q'p'cn'uch'g'v' " ku'w'gu'0' O'k'ki c'v'k'p'u'q'r v'k'p'u'uj q'w'f' dg' gxcn'ev'gf 'cu'r c'tv'qh'v'j g'tgr qt v0'
- 40 Vj g'rgpi v'j 'cpf 'x'k'uk'k'v{ 'qh'c'p{ 'v'tchle'd'c'cn'w' 't'qo 'v'j g'Ucp' Cpvpkq' Ecn'k'q'p'k' K'pvtugev'kpu'q'p'v'q'v'j g'E'cn't'c'k'p' q'x'g'r' cuu'0' Vj g'rgpi v'j 'qh'd'c'cn'w' u'q'p'v'j g'u'q'w'j' d'q'w'p'f' 'f' t'g'ev'k'p'q'p'v'j' ku'r' r'eg'v'q'r' r' g'f' 'v'tchle' l'w'w'v'q'x'g't'c' d'rk'p'f' " j' kn'g'zr' q'uk'pi 'v'j g'ctgc'v'q'v'tchle'uch'g'v{ 'ku'w'gu'
- 50 Vj g'ko r cev'qh'uej q'q'n'v'tchle'lpv'q'cpf 'q'w'q'h'v'j g'I' k'f'g'q'p'J' c'w'ugt'U'ej q'q'n'p'ggf u'v'q' dg'cf'g's'w'c'v'gn{ 'o' q'f'g'rg'f 0'Cu' r'c't'g'p'u'eqo' k'pi' d'q'v'j' p'q't'v'j' 'c'p'f' 'u'q'w'j' d'q'w'p'f' 'q'p'Ucp' Cpvpkq' ko r cev'v'tchle'lp'v'j g'ctgc'lp'f' k'ur' t'q'r' q't'v'k'p'c'v'g'y' c{ " u'k'p'eg'k'v'c'r' r' g'ctu'v'j' cv'o' w'ej' 'qh'v'j g'v'tchle'v'j g'p't'g'w't'p'lp'v'j g'q'r' r' q'uk'x'g'f' t'g'ev'k'p'c'v'v'j g'p'g'z'v'W'w't'p' 'h'ec'v'k'q'p'0' Vj g' ko r cev'qh'h'co k'k'gu'gp'v't'k'pi' 'c'p'f' 'h'g'c'x'k'pi' 'v'j g'uej q'q'n'p'ggf u'v'q' r'c'tv'qh'c'p'f' 'v'tchle' 'o' q'f'g'k'pi 0'

60 Vtchhe'hmj 'y tqwi j 'y g'ukg'uj qwf "dg'eqpukf gtgf 0"Ewttgpv'r rpu'r meg"gpvcpegu'cpf "gzk'v'j g'ukg'xgt {"
emug'v'j g'Ucp' Cpvpkq lEcrkqtpk "Kvgtugevqp0"Vj g'ko r cev'qh'v'j g'ukg'kvgtkqt'hmj 'uj qwf "dg'cuugu'qp"
f gxrqr o gpv'qxgtcmlo r cev0

Cngt pcvkq'Vt cpur qt vcvkq'

Vj g'ONP C"Dqctf "qh'F k gevqtu'tgs wguv'j cv'cf f kkpnci'v'cpur qt vcvkq'"qr vqpu'dg'gxcnvcv'f "kp'v'j g'GKT <"

- 30 F gxrqr gt 'r ctv'ekr vcvkq'r ctv'qh'c'Vtchhe'O cpci go gpv'Cuuekcvkq'cpf 'y g'ko r cev'qh'dwugu'qp'y g'cdq'xg'
ctv'gtku0
- 40 Ecrkqtpk 'Utggy'pggf u'v'q'dg'eqpukf gtgf "cu'eqppgev'kq'r qkv'v'q'ctgcu'dq'v'j g'gcu'v'cpf 'y guv'qh'v'j g'Ucp"
Cpvpkq'Ej cpi g'ctgc0"Vj g'ctgcu'y kj kp'O qwpv'kq'Xlgy 'v'j g'y guv'y kn'ergctn' "dgpghk'v'cpf "d{ 'etgcv'kpi 'utqpi "
dle{ eng'eqppgev'kpu'v'q'Rcm' Cnq. 'cpf 'y g'ekv' 'ku'cdng'v'q'dgpghk'v'q' "y g'tgi kpcn'pcwtg'qh'v'j g'Ucp' Cpvpkq "
ctgc'cu'qwrkpgf "kp'v'j g'ekv' 'hpi 'v'gto 'r rpu'y kj 't'gf weg'f 'ko r cev'qp'v'chhe'hmj 0'
- 50 Rgf guv'kcp'hmj 'v'q'cpf 'htqo 'y g'Ucp' Cpvpkq' Ecnc'k'p'Ucvkq'uj qwf "dg'eqpukf gtgf 0"Rceej gw'k'Y c{ "cpf 'Ucp"
Cpvpkq'Ek'eng'ctg'f k gev'eqppgev'qt 'htqo 'y g'v'ckp'ucv'kq'cu'y gni'cu'eqppgev'kq'r qkv'v'ht' 'r gf guv'kcp'cpf "
dle{ eng'v'chhe'htqo 'O qpw'Nqo c'cpf 'ur gek'k'ecm' 'v'q'O c{ hgr'f 0"Vj g'ko r cev'qh'kpetgcug'f 'r gf guv'kcp'v'chhe "
uj qwf "dg'eqpukf gtgf "kp'v'j g'qxgtcmlo qf g'kpi 'qh'v'j g'ko r cev'qh'v'j g'f gxrqr o gpv0

Ko r cev'hp'P gli j dqt kpi 'Dwukguugu'

Y g'dng'xg'v'j cv'v'j g'GKT'uj qwf "eqpukf gt'v'j g'ko r cev'v'j cv'v'j g'f gxrqr o gpv'y kn'j cxg'qp'pgli j dqt kpi "dwukguugu0"
Eqo r cplgu'uwej "cu'Vcti gv' Mj ni'cpf "O km'Rcki'O ctngv'r tqx'f g'ko r qt'v'p'v'cz 'tgxgpw'v'q'j g'Ekv' "qh'O qwpv'kq'Xlgy 0"Vj g'
ko r cev'ceegu'v'q'cpf 'r ctn'kpi "qp'v'j gug'ko r qt'v'p'v'uj qwf "dg'eqpukf gtgf 0"

Gpxk qpo gpv'riEqpukf gt vcvkpu'

F guki p'qh'v'j g'egpvt criRt qo gpcf g'

Vj ku'ctgc'ku'kv'p'gf "v'q'dg'cp'qr gp'i cvj g'kpi 'r meg'cu'ecng'f 'hqt'kp'v'j g'Ekv' "qh'O qwpv'kq'Xlgy 'I gp'gt'cn'R'p0"Cu'ewttgpv'f "
f guki pu.'v'j g'ctgc'ku'ht'q'v'gf "d{ '8'utq{ 'utwewtgu'cr r tqcej kpi '322'hg'v'kp'j gli j v0"Y g'cum'v'j cv'v'j g'GKT "eqpukf gt'v'j g'xkcdk'k'v' "
qh'v'j ku'f guki p'xgtu'u'v'j gt'uweegu'hw'eqo o w'k'v' "i cvj gt'r m' cu'cet'qu'v'j g'eqv'p't { 0"Y g'cum'v'j cv'v'j g'eqpukf gt'v'kq'qh'kpetgcugu"
uwr "dcem'qh'v'j g'dw'k'f kpi 'ht'q'p'ci g'dg'cuugu'gf "v'q'et'g'cv'g'utqpi 'j wo cp'ue'cng'ctgc'v'q'gp'wt'g'hpi 'v'gto 'xkcdk'k'v' "qh'v'j g"
f gxrqr o gpv0

Vt ggu'

Y g'y qwf "cum'v'j cv'v'j g'GKT"cuugu'v'j g'r qv'gp'v'k'ni'ko r cev'qh'v'j g'r tq'lg'ev'q'p'v'gg'eq'x'g't'qh'v'j g'ctgc0"Vj g'r qv'gp'v'k'ni'ht'cp"
kpetgcug'p'wo dgt'qh'v'ggu'cu'y gni'r tq'v'ev'gf . 'f ggr 'v'gg'dqz'ctgcu'v'j cv'v'j 'hqt'cpf 'uwr r qt'v'rti gt'v'ggu'v'q'et'g'cv'g'c'i t'g'cv'gt "
i t'ggp'ecpqr { 'uj qwf "dg'gxcnvcv'f 0"

Gp'gti { 'gh'lel'gp'v'f guki p'

Y g'y qwf "cu'v'j cv'cm'dw'k'f kpi 'dg'cuugu'gf 'hqt'v'j g'k'p'ew'k'q'qh'u'q'nt'r qy gt'qr v'k'pu'v'q't'gf weg'v'j g'ko r cev'qh'v'j g'f gxrqr o gpv'
qp'v'j g'h'q'ec'n'r qy gt'k'p'ht'cutwewt'g'dg'k'p'ew'f gf 'kp'v'j g'GKT 0"Vj ku'k'p'ew'f gu'eq'x'g't'v'q'nt'r ctn'kpi "qp'v'j g'v'q' "qh'v'j g'r ctn'kpi "
utwewt'g'cu'y gni'cu'qp'v'j g'v'q' "qh'cp{ 'dw'k'f kpi u0

July 1, 1013

Ms. Melinda Denis
Community Development Department
City of Mountain View
P.O.Box 7540
Mountain View, CA 94039-7540



In re: Proposed development, 405 San Antonio Road, 050-12-PPA

Dear Melinda:

Following our review of Merlone Geier Partners' "Phase II" proposal plans dated May 20, 2013, and the preliminary discussion of these plans at the June 5, 2013 DRC meeting, we would like to submit initial comments on sustainable design issues that we hope to see resolved during the review process. We emphasize that these are informal preliminary comments. It would be very premature for us to work toward taking a position on the project at this point, and we have not attempted that.

1. Layout, open space, landscaping

Will there be a sufficient feeling of openness for those on the ground? That is, will people passing by, or strolling around the development, at least have sight lines to open space areas, and be able to get to them on foot easily?

At all points in the development, impervious surfaces should be minimized, and drought-tolerant trees and plants maximized, in relation to ongoing climate change. All plants should be water-wise as well as native species if possible.

Living roofs could be used to good advantage to moderate both the temperature and the aesthetics of such intense development. The proposed large areas of impervious surfaces (on roofs) also make them a logical candidate for this treatment, which helps meet the c.3 requirements of the Santa Clara Valley Urban Runoff Pollution Prevention Program.

2. Building design

All design decisions should be made in light of Council's question: "What makes this look like Mountain View?"

Details of the development should make a statement that it is human-centric, not car-centric: pleasant to be in on foot.

Architecture should be interesting and comfortable for those inside and out. Natural lighting, shading or other suitable treatment of windows exposed to major solar input, and other such sustainability-oriented details, are means to this end.

There should be considerable horizontal and vertical articulation, varied heights, and north-south view corridors through the project.

Design should be aesthetically and practically compatible with surrounding development (current and anticipated) to the extent possible considering the nature of this project.

For example, we ask for no additional non-functional very tall monument signs, which are not necessary or suitable in this locational context.

The proposed "community-serving retail" on California Street should have main entrances on that street and other pedestrian-friendly facade characteristics.

"Fronts" and "backs" of buildings should be distinct and in character: no loading docks or utility doors near main entrances or on main travelways.

All roads, sidewalks, etc., should be open to the sky except for canopies/overhangs that provide shade and shelter for people on sidewalks.

3. Circulation, mobility, traffic, transportation

We ask that the City make sure that development of modern street-design guidelines for this area, inside and around it, is a first priority in Precise Plan revision, as has been done for El Camino Real, allowing conformance of development proposals to upcoming standards from the start. These standards must include the all-important bike lane from El Camino Real to California Street on the east side of San Antonio Road.

All travelways within the site should be designed to be used safely by all traffic: motorized, bicycle, pedestrian, or other. Roads should be designed to discourage unsafe speeds. Modes should be separated where necessary, and any shared travelways designed to be safe for everyone. Both within the site and to/from contiguous areas, unimpaired access and safety for non-motorists should be emphasized. We are especially concerned that any internal pedestrian crosswalks should be obvious and easy to see, with high contrast between the crosswalk markings and surrounding pavement.

In relation to getting to and from the site, we think that this is a great location for high density with proper integration with transit and improved street design. Integrated planning for these features, and ways to make it easy for people to use them, could have positive impacts on transportation and mobility within the city. Without such planning, the proposed development looks like a transportation disaster in the making for that area. For example, the promise of "near Caltrain" should be implemented with clearly indicated and laid out routes for all "active transportation" modes to San Antonio Station and to buses at San Antonio Transit Center.

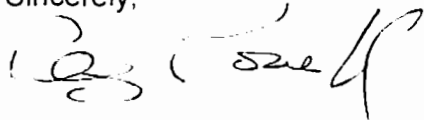
Especially in relation to office uses proposed, TDM conditions should also be put on the project, probably including participation in coordinated shuttle service to downtown and

North Bayshore. Such shuttle stops might well be site-internal, making them much more attractive to users and benefitting traffic conditions. This will require careful internal road design.

We are aware of the Environmental Planning Commission's comment that there should be no unmitigable impacts. That goal must be taken very seriously in all aspects of the project design.

Thank you for your dedicated work on the huge task of reviewing this project. We hope that our comments above will be useful.

Sincerely,

A handwritten signature in black ink, appearing to read "Peg Powell". The signature is fluid and cursive, with a large initial "P" and a long, sweeping underline.

Peg Powell

for the Mountain View Coalition for Sustainable Planning

cc:

Peter Gilli

Randy Tsuda

Merlone Geier Partners

Antin, Elizabeth

Subject: FW: Environmental Impact Analysis For 405 San Antonio Road, Application No. 050-12-PPA
Attachments: OrtegaEIRSEP2810Optimized (2).pdf

From: Matt Pear [<mailto:MPear@SidneyConsulting.com>]
Sent: Wednesday, August 28, 2013 1:58 PM
To: Gilli, Peter
Cc: Alkire, Martin
Subject: Environmental Impact Analysis For 405 San Antonio Road, Application No. 050-12-PPA

Dear Mr. Gilli:

As you are aware, the Mountain View City Council and Environmental Planning Commission provided direction on several earlier projects that their environmental impact analysis / report ("EIR") include properties / projects in the affected area that are reasonably anticipated to develop even though no application is on file. This policy evolved to insure that the overall area development, stay within the existing infrastructure carrying capacity for water, sewer, gas, electricity, streets, traffic, etc., and that overall economic mitigations be developed in order to preclude a Council from having to make a finding of over-riding consideration and/or enforce exorbitant mitigations on the last to develop. Such policy is the corner stone of social equity and good urban planning as outlined in the City of Mountain View 2030 General Plan for the San Antonio Planning area.

In regards to the EIR for 405 San Antonio Road, Application No. 050-12-PPA, please include the surrounding properties and subsequent projects at a reasonable scope, density, and intensity as outlined in the City of Mountain View 2030 General Plan approved in July of 2012. Specifically, among other projects, please account for development of:

- Santa Clara Assessor Parcel Number ("APN") 148-29-023, approximately ~2.2 acres, hereinafter referred to as the Latham Street parcel that is directly across the street from Avalon Towers apartments and Boston Properties' office building as a 208 unit corporate housing / hotel development;
- APN 148-29-024 approximately ~2.1 acres, hereinafter referred to as 394 Ortega Avenue as a 112 unit senior assisted living facility that was previously approved as a 166 unit apartment complex as adopted by Mountain View City Council Resolution 8162, Series 1969, and Resolution 10101, Series 1974 (please note all fees [public works, recreation, etc.] have been paid to the City of Mountain View for the aforementioned development); and
- APN 148-29-022 approximately ~9.9 acres, hereinafter referred to as 555 Showers Drive as a 188,000 square foot retail center comprised of a 163,000 SF department store, 16,300 SF of retail shop space, a 3,300 SF quick service drive-thru restaurant, and a 5,400 SF automotive center.

Please note that the aforementioned projects utilize existing recreational amenities, e.g. the adjacent private recreational pool, kitchen, conference room and restrooms, and the neighborhood Klein Park directly across the street as detailed in the attached Initial Environmental Impact Assessment, R4-Zoning / Senior Assisted Housing Proposal, 394 Ortega Avenue, Mountain View, CA 94040. Most importantly, these developments enhance the overall quality of life while increasing the City of Mountain View General Fund through increased sales, transit occupancy, and property taxes and do not increase school enrollment as they are for seniors and young working professionals.

Your consideration of the overall impacts for the San Antonio Planning area is in keeping with City Council policy for neighborhood preservation, social equity, and sound urban planning design. Please acknowledge receipt of this email and its accompanying attachment. Thank you.

Sincerely,

MATT PEAR

BCCR, CCIM, CDP, CFM, FMA, RPA, SLGR

GENERAL CONTRACTOR 500393

REAL ESTATE BROKER 849293

SIDNEY CONSULTING

394-B ORTEGA AVENUE

MOUNTAIN VIEW, CA 94040

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DRAFT
INITIAL ENVIRONMENTAL IMPACT ASSESSMENT

R4-ZONING / SENIOR ASSISTED HOUSING PROPOSAL
394 ORTEGA AVENUE
MOUNTAIN VIEW, CA 94040

SEPTEMBER 28, 2010

PREPARED BY:

SIDNEY CONSULTING
394-B ORTEGA AVENUE
MOUNTAIN VIEW, CALIFORNIA 94040
(650) 961-8521
CONTACT: MATT PEAR

PREPARED FOR:

CITY OF MOUNTAIN VIEW
COMMUNITY DEVELOPMENT DEPARTMENT
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MOUNTAIN VIEW, CALIFORNIA 94039-7540
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CONTACT: MARTIN ALKIRE, PRINCIPAL PLANNER

TABLE OF CONTENTS

I.	Introduction	1
II.	Environmental Checklist and Discussion of Potential Effects	15
	A. Land Use and Planning	17
	B. Population and Housing.....	21
	C. Transportation / Traffic / Parking	23
	D. Noise.....	29
	E. Air Quality	32
	F. Hydrology and Water Quality	36
	G. Geology & Soils	39
	H. Biology	41
	I. Hazards	45
	J. Public Services	47
	K. Utilities and Services	48
	L. Recreation	51
	M. Aesthetics	52
	N. Cultural Resources	53
	O. Mineral Resources	54
	P. Agricultural Resources.....	54
III.	Mandatory Findings.....	55
IV.	Determination	55
V.	Data Sources Cited In Report	

FIGURES

I.F.1	Location Map.....	2
I.F.2	Neighborhood Aerial Photo	7
I.G.1	Site Plan.....	8
I.G.2	City of Mountain View General Plan Land Use Map	10
I.G.3	Aerial Photo of Surrounding Developments	11
	Photos of Various Site View Perspectives	12-14
II.C.3	Urban Land Institute Shared Parking Graph	28
II.H-1	Ortega Tree Plot.....	44

TABLES

II.C.1	Summary of 2015 LOS Changes With R4 Zone	26
II.C.2	Summary of 2025 LOS Changes With R4 Zone	26
II.D-1	General Plan Noise Standards for Residential Uses	30
II.H-1	Ortega Tree Survey.....	42

Appendix

Revised September 25, 2009, Letter Addressed To Messrs. Martello and Tsuda.....		57
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I. INTRODUCTION

A. Project Title and Address:

Residential Community
394 Ortega Avenue
Mountain View, California 94040
Santa Clara County Assessor Parcel Number 148-29-024
Latitude: 37.400845
Longitude: -122.104958

B. Lead Agency Name and Address:

City of Mountain View
Community Development Department
500 Castro Street
Mountain View, California 94039

C. Contact Person and Phone Number:

Martin Alkire, AICP, Deputy Zoning Administrator
City of Mountain View
Community Development Department
(650) 903-6306

D. Project Sponsor's Names and Addresses:

Pear Enterprises
410 Ortega Avenue
Mountain View, California 94040
(650) 961-8521 x1

E. Current General Plan Designation and Zoning:

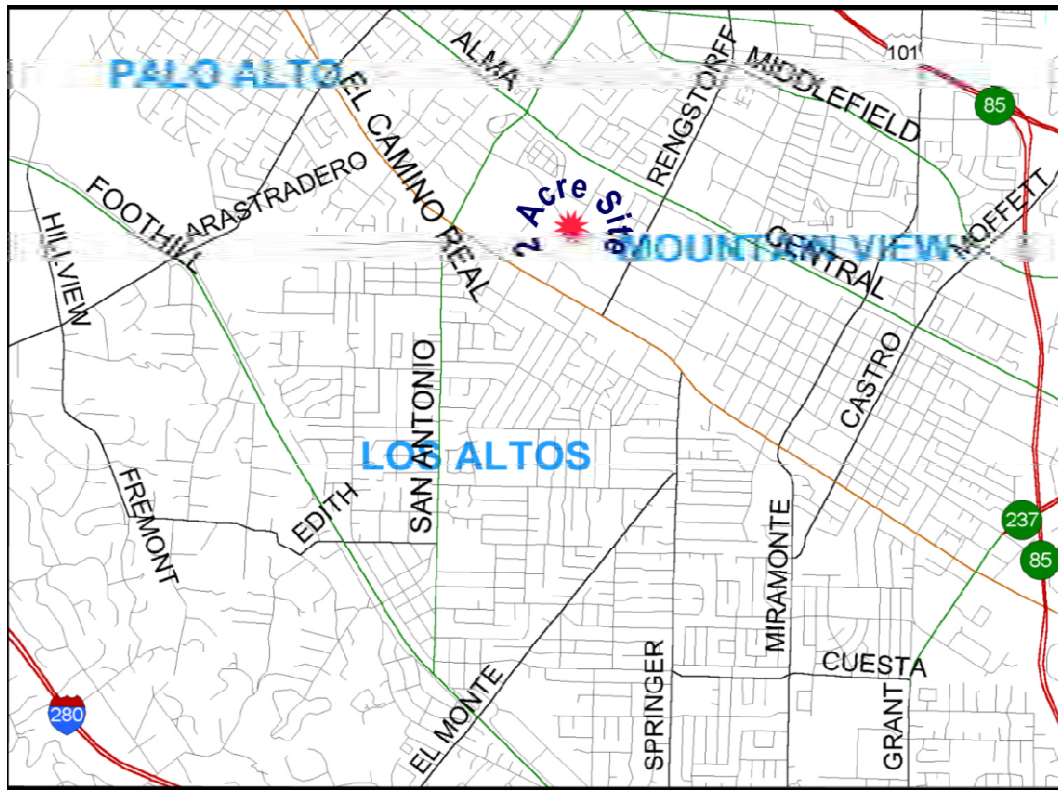
General Plan: Residential
Medium-Low Density (13-25 units/acre) On A Two Point One (2.1) Acre Site
394 Ortega Precise Plan
Zoning: R3-3

Proposed General Plan Designation and Zoning:

General Plan: Residential
High Density On The One Point Six (1.6) Acre Site (60 units/acre)
Eliminate 394 Ortega Precise Plan
Zoning: R4

F. Zoning History, Proposed Zoning, and Project Description:

The subject property is located at the southwest corner of California Street and Ortega Avenue, west of the major intersection of California Street and Rengstorff Avenue, east of California Street and Showers Drive and north of El Camino Real and Ortega Avenue (See Figure I.F.1). It is a remnant of Mountain View's agricultural past and is currently underdeveloped with one remaining single family residence, equipment garage, barn, Christmas tree sales office and shed, wood shed, and hard-packed gravel storage areas for farming and construction equipment



Location Map
Figure I.F.1

and materials. The 1,350 square foot homestead house was demolished in 2002 as a fire training exercise and the other structures such as the chicken coup, adjunct shed to the existing barn, and 1,500 square foot tank house collapsed due to the ravages of time. The existing buildings and storage areas are partially surrounded by ornamental and volunteer trees and shrubs, and volunteer weeds.

The 1968 City of Mountain View General Plan designated this property as one of two properties for high-density residential development at 75 dwelling units per acre with following explanatory comments:

“The area across Showers Drive from the San Antonio Complex should be developed as combination of commercial and high-density, high-rise residential structures. This would help to establish the character of the San Antonio regional complex as an urban place. This is one of the two locations within the Planning Area which is suited for very high density residential development.”¹

“The only other high-density residential D [1968 General Plan zoning designation for high-density residential development] is indicated in the area between Ortega Avenue and the new Baza’r store [which is now Target store]. This land is in large holdings and is not burdened with the problem of lot assemblage. The area is close to transportation, commerce and public facilities. It will provide a source of people for creating an active, well populated urban place of the San Antonio area.”²

¹ City of Mountain View General Plan 1968, p. 57, pp.3.

² Ibid., p. 71, pp.3.

On January 27, 1969, the Mountain View City Council adopted Resolution No. 8162, Series 1969, approving a Planned Community Permit for the development of a 166-unit apartment complex that spanned from Latham Street to California Street, fronting on Ortega Avenue. Due to tax liens, increased market interest rates, and lack of funds the project did not move forward and a search ensued for a joint venture partner.

Eventually 2.3 acres were sold due to the aforementioned monetary issues and a new format emerged consisting of three buildings that shared a common recreational facility comprised of 75 large condominiums and 45 apartments – the overall unit count was reduced from 166 to 120 by Resolution 10101, Series 1974 for unknown reasons (i.e., no reasons are cited in the minutes, staff report, or resolution). The first phase was completed and is known as Hastings Square West a two building 75-unit condominium development that includes an 11,550 square foot shared recreational area as well as the widening of Ortega Avenue and construction of street improvements (i.e., curb, gutter, water, sewer and storm water). The second phase was not constructed due to the inability to obtain financing because the number of apartment homes was insufficient according to lenders' standards at the time, i.e., a certain number of units are necessary for operation, financing, and construction economies of scale. The split in the number of units between condominiums and apartments allowed the Hastings Square West developer to obtain financing but precluded financing for the apartments.

The Site is well located for high density senior housing, more so than any other location in the City of Mountain View, for the following reasons:

- Senior housing environmental impacts are typically much less than multifamily due to the nature of the occupancy and size of the dwelling units in terms of massing.
- The Site exceeds the guidelines outlined in the City of Mountain View Environmental Sustainability Action Plan since it is already an urban village given its adjacency to retail, medical and transportation services, and on- and off-site recreational amenities; hence, there is no additional expenditures for these amenities or infrastructure.
- The Site is surrounded by high density multifamily developments, a park, and office/retail space. It is adjacent to Hastings Square West (which is the first phase of development for this property) a 3-story 75-unit condominium complex with partially submerged parking constructed in 1974, which is across Latham Street from the Domizile, a 4-story 132-unit complex with partially submerged parking and Avalon Towers, an 11-story (Latham Street side) 211-unit apartment complex, and Sobrato's 8-story office building housing the Silicon Valley Foundation, both of which have several levels of underground parking.
- It is directly across Ortega Street from Klein Mini Park and an east bound Valley Transportation Authority ("VTA") bus station.
- The Site has the vested right to use the adjacent 11,550 square foot shared recreational amenity consisting of a swimming pool and its associated exterior patio complete with benches and tables for hosting social events and a cabana complete with restrooms, kitchen, and meeting rooms.
- It is directly across California Street from Caltega, The Arbors, and The Californian (which are two and three story apartment complexes) and a west bound VTA bus station.
- It is directly behind and adjacent to Target Store (which includes general merchandise, pharmacy, groceries, and a Pizza Hut) and Wheel Works (a tire store that also performs minor automotive maintenance) and the San Antonio Regional Shopping Center, that includes Kohl's, Sav-On Drugs, Bank of America, Beverages & More, Fantastic Salon, Jo-Ann Fabrics & Crafts, Rite

Aid Pharmacy, Ross, Safeway, Sears, Trader Joe's, Wal*Mart, 24 Hour Nautilus Fitness Center, GNC and a host of smaller retailers and restaurants. Approximately 80 retail outlets occupy over one million square feet of building area spread across 80 acres in the immediate vicinity. The Center is an eclectic mix offering essential services and products in a price range to meet everyone's budget.

- The Property is adjacent to California Street, a major east-west arterial and a short distance between the major arterials of Central Expressway and El Camino Real that are connected by Showers Drive, Ortega Avenue, Rengstorff Avenue and California Street that allows traffic to quickly disperse after exiting the Property on either California Street or Latham Street and to calm down before entering the Site.
- This Site allows seniors an easy walk on lighted and signalized sidewalks to the San Antonio Regional Shopping Center, the Palo Alto Medical Clinic, Klein Park, which is right across the street, and Rengstorff Park and the Senior Center, which is two blocks to the east.
- Transportation is provided by the VTA along the major transportation arterials of California Street, El Camino Real (Hwy. 82), San Antonio Road, Showers Drive (which is also the VTA Regional Bus Transient Station) and Rengstorff Avenue. The Site is across the street from VTA bus stops and is less than 2,000 feet from the CalTrain San Antonio Train Station and 900 feet from the VTA Regional Bus Transient Station on Showers Drive.
- The Property's central location between residential communities and high-tech Silicon Valley companies affords progeny a sense of peace knowing their parents are in close proximity to all amenities and conveniently situated so that a visit is readily achievable during the work day on their way to or from work.
- Unlike other retirement communities which are self-contained over sprawling acres, this infill Site makes use of existing infrastructure and amenities to achieve an exceptional environment that others only attempt to replicate at great expense.

A zoning change from R3-3 to R4 is being requested in order to develop a senior residential development at 4-stories, consisting of at least eighty-five (85) dwelling units with below-grade on-site parking, leaving the 0.5 acre SFWD RW for other private recreational uses and not contingent on any other requirements for the development of the remaining 1.6 acres other than for meeting setbacks and open space requirements. The Site meets the City of Mountain View R4 Zone Development Standards Multifamily Housing Guidelines as stated in Section A36.12.030C and in terms of its contextual surroundings and zoning as shown in the General Plan Land Use Map (Figure I.G.2 on page 10).

This zoning request and Site meets the objectives of the Silicon Valley Leadership Group's housing objectives wherein a land recycling study states:

"Increased the height limit for high density developments located near rail stations. ... Cities should carefully review their general plans and zoning ordinances to find opportunities for increasing the number of homes that can be built per acre within existing residential neighborhoods, as well as for reuse sites that are appropriate for residential development. There are many ways to successfully blend new or different types of housing into existing neighborhoods without compromising the character or quality of life for residents. Cities have many powerful tools available to prevent any disruption new homes might create in these neighborhoods, such as...residential development standards and residential design guidelines [which the City of Mountain View has developed].

Steps cities can take to rethink allowable housing per acre include:

1. Review the existing general plan policies and land use categories to determine if they allow appropriate housing development opportunities and then make any necessary amendments consistent with the upcoming cycle of housing element updates.
2. If amendments are necessary, prepare an environmental impact document that reduces the need for subsequent environmental reviews on ordinary amendments and project approvals.
3. Review and revise the zoning ordinance and other development regulations to ensure that they are consistent with the amended general plan.
4. Look for opportunities to adopt specific plans for neighborhoods where new homes could be built, thereby ensuring that concerns are addressed on a community scale rather than a project scale.”³

Senior housing releases traditional housing for younger families. Two alternatives are envisioned for senior housing. The first being an independent senior living complex with few amenities to a senior assisted living complex consisting of a common dining area along with other amenities and administrative offices on the first floor with independent dwelling units on the second and third floors, and possibly an “early-stage” Alzheimer’s care ward on the fourth floor. Senior dwelling units are studios and one bedrooms measuring four hundred to six hundred square feet and are designed not only to provide independent living but also for seniors to interact and socialize so as not to remain in their homes all the time. The massing is much smaller than an apartment complex of the same unit count. In order to offer a full array of amenities and to achieve operational economies of scale the development needs to be comprised of a minimum of eight-five (85) senior assisted dwelling units in order to cover operating expenses for common area facilities, amenities, and social interactive programs.

Assisted Living offers help with non-medical aspects of daily activities in an atmosphere of separate, private living units. It can be likened to congregate living for residents less able to function independently in one or some of the aspects of daily living. In addition to providing meals, transportation for medical appointments, activities, and pleasure trips, assisted living may provide:

- Linens and personal laundry service.
- Assistance with dressing and bathing.
- Reminders regarding medication.
- Assistance with eating.

There is a lack of senior assisted housing that offers amenities and services in close proximity within the City of Mountain View and in the Mid-Peninsula regional market overall. Socioeconomic/demographic forecasts show the demand for senior housing increasing as more and more baby boomers retire. Senior housing can be independent living units in an apartment complex such as Ginton Terrace to the new Joshman Family Jewish Community Center that offers many services for seniors, families, and young adults. An internet search and yellow page listing under Assisted Living Facilities provides only six communities, most notably: Bridge Point by Kisco Senior Living, Classic Residence by Hyatt, Sunrise Assisted Living, and Belmont Villages.

³ *Building Sustainable Communities: Housing Solutions for Silicon Valley*, Silicon Valley Leadership Group, p. 14, pp. 1.

The closest senior living complex to the Property is Ginzton Terrace situated approximately 480 feet to the southeast, which was subsidized by the City of Mountain View and is a 107 unit (50+ dwelling units per acre) senior independent living (not assisted living) apartment complex that does not provide assisted living services. Mid-Peninsula Housing Coalition, a “non-profit” (only an IRS designation) developer operates a number of communities in the area that house seniors and they are all heavily subsidized by CDBG funding and other state and municipal funding sources. The leader in assisted living facilities is Sunrise Assisted Living wherein it actively operates four facilities in the Mid-Peninsula region and Classic Residence by Hyatt, which operates a luxury facility adjacent to Stanford Shopping Center, and the Forum, a former Marriott Senior Living Services (which was acquired by Sunrise Assisted Living) approximately 7 miles distant in the City of Cupertino. The major distinction in what is being proposed for this Site versus the aforementioned facilities is that not only are the aforementioned facilities essentially gated communities forming an island onto themselves, but they recreate the services and amenities that already exist within this Site’s immediate sphere of influence. Most retirement communities are not in locations where seniors can easily walk to amenities but are self-contained, which provide an established array of amenities at set prices whereas this Site provides more amenities and services in a price range to meet everyone’s budget as well as readily accessible to public facilities and infrastructure. Regardless of the number of existing senior assisted facilities, this Site is far superior due to its proximity to services, amenities, and offices wherein progeny can easily visit their parents, and the demographics indicate that demand will only increase for these facilities.

Other developers build communities around senior assisted housing that provide minimal amenities whereas this Site is surrounded by a full range of amenities including, but not limited to retail, recreational amenities, transit stops, and medical facilities all within easy walking distance on existing, lighted, signalized walkways. As the aerial photo on the next page (Figure I.F.2) illustrates: the Site is adjacent to the San Antonio Shopping Center sphere of influence; the Palo Alto Medical Foundation is less than a third of a mile to the south; the CalTrain San Antonio Train Station is approximately a quarter of a mile to the northeast; and the Site is surrounded by VTA Transit Stops and the Regional VTA Transit Hub. No significant unavoidable impacts have been identified in connection with the development and rezoning of this Site.



Figure I.F.2

G. Location of Site:

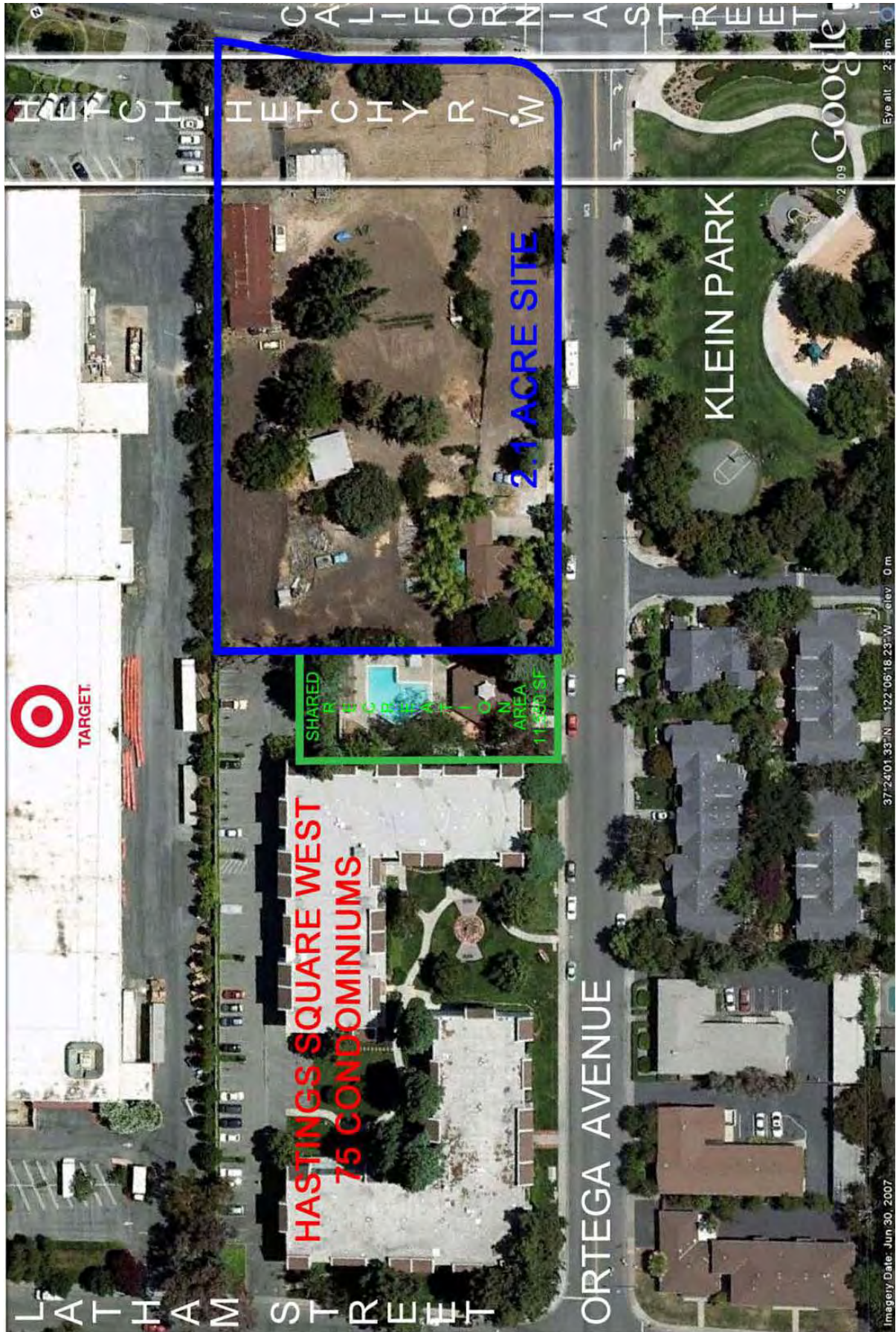


Figure I.G.1

As shown on the aerial photo on the previous page (Figure I.G.1) the applicant has fee simple title 1.615 acres and has surface rights to the remaining 0.5 acres for a total of 2.1 acres at the southwest corner of California Street and Ortega Avenue ("Site" or "Property") and has shared use of the adjacent 11,550 square foot recreational facility. The Site is approximately 404' feet along Ortega Avenue and 225' feet deep.

The fee simple interest spans both sides of the 0.5 acre San Francisco Water Department Hetch-Hetchy Right of Way ("SFWD R/W") and is noted in the Santa Clara County Assessor's Office as APN 148-29-024. The buildable area measures approximately 312 feet by 225 feet and an additional eleven feet (11') is located on the northern side of the SFWD R/W that is parallel to California Street and dwindles down to a point before Ortega Avenue.

Any residential development on this Site will have shared use of the adjacent 11,550 square foot recreational amenity that includes a swimming pool, patio seating, and a cabana with two gender specific restrooms, a conference area, and kitchen facilities. The use of these facilities is governed by the purchase agreement for the parcel that became the Hastings Square West condominiums. The agreement provided for a reduced purchased price in exchange for the Hastings Square West developer constructing not only the aforementioned recreational facilities but also the Ortega Avenue infrastructure (street widening, curb, gutter, gas, electricity, storm water, sewer, etc.) for the Site. The arrangement for the use of the recreational amenities is included in the Hastings Square West condominium grant deeds and by-laws. The Site is across Ortega Avenue from the 1.03 acre Klein Mini-Park; abuts Target Store's loading dock in back; has California Street, a major 4-lane, east-west arterial on one side; and on the remaining side Hastings Square West, a 3-story 75 unit condominium development over a partially submerged garage with a shared 11,500 square foot private recreation area.

The City of Mountain View General Plan Land Use Map on the following page (Figure I.G.2) shows the Site's surrounding zoning designations. The Site is surrounded by Medium-High Density R3-1 (26-35 units/acre) consisting of two to three story multifamily dwelling units that are predominately apartments. A number of the adjacent Hastings Square West condominiums and Oak Tree Commons townhomes are also rentals, i.e., not owner-occupied. Many of the two- and three-story multifamily developments are podium construction over partially submerged garages. Avalon Towers, the Sobrato office buildings, and the Domizile employ multi-level shared underground ventilated parking garages. In the case of Oak Tree Commons the General Plan Land Use Map incorrectly shows the southern portion (which is Ginzton Terrace, a senior housing development occupying the bottom third of the site) as Medium Density (13-25 units/acre) wherein it is actually developed at 50 units per acre, and the opposite is true for some of the surrounding apartments in that they were not developed to the full density as allowed under the R3-1.25 zoning designation mainly due to economics and site constraints (e.g., setbacks, parking, lot configuration, etc.).

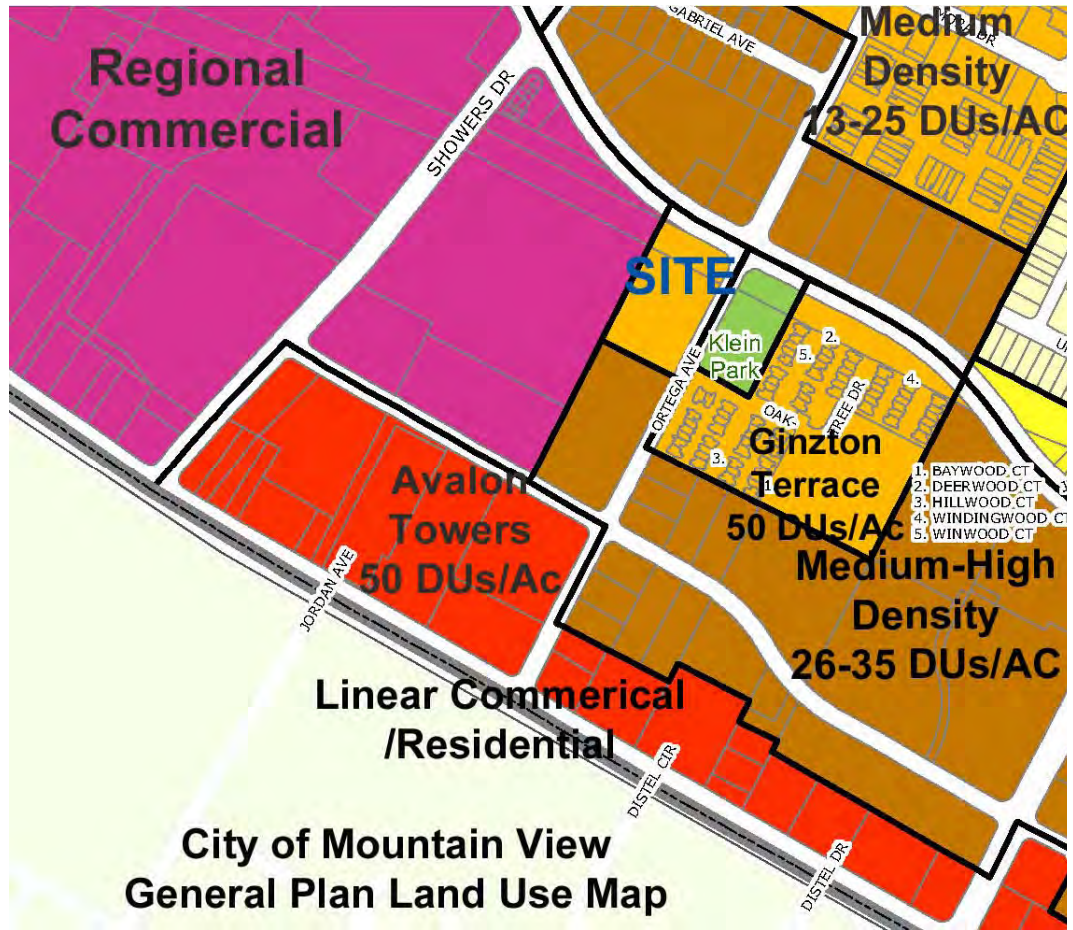


FIGURE I.G.2

The aerial photo on the following page (Figure I.G.3) provides the approximate height of various developments in the vicinity of the Property. The number of stories is marked on the aerial as a proxy for height and is denoted by the first number which indicates the number of stories and the second number that indicates the number of levels of underground parking. For example, a “2” indicates two stores, whereas “3+1” indicates three stories over a partially submerged garage and a “7+3” indicates seven stories over three levels of underground parking.

The photos that follow the aerial provide a ground level perspective at the location indicated on the aerial photo; e.g., “<1” provides the view from the Site into the adjacent three story Hastings Square West condominiums, whereas “<3” provides the view from the Site into the back loading area of Target Store. Of noteworthy interest is the view perspective of Avalon Towers a 10 story high-rise as viewed from El Camino Real versus an 11 story high-rise as viewed from Latham Street due to the difference in grade between El Camino Real and Latham Street; however, when viewed from locations “<2” and “<8” appears substantially lower than eleven stories due to the distance and viewing angle. As stated in the 1968 General Plan the Site “...is suited for very high density residential development” because it is midway between El Camino Real and Central Expressway (four lane, northeast-southwest arterials for the City of Mountain View) that allows traffic to calm down before reaching the Site.



<1 – Looking SW @ 3-Story Hastings Square West Condominiums



<2 – Looking SW @ 10-Story Avalon Towers Apartments



**<3 – Facing West, Adjacent To And Behind Site
Target Store**



**<4 – Facing North Directly Across California Street
2- & 3-Story Apartment Complexes
Note There Is Approximately 180 Feet Separation From Site's Buildable Area**



<5 – Facing East Directly Across Ortega Avenue From Site Klein Park



<6 – Ortega Avenue Facing Site From The Northeast



**<7 – Gabriel Street, Facing South
3-Story Californian Apartments Directly Behind Single Family Homes**



**<8 – Facing West
4-Story Domizile And 11-Story Avalon Towers**

H. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

a. None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Many of the subsequent environmental factors affect projects but the question is always to what degree and whether the effect can be mitigated to less than significant. The size and type of project determines the extent and significance for most impacts. In the subject case there are no "Potentially Significant Impacts" as indicated by the checklist on the pages that follows.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

II. ENVIRONMENTAL CHECKLIST AND EVALUATION OF ENVIRONMENTAL IMPACTS

This section includes the Environmental Checklist required by the California Environmental Quality Act (CEQA), an explanation of responses made to questions on the checklist, mitigation measures necessary to reduce impacts to less than significant levels, and a finding as to the significance of each potentially adverse impact after mitigation.

This analysis is prepared by Sidney Consulting based on its subsequent analysis of the CEQA Environmental Checklist and the original Environmental Impact Report prepared for the subject property by Dr. Victor Riches of Riches Research, Inc., Mr. Nestor Barrett, former Santa Clara County Planning Director, Messrs. John Waters, David Powers, and Renato Martinez of Mission Engineers, Inc., and Mr. Karl Treffinger and Associates, Architects and Consultants on Design, dated May 1973.

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where pursuant to CEQA an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and,
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

A. LAND USE AND PLANNING

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Affect agricultural resources or operations (e.g., soils or farmland)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A.1: The Site is located on the southwest corner of the intersection of Ortega Avenue and California Street and is governed by the 394 Ortega Avenue Precise Plan (Resolution 14413, Series 1986: "Plan"), which states:

"The [S]ite can be developed with medium-density housing providing large-size units with the potential for owner-occupied family housing. Any development must fully incorporate the Hetch-Hetchy right-of-way. The Plan provides density bonus incentives for incorporation of the Hetch-Hetchy right-of-way."

The Plan is a zoning designation for townhomes/rowhouses and was not in keeping with the existing developments that surrounded the Site but nevertheless passed on a 4-to-3 vote for nonspecific reasons when the vacant Klein School site was rezoned for the Oak Tree Common townhomes; therefore, this R4 zoning request and residential proposal is in conflict with the current Plan but not with the original 1968 General Plan and prior approvals for high density multifamily dwelling units. The Plan is not in keeping with the surrounding zoning or development and the Klein School rezoning was in essence "spot zoning" and more than likely passed for the benefit of the Mountain View School District because "for sale" single family homes commanded a higher land value than apartments as most apartments ceased to be developed due to the 1986 Tax Reform Act. No explanation or environmental impacts are cited in the staff reports, minutes, environmental impact assessment, or Resolution for the change in product type that occurred under the Plan. For a full discussion of this matter please see the attached September 25, 2009, letter addressed to Mr. Michael Martello, City Attorney, and Mr. Randy Tsuda, Director of Community Development, City of Mountain View.

Upon further research, a Resolution and General Plan were discovered that further support the conclusion in the aforementioned letter. The property on the west side of Ortega Avenue from Latham Street to California Avenue was approved in 1969 for a 4-story 166-unit apartment complex (Resolution 8162, Series 1969). Due to the time it takes to process an application and arrange financing commitments in an ever changing financial and multifamily rental markets, the Pear Brothers lost their financing and were unable to proceed due to lack of funds and were forced to sell the southern portion of the property in order to pay taxes and to construct necessary street improvements (i.e., storm water, sewer, paved street and curbs and gutters, 6" sewer lateral, 3" water meter, and underground transformer vault) for the second phase of the project.

The second phase was a 45-unit apartment development on the Site (Resolution 9970 & 10101, Series 1974) and no environmental impacts are stated in the minutes or staff report for the change in density.

The Plan is incorrect and goes against the General Plan because the Site is:

- Adjacent to retail loading dock operations that inevitably are the source of early morning noise, especially when the space was occupied by grocery store wherein early morning deliveries were the norm;
- Located in a predominately rental community, except for the adjacent Hasting Square West condominiums;
- Affected by glare from the parking light standards employed in the adjacent retail parking lot and attached to the back wall of the building; and
- Affected by the adjoining retail site that is the source for complaints from the adjoining Hastings Square West Homeowners over the aforementioned issues even though the retail was fully developed and operational a full six plus years before the Hastings Square West condominiums were constructed (i.e., owners purchased with full knowledge of these impacts).

Given the aforementioned impacts prudent land planning would seek rental housing rather than mandate "for-sale" housing on this Site since it is incongruous with the existing retail operations and residential character. To impose "for-sale" housing on this Site is out of context with the neighborhood because homeowners demand land use change through political action whereas renters are free to move at any time. Homeowners on average move every seven to eight years whereas renters on average move every two years; therefore, rental housing is more appropriate for this environment.⁴

Furthermore, the Plan is in conflict with the Initial Study/Mitigated Negative Declaration for the R4 Multifamily Zoning Designation that identifies this Site as Candidate Area B for the R4 zoning designation.

The half acre SFWD R/W will be incorporated but not as a density bonus but as a use consistent with a residential development; i.e., meeting setbacks and open space requirements through landscaping, a private recreational area or garden, storage, or parking. Incorporating the SFWD R/W in any density formula for the development of the remaining 1.6 buildable acres or outside of the existing SFWD terms and conditions only leads to development, operational, and approval issues with the SFWD. SFWD's purchase of the right a way that bisects the Property for its aqueducts was based on the owner's continued use of the surface as allowed under the terms and conditions of the SFWD purchase agreement and grant deed and continued payment of insurance and taxes which the owners have faithfully performed for approximately sixty years from the inception of these agreements.

⁴ Matt Pear, BCCR, CCIM, CDP, CFM, FMA, RPA, SLCR, General Contractor & REALTOR
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Development of the project would attain several of the goals expressed in the City's General Plan including: Community Development (CD) Goal P, "to promote the opportunity to both live and work [and retire] in Mountain View" thus giving up housing suitable for families by moving into senior housing; Policy 42, "striving for a better balance of jobs and housing units;" and Residential Neighborhoods Goal B Policy 2, "to encourage housing on vacant in-fill land." In addition, because the site is adjacent to light rail and bus facilities, the project would implement (CD) Policy 44a, "to encourage development of the City's highest-density residential projects along major transit lines."

"The 1992 Mountain View General Plan includes goals, policies, and actions to ensure the preservation and enhancement of the City's character. Consistency of the R4 zone with the applicable General Plan goals, policies, and actions is addressed below. Policies marked (CD) are from the Community Development Chapter of the General Plan; policies marked (RN) are from the Residential Neighborhoods Chapter, which includes the City's Housing Element.

Policy 7: Encourage land uses that are compatible with character of character of the surrounding district or neighborhood. (CD)

Goal F: Maintain and enhance the quality and character of Mountain View's neighborhood. (RN)

The R4 *Multifamily Standards and Guidelines* provide the specifications for the application of the R4 zone and the design of new residential buildings built under the zone. As shown previously in Table 4, the R4 zoning designation could only be applied to sites that meet specific criteria. Primary criteria that must be met include that a site cannot be contiguous with R1 or **R2** zones. Therefore, a site zoned to R4 could not be adjacent to a site zoned for single-family homes or duplexes. R4 zones could be applied to sites within areas zoned and developed as R3 or R3D, Medium Density Residential. The R4 zoning standards, while permitting higher density, are largely the same character as R3 and **R3D** development. They are all zones that provide for multifamily residential building, while requiring substantial open space and landscaping. Further, the buildings types allowed in the R4 zones, stacked rowhouses, podium rowhouses, and stacked flats, are designed to provide multifamily units in buildings that look similar to existing rowhouses and apartment buildings in Mountain View. Therefore, the R4 zone is compatible with Policy 7 and Goal F of the General Plan.

Policy 1: Ensure that adequate residential land is available to accommodate the new construction needed to meet the Association of Bay Area Governments' (ABAG) Fair Share Housing Needs. (RN)

Policy 43: Investigate sites that have the potential to generate new housing, and amend the General Plan and zoning on these sites to residential uses where appropriate. (CD)

As indicated in the Project Description, the adoption of the R4 zone and subsequent development under the zone would result in the creation of 675 new housing units in existing residential areas in Mountain View over the next 20 years. As shown in Table 5, Total Housing Production for January 1999 through December 2005, ABAG has determined that Mountain View needs to supply a total of 3,423 housing units from 1999-2006 in order to accomplish their "fair share" requirements. Adoption of the R4 zone would allow for the development of 675 more units (19.7 percent) toward meeting ABAG fair share requirements and would place these units on land that is already being used for multifamily

residential development. Therefore, the R4 zone is compatible with Policy 1 of the Residential Neighborhoods chapter and Policy 43 of the Community Development chapter of the General Plan.

...

Goal A: Provide policies that encourage a range of housing including single-family, townhouses, apartments, condominiums, mobile homes, and other housing types. (RN)

Policy 2: Encourage a mix of housing types, including higher- density and lower-density housing. (RN)

The Legislative Action would allow for the rezoning of sites to higher density that would permit the development of new types of housing, including stacked rowhouses, podium rowhouses, and stacked flats, that are currently only allowed in Precise Plan areas. The R4 zoning designation is considered High Density, and future development under the R4 zone would increase the diversity of housing options in the City, making the Legislative Action consistent with Goal A and Policy 2.

Policy 3: Provide higher density housing near transit, near Downtown, and near other commercial areas. (RN)

Action 2.b: Determine appropriate densities for privately initiated zone changes based on the need for housing, surrounding uses, available infrastructure, and environmental constraints with the goal of increasing overall density of new construction. (RN)

The description of the R4 zone is given in the R4 Multifamily Standards and Guidelines as, "Multifamily housing that is close to transit, shopping and public facilities." Secondary criteria for permitting the rezoning of a site to R4 stipulate that a site should be within 2,000 feet of major transit nodes and within W mile of neighborhood serving retail.

Any development under the R4 zoning designation would occur as part of privately-initiated applications for rezoning. The Standards and Guidelines also provide guidelines that take into account available infrastructure and surrounding uses. Therefore, the Legislative Action is highly consistent with Policy 3 and Action 2.b.

Goal P: Promote the opportunity to both work and live in Mountain View. (CD)

Policy 42: Strive for a better balance of jobs and housing units in Mountain View. (CD)

At present, Mountain View provides more employment opportunities than housing, resulting in an imbalance in the ratio of jobs to housing units. Adoption of the R4 zone and the projected future development will provide new housing units that will help to reduce the imbalance and provide additional opportunities to both live and work in Mountain View. The Legislative Action is, therefore, consistent with Goal P and Policy 42 of the General Plan.⁵

In conclusion, the proposed R4 zoning designation is consistent with many of the goals, policies, and actions in the General Plan and 2010 Housing Element including the provision

⁵ Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment) Adoption of R4 Multifamily Zoning Designation, § A. Land Use and Planning, p.10-11.
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for the City to provide its “fair share” of housing and the proposed project would not conflict with any plans or policies currently in effect except for the Plan.

A.2: Although the Site had its beginnings as a farm operated by the same owners as of today, there are no commercial agricultural resources or operations in the vicinity or on this Site. Soil is considered a resource in the context of landscaping, absorbing and retaining water, and providing a foundation for buildings. The proposed residential development would not affect these resources or require mitigation.

A.3: Land uses in the vicinity of the Site are primarily high-density residential dwelling units with a big box retail/commercial operation directly adjacent and behind the Site (see §I. Introduction (F) for a full description and neighborhood photos). The addition of proposed rental housing is highly compatible with these surrounding land uses. The proposed residential development will develop the last remaining vestige for this block and will be consistent with the surrounding land uses. It will not disrupt or divide the physical arrangement of an existing community but would continue the contextual surroundings.

A.4: The City of Mountain View is largely urbanized and the few remaining agricultural parcels are not commercial farms. For the past thirty plus years, this Site has not been used for agriculture production and there are no agricultural lands adjacent or in close proximity as shown in the City of Mountain View Zoning Map and aerial photos. Adoption of the R4 zoning designation for this Site will not affect any agricultural land, aside from the beneficial effect of providing additional housing units on non-agricultural lands, thereby potentially reducing development pressures on regional agricultural lands. No prime farmland, unique farmland, or farmland of statewide importance will be converted to non-agricultural uses, and no environmental changes will result that could cause the indirect conversion of farmland to non-agricultural use. Therefore, there would be no impact in this category.

Finding. No impacts to Land Use and Planning are expected and no mitigation is required as the proposed product type and zoning will enhance the City’s Goals and Policies.

B. POPULATION AND HOUSING

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B.1: In Mountain View, the balance of jobs to employed residents is monitored by the City and the Association of Bay Area Governments (ABAG) for purposes of regional planning.

According to Projections 2009, the ratio of jobs to employed residents is 1.67 in 2010 and is projected to decrease to 1.60 in 2015. As stated in the General Plan, it is a goal for the City to “Strive for better balance of jobs and housing units in Mountain View.” The Housing Element of the General Plan also provides goals and strategies for addressing the regional jobs to housing imbalance, and over the past 10 years, the City has worked towards providing its “fair share” in meeting the regional housing need. Development of senior housing has a positive impact on the present imbalance between number of jobs and available housing units in the City by releasing traditional housing occupied by “empty nesters” that no longer require the space nor the expense of traditional housing. This in turn allows younger families with children to occupy these homes.

There is a scarcity of senior housing in the City of Mountain View and in the Mid-Peninsula regional market in general. The closest retirement community to the Site is Ginzton Terrace situated approximately 200 yards to the east of the Property which is a 107 unit (50 DUs/Acres) senior apartment complex that does not provide assisted living services. Sunrise Assisted Living is actively operating four facilities in the Mid-Peninsula regional market and both the Forum in the City of Cupertino and Classic Residence in the jurisdiction of the City of Menlo Park have sizable senior retirement developments that include assisted living facilities and Alzheimer care facilities but are essentially gated communities. Most retirement communities are not in locations where seniors can easily walk to amenities but are self-contained communities that provide an established array of amenities at set price points whereas this Site is surrounded by readily accessible amenities and a full range of services at various prices. Regardless of the number of existing senior assisted facilities the demographics indicate a growing demand for these facilities.

B.2 The proposed senior housing is expected to have single-and double-occupancy one-bedroom apartments and studios and that could add a minimum of approximately 85 residents (all single-occupancy units) to 128 residents (at fifty percent [50%] double-occupancy) to the area’s population. This number would not be considered large enough to constitute significant growth and would not require infrastructure expansion because the Site already has an underground transformer vault, 3” inch water meter, and 6” sewer lateral stubbed to the Site as it was previously approved for an apartment development as the second phase or an approved residential development.

B.3: The Site is currently developed with one single family home, a garage, barn, wood shed and Christmas tree sales office and shed. The former homestead was grazed in a fire training exercise in 2002 and ancillary farm structures have deteriorated due to the ravages of time. The development of residential housing would not displace any existing housing or require any replacement housing.

Finding. The housing shortage in the City of Mountain View will be eased by the proposed rezoning and development that will provide senior housing thus releasing traditional housing for younger families. No significant negative impacts to population and housing will be associated with the proposed action; therefore, no mitigation is required.

C. TRANSPORTATION / TRAFFIC / PARKING

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

C.1: “One study reported that according to national and local data, less than 5 percent of the [senior] residents owned cars, which were rarely driven. Employees, visitors and delivery trucks made most of the trips to these facilities. ... Although truck traffic was very low overall, most trips occurred during the mid-day period on a weekday.”⁶

Application of trip generation rates published by the Institute of Transportation Engineers (ITE) indicates that a proposed senior assisted housing project would generate on average 226 daily trips, 15 a.m. peak hour trips, and 30 p.m. peak hour trips.⁷ Based on the aforementioned ITE studies, the proposed R4 zoning for a senior assisted living project would generate less than 100 peak hour trips; therefore, a regional traffic analysis consistent with the procedures as outlined in the Santa Clara Valley Transportation Authority’s (VTA) Congestion Management Program (CMP) is not required.

⁶ *Trip Generation*, 8th Edition, Institute of Transportation Engineers, p. 499, pp. 3.

⁷ *Trip Generation*, 8th Edition, Assisted Living Land Use (ITE Code 254) Institute of Transportation Engineers (ITE).

Traffic impact reports performed for other real estate development projects in the immediate vicinity provide an overall perspective of existing capacity for the type of R4 housing development being proposed for this Site. Transportation impact analyses prepared for other residential projects all state that the impact from their specific project, in general as paraphrased from Ryland Homes Transportation Impact Analysis, “would not have a significant adverse impact at any of the study intersections.”⁸ This unanimous conclusion is based on maintaining the City of Mountain View’s minimum acceptable Level of Service (“LOS”) at D (which is a more stringent standard), with LOS E being acceptable for intersections located in and around the Site (e.g., Showers Drive and California Street).⁹

The traffic analyses performed for the following projects assumed there would be at least twenty-five (25) additional dwelling units at Avalon Towers (formerly Skyview Apartments), which was constructed at a lower density than what was used in the analyses, and Korve Engineering’s traffic analysis for the Precise Plan For San Antonio Circle assumed development of this site as C-2 Commercial which it is not (this site was developed into a Community School of Music and Arts [“CSMA”] and the 120 San Antonio Place Efficiency Studios [“SAPES”]). The SAPES traffic impact analysis used existing 2002 conditions with the CSMA in operation plus approved projects in Mountain View and Los Altos contributing to this area and concluded:

“...most of the study area intersections would operate with satisfactory levels of service in the current baseline and baseline plus project conditions, except for San Antonio Road / El Camino Real. This intersection is forecast to operate at LOS F (greater than 60 seconds of delay).”¹⁰

Furthermore, the Meyer, Mohaddes Associates, Inc. analysis as well as other analyses assumed a “Two percent per year ‘background growth’ in traffic demand (due to intensification of non-specific land uses)”¹¹ – this has not occurred but continues to be used in all traffic analyses.

The San Antonio Road/El Camino Real intersection is forecast to operate at LOS F (greater than 60 seconds of delay) in the p.m. peak hour with or without the addition of the proposed senior assisted living project traffic; however, the proposed Merlone-Geier mixed use project will inevitably impact the traffic forecasts.

According to the Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation:

“Future residential development built under the R4 zoning designation would be projected to generate increased traffic volumes because of the increased density allowed by the R4 zoning. Adoption of the R4 zoning designation could, therefore, indirectly increase congestion on roadways and at intersections near the candidate areas. Table 9 shows the additional automobile trips and the increase in morning and afternoon peak hour trips projected with adoption of the R4 zone.

⁸ *Ryland Homes Transportation Impact Analysis*, February 2000 by Fehr & Peers Associates, Inc., p. v, pp. 1.

⁹ Level of Service range from A which is operations with very low delay occurring with favorable progression and/or short cycle lengths to F which is operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.

¹⁰

¹¹ *Skyview Apartments Transportation Impact Analysis* by Meyer, Mohaddes Associates, Inc., June 30, 1999, p.28, pp. 1.

The Traffic Analysis studied 25 intersections near the candidate areas and calculated projected changes in the Level of Service (“LOS”) for each of these intersections for both morning and afternoon peak hours using the City's traffic model. The Traffic Analysis forecast changes in LOS from existing conditions to "background"³ conditions projected for the years 2015 and 2025. Additional traffic projected to occur as part of the R4 project was added to these scenarios and the resulting "with project" scenarios were compared to the background conditions to evaluate impacts. Using the City's adopted LOS thresholds to determine impacts, the analysis determined that, with adoption of the R4 zone, there would be no significant impacts during morning or evening peak hours to the levels of service at the 25 intersections studied under either 2015 or 2025 conditions. Summary tables of LOS calculations are presented on the following pages [Tables II.C.1 and II.C.2].

According to the City's CEQA Guidelines, the acceptable LOS for most intersections is LOS D. For intersections that are designated as CMP intersections (part of the Santa Clara Valley Congestion Management Program) and intersections that are in the Downtown and San Antonio Center areas, the acceptable LOS is LOS E. The analysis of a project's traffic impact calculates the resulting intersections' LOS and project's contribution to any decrease in service.

As shown in [Tables II.C.1 and II.C.2], many of the intersections studied are projected to operate under Year 2015 and Year 2025 background conditions at LOS similar to existing LOS. The LOS at several of the intersections are projected to operate at the same LOS under future conditions with implementation of roadway and signal improvements accounted for in the traffic model. While some intersections are expected to experience increased delays and decreases in LOS, none of the intersections studied are expected to operate below acceptable City or CMP standards in 2015 or 2025.

Table [II.C.1] also compares the background 2015 conditions to year 2015 conditions with adoptions of the R4 zone. As shown in the table, all of the intersections function at acceptable LOS under background 2015 conditions. Therefore, with adoption of the R4 zoning designation none of the intersections studied would decrease in LOS in such a way that the decrease would be considered to be a significant impact.

Table [II.C.2] presents a similar comparison of background and with project conditions under the year 2025 scenario. As shown in the table, with adoption of the R4 zoning designation, none of the intersections studied would decrease in LOS in 2025 in such a way that the decrease would be considered to be a significant impact. Therefore, under both year 2015 and 2025 conditions, the project would result in changes with regards to LOS that would be considered to be less-than- significant impacts

Impact: Less than Significant. No Mitigation Required.

Table II.C.1
Summary of 2015 LOS Changes With R4 Zone
[Only Applicable Intersections Are Listed]

Intersection	Existing		Background 2015 LOS		2015 + Project LOS	
	AM	PM	AM	PM	AM	PM
1. California Street and San Antonio Road*	D	D	D	E	D	E
2. El Camino Real and San Antonio Road**	D	E+	D	E+	D	E+
4. California Street and Rengstorff Avenue	C+	C	C+	C	C+	C
5. El Camino Real and Rengstorff Avenue**	C	C	C	C	C	C
6. Latham Street and Rengstorff Avenue	B	B	B	B	B	B
7. Central Expressway and Rengstorff Avenue**	D-	E+	D-	E+	D-	E+
8. California Street and Escuela Avenue	B	B	B	B	B	B
9. California Street and Ortega Avenue	A	A	A	A	A	A

Table II.C.2
Summary of 2025 LOS Changes With R4 Zone
[Only Applicable Intersections Are Listed]

Intersection	Existing		Background 2015 LOS		2015 + Project LOS	
	AM	PM	AM	PM	AM	PM
1. California Street and San Antonio Road*	D	D	D	E	D	E
2. El Camino Real and San Antonio Road**	D	E+	D	E+	D	E+
4. California Street and Rengstorff Avenue	C+	C	C+	D+	C	D+
5. El Camino Real and Rengstorff Avenue**	C	C	C	C	C	C
6. Latham Street and Rengstorff Avenue	B	B	B	B-	B	B-
7. Central Expressway and Rengstorff Avenue**	D-	E+	E+	E	E+	E
8. California Street and Escuela Avenue	B	B	B	B	B	B
9. California Street and Ortega Avenue	A	A	A	A	A	A

* =San Antonio Center intersection

**=CMP designated intersection

Source: Korve Engineering, Inc. 2006¹²

Given the aforementioned traffic levels of service analyses, forecasts, and overall conclusions, additional capacity exists for the development of this Site. All transportation impact analyses show, at worst, a LOS of C/C+ for the Showers Drive/California Street intersection (whose standard is LOS E) to LOS A for the Ortega Avenue/California Street intersection; therefore, given the ITE trip generation analysis there should be no reduction in the LOS for surrounding intersections at the proposed R4 zoning designation for the Site.

C.2: As discussed in item C.1, the addition of traffic from the proposed project would not exceed the level of service standards at the study area intersections. An R4 senior assisted housing development would contribute less than one percent of the total traffic volumes at the study area intersections for both a.m. and p.m. peak hours based on the review of aforementioned traffic impact analyses. This addition of project traffic to the study area would be considered nominal when compared to the background traffic volumes and especially in relation to the Merlone-Geier San Antonio Center mixed use project. As indicated in the Santa Clara Valley Transportation Authority's (VTA) Technical Standards and Procedures, a traffic volume increase of one percent or less would not create a significant impact at a Congestion Management Program (CMP) intersection. In addition, although the San Antonio Road/El Camino Real intersection was forecast to operate at LOS

¹² Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation, February 2006, p. 15-18.

F with or without the project; the project would not create a significant impact at this intersection since its contribution would be one percent or less. Therefore, the increase in traffic due to the development of an R4 senior assisted housing development would not significantly alter current and forecast intersection levels of service.

Furthermore, according to the Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation:

“Analysis was conducted on five segments of the primary freeway in Mountain View, US 101, to determine if there would be any project-related deterioration of LOS resulting in additional congestion on the freeway. ...this analysis concluded that new peak hour trips generated during the am and pm peak hours with adoption of the R4 zone would not equal or exceed 1 percent of the freeway capacity. According to Santa Clara County's Congestion Management Program (CMP) guidelines, freeway segments to which a proposed development is projected to add trips during an individual peak hour equal to or greater than 1 percent of the freeway segment's capacity must be evaluated in detail. Because the trips generated in 2015 associated with the R4 zoning designation are not of sufficient quantity to require further analysis of any of the freeway segments studied, impacts to freeway segments are considered to be less than significant.”¹³

C.3, 4, & 5: The Site has existing, lighted sidewalks and signalized intersections along all surrounding streets that provide safe pedestrian and bicycle access to Rengstorff Park to the northeast, the CalTrain San Antonio station to the northwest, and the VTA Regional Bus Terminal and San Antonio Shopping Center to the west. A review of the Site aerial photo shows continuous pedestrian facilities, signalized crosswalks, and clear vehicular lines of sight to meet all safety requirements as required by the City's Traffic Engineering Department. The Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation states that “...the candidate areas would not be anticipated to have a significant affect [sic] on LOS would, therefore, be unlikely to create additional obstructions to emergency response vehicles.”¹⁴ The On-site drive aisles widths and turn radii will be constructed according to the City's Zoning Code standards for passenger cars, service vehicles (i.e., delivery and garbage trucks), and emergency vehicles. Site plans are submitted to the City's Traffic Engineering, Police, and Fire Departments for their review and approval; therefore, there should be no safety hazards from improper design or unsafe materials as these reviews are a necessary part of the approval process.

C.6: According to Chapter 36, §37, of the Mountain View City Zoning Code there is no parking specification for senior assisted living housing. The closest land use is Senior Congregate Care Housing at 1.15 parking spaces per unit (half of which must be covered) and Single Room Occupancies at 1 parking space per unit plus 1 parking space for every nonresident employee; however, a “Reduction of up to 0.50 spaces per unit may be granted through the Conditional Use Permit process.” The R4 Multifamily Development Standards and Guidelines specify 1.5 parking spaces per unit for units under 650 square feet and 2.0 spaces for units over 650 square feet, plus additional guest parking equal to fifteen percent (15%) of the required unit parking; however, the Zoning Administrator has the discretion to allow tandem parking for up to fifty percent (50%) of the residential parking.

¹³ Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation, February 2006, p. 18, pp. 2.

¹⁴ Ibid., p. 19, pp. 5.

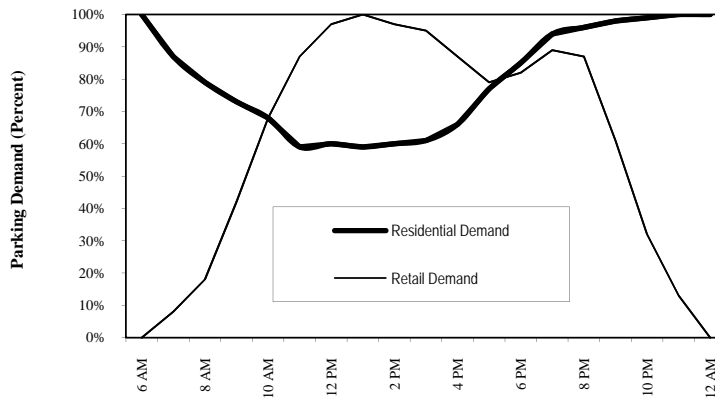
A parking demand analysis was prepared for San Antonio Place by Environmental Science Associates (ESA) in November of 2001, to determine an appropriate parking ratio for the proposed 120-unit efficiency studio housing project. It surveyed four existing efficiency studio housing projects in the adjacent cities and found the highest observed parking demand at a ratio of 0.49 spaces per dwelling unit and the lowest at 0.37 spaces per dwelling unit. All surveyed efficiency studio projects were within close distance to existing transit centers (CalTrain, VTA Bus Routes and Light Rail Train stations) which is the same for this Site.

Since the project proposes a minimum of 85 dwelling units, a minimum of 90 parking spaces would be required under the Single Room Occupancy parking requirement and approximately 100 parking spaces under the Senior Congregate Care Housing parking requirement – either of which can be met with on-site parking. Further reductions could be requested through a parking demand analysis as the Site is within a quarter mile of the VTA Regional Transient Station and within a half-mile of CalTrain San Antonio Station, which given the results for the aforementioned parking study for San Antonio Place that allowed a sixty percent (60%) parking reduction for projects near transit and services or a parking ratio of 0.60 spaces per dwelling unit.

Any concerns of limited on-street parking are further eliminated by the use of the adjacent retail parking lot. According to a Shared Parking Study by the Urban Land Institute peak parking demands for residential and retail uses occur at opposite times of the day. As shown in the chart, based on the weekday parking characteristics of residential and retail uses, the peak parking demand of residential uses typically occurs during the late night and early morning hours, while the peak parking demand for retail uses occurs in the middle of the day.

FIGURE II.C.3

Source: Shared Parking, Urban Land Institute, 1983.



The proposed R4 zoning for senior assisted living will include sufficient parking so that there will be no impacts to on- or off-site parking facilities.

C.7: The development of this Site will not conflict with programs supporting alternative transportation. As previously noted this Site is within easy walking distance of the VTA Regional Bus Terminal, CalTrain San Antonio Station, adjacent to the San Antonio Regional Shopping Center, across the street from Klein Park, and within easy walking distance of Rengstorff Park that provide all the amenities and services required of a residential development.

Finding. No impacts to transportation, traffic circulation or parking are expected and no mitigation is required.

D. NOISE

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

D.1, 3 & 4: Noise standards are addressed in Title 24 of the *California Code of Regulations* for new multifamily residential developments, local General Plan policies, and local noise ordinance standards, which are enforced through the building permit application process. The two pathways for noise exposure and propagation are:

1. Exposure of sensitive receptors to noise above applicable standards by introducing land uses that are incompatible with the existing noise environment; and/or
2. A project on this Site leading to an increase in ambient noise levels thereby affecting existing sensitive receptors in the vicinity of the Site.

The probability of a project on this Site exposing people to or generating noise levels in excess of General Plan standards according to the aforementioned pathways is negligent to low and only due to adjacent retail loading dock operations. These potential impacts are discussed below.

Compatibility of Site for Proposed Uses

The primary sources of noise that may influence the ambient noise environment at the Site include:

1. CalTrain activity on the railroad tracks located approximately 1,500 feet to the northeast of the Site;
2. Traffic on Central Expressway located another 100 feet beyond the CalTrain tracks;
3. Traffic on California Street (which is at least 80 feet to the north from the Site due to the SFWD R/W);
4. Traffic on El Camino Real located 1,500 feet to the southwest;
5. Occasional aircraft flyovers associated with Moffett Field; and
6. Loading dock operations at Target Store that is immediately adjacent and to the west of the Site.

The proximity of the Site to these noise sources is shown in Figures I.G.1 & I.F.2. The only noise of minimal concern is from the adjacent loading dock operations which can be mitigated through construction techniques (e.g. double pane windows) and building orientation so that the noise has a less than significant impact.

Title 24 State regulations include requirements for the construction of residential developments that are intended to limit the extent of noise transmitted into habitable spaces.¹⁵ For limiting noise from exterior sources, the noise insulation standards set forth an interior standard of DNL 45 dBA in any habitable room and, where such units are proposed in areas subject to noise levels greater than DNL 60 dBA, an acoustical analysis is required demonstrating how dwelling units have been designed to meet this interior standard. If the interior noise level depends upon windows being closed, the design for the structure must also specify ventilation or air-conditioning system to provide a habitable interior environment.

Stationary noise sources such as HVAC will be in operation on the Site. However, such noise is regulated through Equipment Noise Ordinance of the Mountain View Municipal Code, which states that any stationary equipment shall not exceed an hourly Ln of 55 dBA (50 dBA during the night, 10 p.m. to 7 a.m. when measured on any receiving residentially used property). Any plans submitted for building, plumbing, electrical or mechanical/heating permits for any stationary equipment are required to be accompanied by documentation of the equipment noise level when available and by noise mitigating devices or buffers appropriate to achieve the above noise limit.

The 1992 City of Mountain View General Plan contains noise standards for various land uses. For residential uses, the exterior and interior noise standards are shown in Table II.D.1 below.

**TABLE II.D.1
GENERAL PLAN NOISE STANDARDS FOR RESIDENTIAL USES
DNL (dBA)**

Standard	Normally Acceptable	Conditionally Acceptable	Potentially Unacceptable	Normally Unacceptable
Exterior Standards	< 55	55 to 65	65 to 75	> 75
Interior Standards	< 45	45 to 50	50 to 75	> 75

SOURCE: City of Mountain View General Plan, 1992, p. 139.

The General Plan Noise Contour Map indicates exterior noise levels in the vicinity of the Site range between 60 and 65 decibels DNL along California Street. The contour map shows composite noise levels from both CalTrain and roadway noise throughout the City. Noise at these levels is considered “Conditionally Acceptable” with respect to General Plan exterior noise standards for residential uses.

¹⁵ California Code of Regulations, Title 24, Part 2, Appendix Chapters 12 and 12A.
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With the implementation of mandatory Title 24, construction techniques for noise reduction, and building orientation, the Site will not expose people to or generate noise levels in excess of General Plan noise standards.

Any residential project could generate noise from motor vehicle trips as well as from stationary sources (e.g., HVAC equipment etc.) that could adversely affect nearby noise-sensitive land uses. Traffic noise impacts at nearby sensitive receptors were estimated in prior noise studies (“PNS”) for the Community School of Music and Arts and the San Antonio Efficiency Studios constructed on San Antonio Circle using the Federal Highway Administration’s (FHWA) Noise Prediction Model that showed at most a 1.9 dBA change (Environmental Science Associates, 2001). Each doubling of the sound sources with equal strength would increase the noise level by 3 dBA. A noise increase of 3 dBA is the conservative significance threshold given that most people cannot detect a 3 dBA difference in sound. Using the data in the approved PNS traffic analyses and the FHWA model, project-related traffic would slightly increase roadway noise along California Street and Ortega Avenue during the p.m. peak-hour assuming seniors are driving at this hour, which is debatable.

The noise impact is expected to be less than significant, given that:

1. The existing exterior noise levels at and around the Site are considered “Conditionally Acceptable” according to the General Plan Noise Acceptability Guidelines;
2. A change of at most 1.9 dBA based on PNS for evaluation of operational noise due to project-related traffic; therefore, the increase in roadway noise along California Street and Ortega Avenue is expected to be Less Than Significant Impact; and
3. HVAC equipment to be operated at the Site is subject to the aforementioned City’s noise ordinance standards that provide for the equipment to be designed and used in a manner that complies with those standards, the related noise impact to on-site residents and adjacent land uses would be less than significant.

D.2: A residential use on the Site will not significantly increase noise levels on a permanent basis; however, construction activities may temporarily affect the neighboring property to the south. For non-impact construction equipment, noise levels generally range from between 71 and 90 dBA at a distance of 50 feet from the equipment (Bolt, Beranek & Newman, 1987, Noise Control for Buildings and Manufacturing Plants and EPA, 1971).

It is not known at this time if pile driving will be part of the construction on this Site since the need for pile driving is determined by site-specific engineering studies. Nevertheless, pile driving can generate noise levels of 81 to 96 dBA at a distance of 50 feet (Bolt, Beranek & Newman, 1987, Noise Control for Buildings and Manufacturing Plants). Temporary noise levels of 78 to 93 dBA are therefore possible at the nearest sensitive receptors. Although construction activities will occur during daytime hours, construction noise can be disruptive to residents.

To reduce this impact to less than significant levels, the following measures are required:

1. Construction contractors shall comply with the regulations and construction hour restrictions of the City of Mountain View’s Noise ordinance under §8.23 of the City Code. Construction hours shall be limited to 7 a.m. to 6 p.m. on weekdays. No construction shall be allowed on weekends.
2. Construction contractors shall utilize best management practices for noise reduction, including muffling and shielding intakes and exhausts, shrouding or shielding impact tools, and using electric powered rather than diesel powered construction equipment to the extent feasible.

- Stationary noise sources shall be located as far from sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, and shall incorporate insulation barriers, or other measures to the extent feasible.

D.5 & 6: The Site is not within two miles of either a private airstrip or Moffett Airfield but could occasionally be exposed to military aircraft taking-off and landing. However compliance with the aforementioned regulations will reduce the potential impact to a less than significant level.

Finding: Given the implementation of the above mitigation measures and the temporary nature of construction noise, this impact will be mitigated to a less than significant level.

E. AIR QUALITY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i>				
1. Conflict with or obstruct implementation of applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

E.1 & 2: The City of Mountain View is located in the San Francisco Bay Area that is under the regional governmental agency Bay Area Air Quality Management District (BAAQMD) for regulating sources of air pollution. All developments within BAAQMD's jurisdiction must follow the BAAQMD Rules and Regulations as implemented through the City's standard conditions and approval and as a condition of building permits issuance, construction, and operation.

"On June 2, 2010, the Bay Area Air Quality Management District's Board of Directors unanimously adopted the proposed CEQA thresholds of significance. The thresholds of significance are included in the Air District's updated CEQA Guidelines. All of the adopted CEQA thresholds of significance – except for the risk and hazards thresholds for new receptors – are effective June 2, 2010. The risk and hazards thresholds for new receptors are effective January 1, 2011. It is the Air District's policy that the adopted thresholds apply to projects

for which a Notice of Preparation is published, or environmental analysis begins, on or after the applicable effective date.”¹⁶

The affect of these new CEQA thresholds of significance have not been applied to this proposed rezoning because:

1. According to news articles it effects projects adjacent to major arterials (i.e., freeways) and “the risk and hazards thresholds for new receptors are effective January 1, 2011;”
2. The scope of these new regulations are currently being assessed and addressed by City of Mountain View Community Development Department and will be applied on a City wide basis and may only have limited project specific effects;
3. Those elements that do apply to specific projects will be addressed during permit issuance; and
4. The scope of the proposed R4 rezoning and residential project on a one point six (1.6) acre parcel are deemed minor given the overall scope.

The CEQA thresholds of significance should have only negligible effects and the following analysis is applied under the existing BAAQMD Rules and Regulations because all impacts with the proper mitigations applied are already in place through the construction permit issuance process become less than significant for a development of this size.

Future R4 zoning residential development on this Site will result in more residential units. This in turn may increase resident vehicle trips thus generating additional air pollutants and possible conflicts with applicable air quality plans just like any other residential development albeit to a lesser degree given the senior component to this development and the Sites adjacencies to retail, transit, and recreational amenities.

Even though ozone conditions in the Bay Area have improved significantly there is still a need for continued improvement to meet the new BAAQMD regulations and the State’s one-hour ozone standard.

“In 2006 the U.S. EPA lowered the 24-hour PM_{2.5} standard from 65 µg/m³ to 35 µg/m³. The U.S. EPA designated the Bay Area as nonattainment of the PM_{2.5} standard on October 8, 2009. The effective date of the designation is December 14, 2009 and the Air District has three years to develop a plan, called a State Implementation Plan (SIP), that demonstrates the Bay Area will achieve the revised standard by December 14, 2014. The SIP for the new PM_{2.5} standard must be submitted to the U.S. EPA by December 14, 2012.

The District has adopted a PM Implementation Schedule, per the requirements of SB 656, as discussed below. In 2003 the California Legislature enacted Senate Bill 656 (SB 656, Sher), codified as Health and Safety Code (H&SC) section 39614. This legislation seeks to reduce public exposure to PM 10 and PM_{2.5} and to make progress toward attainment of State and national PM 10 and PM_{2.5} standards. SB 656 required ARB, in consultation with local air quality districts, to develop and adopt a list of the most readily available, feasible, and cost-effective control measures that could be used by ARB and air districts to reduce particulate matter. The bill required the ARB and air districts to adopt implementation schedules for appropriate ARB and air district measures.”¹⁷

¹⁶ www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx (visited SEP 25, 2010).

¹⁷ www.baaqmd.gov/Divisions/Planning-and-Research/Plans.aspx (visited SEP 25, 2010)

The San Francisco Bay Area experiences occasional violations of ozone and particulate matter standards. PM-10 is particulate matter that is 10 microns or less in diameter (a micron is one-millionth of a meter) and the 24-hour PM-10 standard is 150 µg/m³. PM-10 represents the fraction of particulate matter that can be inhaled into the air passages and can cause adverse health effects.

Any development on this Site, including the current perennial weed abatement and operation of heavy equipment, affects local pollutant concentrations in two ways:

1. During project construction, as is currently the case with the operation of existing tractors and trucks, dust is generated that is present in local particulate concentrations.
2. Over the long term, any development will result in an increase in regional emissions due to related motor vehicle trips associated with the residential uses that would occupy this Site. The increase in motor vehicle trips would also affect carbon monoxide concentrations along the local road network. However, all of this is based on the existing carbon based vehicles and does not take into account hybrid vehicles or the latest fuel cell technology for electric vehicles that could make carbon based vehicles obsolete.

Any construction on this Site should not take more than eighteen months to complete and conceivably in as little as ten months. Construction projects generate varying degrees of pollutant emissions through the use of products consumed in the actual construction of the project and dust through the operation of heavy machinery and construction worker trips to and from the Site.

“Additional pollutant emissions would be released by solvents found in products used in construction, such as adhesives, paints, thinners, some insulating materials, and caulking materials. These solvents generally evaporate into the atmosphere and participate in the photochemical reaction that causes ozone. Asphalt paving is also a source of reactive organic gases (ROG) emissions. Criteria pollutant emissions of ROG and nitrogen oxides (NO_x) from these emission sources would incrementally add to the regional atmospheric loading of ozone precursors during construction activities. However, emissions of carbon monoxide (CO) and ozone precursors (ROG and NO_x) from exhaust and other construction activities are included by the BAAQMD in the emission inventory that is the basis for regional air quality planning, and the BAAQMD does not consider these emissions to impede attainment or maintenance of ambient air quality standards. Therefore, emissions created during construction of residential units under the R4 zoning designation would not be considered to cause additional emissions that would impede attainment or maintenance of ozone standards in the Bay Area. Any impacts to air quality during construction would, therefore, be less than significant.”¹⁸

Dust is generated (including PM-10) from “fugitive” sources, such as earthmoving activities and vehicle travel over unpaved surfaces, and lesser amounts of other criteria pollutants from the operation of heavy equipment construction machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated). Construction-related dust emissions significantly vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather.

¹⁸ *Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation*, February 2006, p. 19, pp. 6.
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Construction activities may result in significant quantities of dust, and this may affect local visibility and PM-10 concentrations may be adversely affected on a temporary basis during the construction period. In addition, larger dust particles would settle out of the atmosphere close to the construction site resulting in a potential soiling nuisance for adjacent uses.

For construction phase impacts, the Bay Area Air Quality Management District (BAAQMD) recommends that significance be based on a consideration of the control measures to be implemented. Generally, if appropriate measures are implemented to reduce fugitive dust, then the residual impact can be presumed to be less than significant. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses (e.g., residential) are located in the Site's vicinity. In this instance, residential uses are located immediately south of the project site, and thus, without appropriate dust mitigation, the effect may be significant.

During construction, the project sponsor shall require the construction contractor to implement the following dust abatement program, which is the BAAQMD recommendations for construction sites, such as this Site, that are smaller than 4 acres in size:

1. Water all construction areas at least twice a day.
2. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
3. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
4. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
5. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

With implementation of this measure, project construction should not expose sensitive receptors to high pollutant concentrations.

With respect to the operational-phase of a residential complex, there should be no proposed stationary sources that would be subject to BAAQMD's Rules and Regulations. Emissions associated with a proposed project are primarily from the increase in motor vehicle trips. Emissions from area sources such as space heating and landscaping are also expected to be minimal. The BAAQMD generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day as projects of this size are not expected to generate criteria pollutant emissions more than the 80 pounds per day significance thresholds recommended by the district. The proposed development of a senior assisted living facility would generate an average of 226 trips per day. This means that emissions caused by vehicle trips associated with this type of project will not create criteria pollutant emissions greater than the BAAQMD's thresholds of significance: therefore, project emissions would not lead to or contribute to an existing air quality violation.

E.3: Construction activities could expose sensitive receptors to substantial pollutant concentrations, principally PM-10, from fugitive dust sources. The nearest sensitive receptors are located south of the Site. However, with the implementation of the aforementioned dust abatement program, this impact would be reduced to a less than significant level. Operationally, motor vehicles would be the primary source of local pollutant emissions that could affect sensitive receptors. Carbon monoxide emissions from the project related traffic is expected to be well below the screening threshold of 550 pounds per day recommended by the air district. Therefore this would be a less than significant impact.

E.4: The Bay Area is currently designated as a nonattainment area for the state and national ozone standards and as a nonattainment area for the state respirable particulate matter standard (PM-2.5 & PM-10). The San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard and the Bay Area Clean Air Plan have been prepared to address ozone nonattainment issues. No PM-10 plan has been prepared or is required under the State Air Quality Planning Law. Both the federal and state ozone plans rely heavily upon stationary source control measures set forth in the BAAQMD's Rules and Regulations. The overall stationary source control program that is embodied by the BAAQMD Rules and Regulations has been developed such that new stationary sources can be allowed to operate in the Bay Area without obstructing the goals of the regional air quality plans.

With respect to the construction phase of the project, applicable BAAQMD Regulations would relate to portable equipment (e.g., carbon fuel powered engines used for power generation, pumps, compressors, pile drivers, and cranes), architectural coatings, and paving materials.

With respect to the operational-phase of the project, there are no proposed stationary sources that would be subject to BAAQMD's Rules and Regulations. To ensure compliance with applicable BAAQMD requirements, the project contractor will be required to comply with BAAQMD Regulations. These include but are not limited to: Regulation 2 (Permits); Rule 1 (General Requirements) with respect to portable equipment unless exempt under Rule 2-1-105 (Exemption, Registered Statewide Portable Equipment); and demonstrate compliance with BAAQMD Regulation 8 (Organic Compounds), Rule 3 (Architectural Coatings), and Rule 15 (Emulsified and Liquid Asphalts).

Emissions associated with a proposed project would primarily be from the increase in motor vehicle trips. Emissions from area sources such as space heating and landscaping are also expected to be minimal. As discussed earlier, projects that generate less than 2,000 vehicle trips per day are not expected to exceed the 80 pounds per day significance threshold recommended by the BAAQMD. The proposed project would generate an average of 226 trips per day. This means that emissions caused by vehicle trips associated with the Site would not create criteria pollutant emissions greater than the BAAQMD's thresholds of significance. Therefore project emissions would not conflict with or obstruct implementation of the applicable air quality plans for the Bay area.

E.5: A residential project constructed and operated on this Site should not create objectionable odors affecting a substantial number of people on an on-going basis, just as any other residential project does not create objectionable odors on an on-going basis.

Finding. Implementation of the mitigation measure listed above would reduce potential air quality impacts to less than significant levels.

F. HYDROLOGY AND WATER QUALITY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Substantially deplete groundwater supplies or interfere substantially	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Otherwise substantially degrade water quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. Inundation by seiche, tsunami, or mudflow? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. Conflict with City of Mountain View's Water Conservation Program? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

F.1, 3, 4 & 6: The Site is approximately forty percent (40%) covered by impervious buildings, concrete and hard-packed rock – the remainder being porous, cultivated soil. Any development would incrementally increase the amount of impervious surface area and the amount of surface runoff; however, R4 Development Standards require a minimum of thirty (30%) percent in open space and the storm water runoff is governed by a National Pollution

Discharge Elimination System (“NPDES”) permit issued by the San Francisco Bay Regional Water Quality Control Board (“SFBRWQCB”) and is enforced through the City of Mountain View construction permit issuance as it is one of the founding public agencies to the successor in interest that is now known as the Santa Clara Valley Urban Runoff Pollution Control Prevention Program (“SCVURPPP”). The NPDES permit requires that new development be regulated to minimize the potential degradation of water quality during construction and for the long-term operation of the Site, thus reducing any potential impacts to water quality to a less than significant level.

Grading activities associated with the construction of the building pads and foundations could alter existing surface and/or subsurface drainage patterns. To address potential drainage impacts, the construction contractor would be required to abide by standard City’s Best Management Practices for grading as required by Mountain View Municipal Code §35.32.10 (T). Best Management Practices are cost-effective practices which comply with storm water discharge regulations and are accepted by the City of Mountain View and the SCVURPPP nonpoint source discharge program for minimizing discharges of polluted water or industrial waste to the storm or sanitary sewer system thereby protecting water quality in streams, the groundwater basin, and the San Francisco Bay. A grading plan is required as a component of the application process for building permits. City practices assure that final grading of the site achieves positive surface and subsurface drainage in the same direction as existing natural drainage. With the implementation of these standard practices, no drainage or surface water runoff impacts are expected.

F.2: The proposed project does not have the potential to alter the amount of groundwater by direct additions or withdrawals. Approximately eighty seven (87%) percent of the City of Mountain View’s water is purchased from the City of San Francisco Department of Water known as Hetch Hetchy. The Hetch Hetchy water is blended with groundwater from five City wells. About ten (10%) percent of the City’s water supply comes from the Santa Clara Valley Water District with the remainder from the California Water Service Company.

F.4: Although site-specific project details are not currently available, it is not anticipated that future residential development built under the R4 zoning designation would substantially change the rate and amount of water flows since the Site is currently developed with existing curb, gutter, and storm water drain lines along both California Street and Ortega Avenue. These existing facilities were constructed with the anticipated development of an apartment complex and the 75-unit adjacent residential development known as Hastings Square West. Therefore, groundwater quality will not be affected by infiltration of storm water runoff since the Site is served by the City of Mountain View’s storm water collection system.

F.5: A major source of water quality deterioration is “non-point source” pollution, which results from urban runoff. Urban runoff is typically contaminated by oil and grease from parking areas and roads, sediments from construction related activities, pesticides and fertilizers from landscaping, and lead or other heavy metals from vehicles.

Construction activities may contribute to the contamination of surface runoff and groundwater. Contamination can be reduced to less than significant levels by following the City’s Best Management Practices as required for grading impacts, construction, and long-term Site operation (see discussion under item F.1, 3, 4 & 6); therefore, no significant water quality impacts are anticipated.

F.7 & 8: The Federal Emergency Management Agency’s (FEMA) produces Flood Hazard Area Maps that show the 100-year flood hazard area wherein there is a one (1%) annual

chance of flooding and the 500-year flood hazard area wherein there is point two (0.2%) percent annual chance of flooding or where an area inundated by one (1%) annual flooding with average depths of less than 1 foot or with drainage areas less than one (1) square mile. According to the FEMA 2008 Flood Hazard Areas Map, the Site is outside of the 100-year flood hazard zone but is in the 500-year flood hazard zone which is not deemed significant. In terms of sea level rise from global climate change, the Site is approximately 100' feet above sea level; therefore, there is no immediate effect. The development of the Site will not place its residents within a 100-year Flood Hazard Area or from sea level rise due to global climate change.

F.9: The Site is not subject to flooding from the failure of a dam or its tributary or levee as there are no such features or structures in the vicinity of this Site.

F.10: The Site is approximately three miles from the San Francisco Bay and approximately 100 feet above sea level, on flat land and there are no bodies of water nearby; therefore, there is no risk from seiche, tsunami, or mudslides.

Finding: Compliance with the requirements of the RWQCB, NPDES, and the City Best Management Practices will reduce any potential impacts to water quality to a Less Than Significant Level; therefore, no significant hydrology impacts are expected and no mitigation is required other than as required as a matter of law.

G. GEOLOGY & SOILS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

liquefaction or collapse?

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

G.1: The Site is located in the San Francisco Bay Area, a region of intense seismic activity. Recent studies by the United States Geological Survey (USGS) indicate that there is a seventy (70%) percent probability of a Richter magnitude 6.7 or greater earthquake in the Bay Area in the next thirty (30) years. An earthquake occurring on either the San Andreas or Hayward faults could result in severe ground shaking and seismic settlement in Mountain View. To address potential impacts from seismic activity, the City requires soils reports for all new buildings to identify construction techniques necessary to comply with the earthquake protection standards in the Uniform Building Code.

The Site is not located in an Alquist-Priolo Earthquake Fault Zone as defined by the California State Department of Conservation, Division of Mines and Geology (CDMG). Alquist-Priolo Zones designate areas most likely to experience fault rupture, although surface fault rupture is not necessarily restricted to those specifically zoned areas.

The Site is not immediately adjacent to an active or potentially active fault. An active fault is defined by the State of California as a fault that has had surface displacement within Holocene time (approximately within the last 10,000 years). A potentially active fault is defined as a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years), unless direct geologic evidence demonstrates inactivity for all of the Holocene or longer. This definition does not mean that faults lacking evidence of surface displacement are necessarily inactive. Sufficiently active is also used to describe a fault if there is some evidence that Holocene displacement occurred on one or more of its segments. (Hart, 1997) The City of Mountain View is situated about six miles east of the San Andreas Fault and ten miles west of the Hayward Fault. The Site is not located on an active or potentially active fault; therefore, it is highly unlikely that a project would expose people to fault rupture and the impact is considered less than significant.

The 1992 General Plan Geologic Hazard Zones Map indicates that the Site is located in Zone F, which has a low potential for liquefaction or differential settlement in the event of a large magnitude earthquake. Liquefaction and subsidence generally occur in loose saturated sands. The 2009 California Geological Survey Seismic Hazard Zones of Required Investigation map shows that this Site is not in an area where historical occurrence of liquefaction, or local geological geotechnical and ground-water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code §2693(c) is required. Therefore, the potential for liquefaction, subsidence, and landslide is extremely low and the impact is considered less than significant.

G.2 & 4: Soil exposed by grading and construction activities could be subject to erosion by heavy winds or rain but no more than currently exists with the operation of heavy equipment and the annual disking of volunteer weeds. During construction of new buildings there is a potential for wind erosion and introduction of particulate matter into the atmosphere,

changes in topography, and unstable soil conditions. A site condition of approval for new development will be compliance with the City's Best Management Practices for construction. These practices include watering during grading activities and cleaning dust and debris associated with construction as noted in the Santa Clara Valley Nonpoint Source Pollution Control Program's document entitled "Blueprint for a Clean Bay."

G.3: The Site is relatively flat and is not adjacent to any steep slopes. Based on the location of the Site and its surrounding geological features, people and property will not be exposed to landslides or mudslides.

G.5: The 1992 General Plan Geologic Hazard Zones Map indicates that the Site is located in Zone F (see G.1 & 3 discussion). This zone has a low potential for liquefaction or differential settlement in the event of a large magnitude earthquake; therefore, the potential for liquefaction, subsidence, and landslide is extremely low and the impact is considered less than significant.

Finding. No significant geophysical impacts are expected from the proposed development of this Site and no mitigation is required beyond the City of Mountain View's requirements for soils reports and compliance with Best Management Practices.

H. BIOLOGY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Conflict with any local policies or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ordinances protecting biological resources, such as a tree preservation policy or ordinance?

6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

H.1: The Site is underdeveloped and located in an urbanized area that is surrounded by existing retail/commercial and high-density residential development. The Site is located in an “Urban Developed” habitat as defined in the 1992 City of Mountain View General Plan and there are no endangered, threatened or rare species present.

H.2, 5 & 6: The City of Mountain View gives special protection to trees classified as Heritage Trees. Heritage Trees are characterized as trees that meet the following criteria (Mountain View City Code, Chapter 32 Trees, Shrubs and Plants, Article II Protection of the Urban Forest, §23):

1. “A tree which has a trunk with a circumference of forty-eight (48) inches or more measured at fifty-four (54) inches above natural grade;
2. A multi-branched tree which has major branches below fifty-four (54) inches above the natural grade with a circumference of forty-eight (48) inches measured just below the first major trunk fork.
3. Any quercus (oak), sequoia (redwood), or cedrus (cedar) tree that is twelve (12) inches or more in circumference when measured at fifty-four (54) inches above natural grade;
4. A tree or grove of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.”

A tree survey was conducted for the Site that indicates there are forty-two (42) existing trees on the Site, as well as other trees and vegetation surrounding the Site and volunteer seedlings along the masonry wall that are periodically removed in order to preserve the integrity of the wall. As indicated in the table below, due to the size and species of the existing on-site trees, nineteen (19) trees meet the requirements for a Heritage Tree designation but just about all are volunteer trees and in poor condition due to age and lack of maintenance. Furthermore, the City of Mountain View has not designated any of the trees on the Site to be of special historical value or community benefit.

The following is a brief evaluation of the trees on the Site:

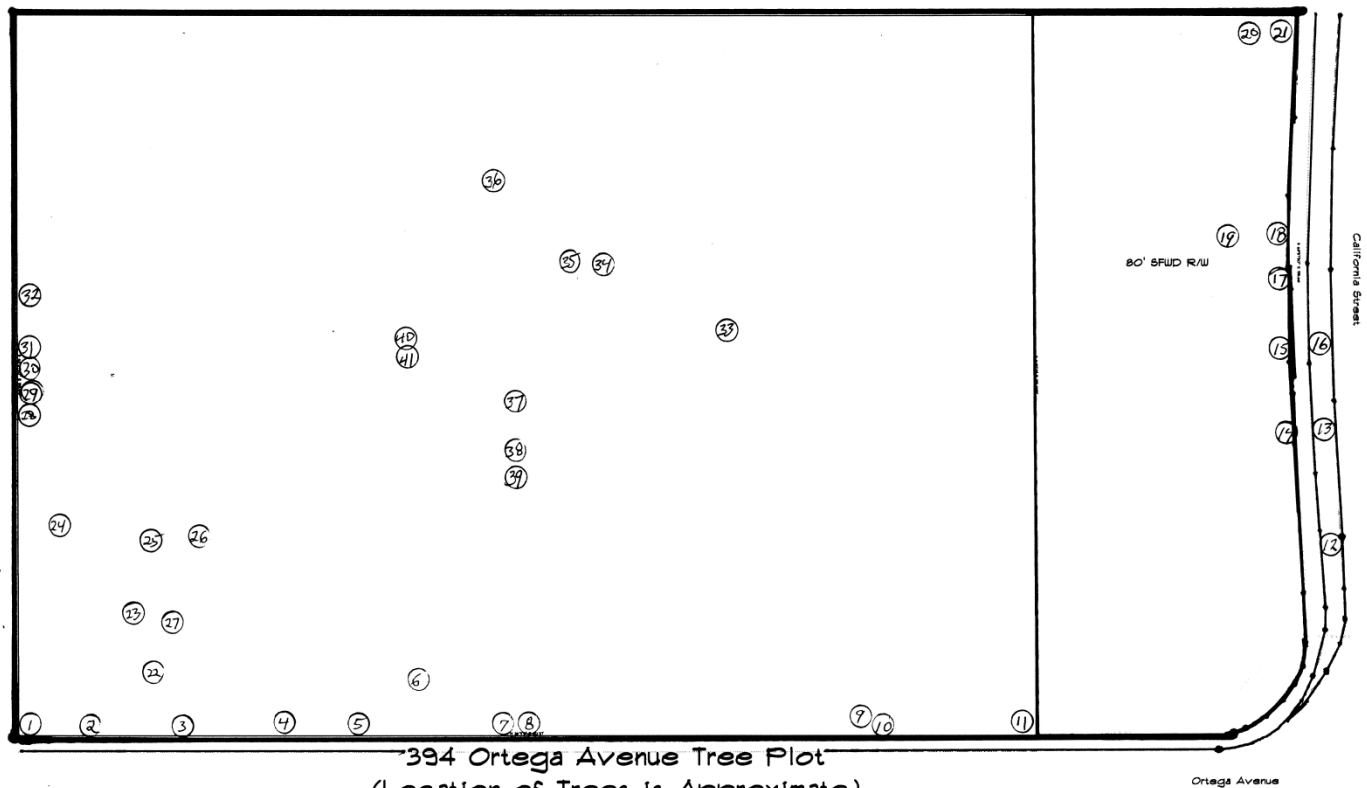
**TABLE II.H.2
ORTEGA TREE SURVEY**

Tree #	Species	Condition	Trunk Circumference (Inches)	Height (Feet)	Spread (Feet)
1	Japanese Privet (<i>Ligustrum Japonicum</i>)	Excellent	50	20	18
2	Maple (<i>Acer Platanoides</i>)	Fair	25	15	13.5
3	Maple (<i>Acer Platanoides</i>)	Fair - Multiple Trunks	21	15	14
			29		

Tree #	Species	Condition	Trunk Circumference (Inches)	Height (Feet)	Spread (Feet)
4	Maple (Acer Platanoides)	Fair	32	15	14
5	Shrub/Tree	Excellent	11.5	12	8
6	Redwood (Sequoia Sempervirens)	Excellent - Multiple Trunk	79	40	24
7	Willow (Vitelina Tristis)	Marginal	64	15	30
8	Almond (Prunus Dulcis)	Marginal - Multiple Trunk	41	20	20
9	Redwood (Sequoia Sempervirens)	Poor - Top Dead	46	20	9
10	Coastal Live Oak (Quercus Agrifolia)	Excellent	52	17	15
11	Redwood (Sequoia Sempervirens)	Poor	57	20	26
12	American Chestnut (Castanea Dentata)	Fine	23	20	18
13	American Chestnut (Castanea Dentata)	Fair	14	18	6
14	Monterey Pine	Fair	53	20	38
15	Monterey Pine	Fair	113	15	28
16	American Chestnut (Castanea Dentata)	Fair	13	12	12
17	Eucalyptus	Excellent	70	35	66
18	Eucalyptus	Excellent	64	35	30
19	Monterey Pine	Marginal - Multiple Trunk	23	12	12
			53		
20	Eucalyptus	Excellent	53	35	21
21	Eucalyptus	Excellent	84	35	43
22	Japanese Privet (Ligustrum Japonicum)	Marginal - Multiple Trunk	32	20	24
			15		
			21		
23	Loquat (Eriobotrya Japonica)	Fair	47	25	30
24	Cherry Plum (Prunus Cerasifera)	Excellent	22	25	21
25	Blenheim Apricot (Prunus Armeniaca)	Marginal	12	12	15
26	Blenheim Apricot (Prunus Armeniaca)	Marginal - Multiple Trunk	14.5	15	15
			12		
27	Pineapple Guava (Acca Sellowiana)	Fair - Multiple Trunks	14	15	21
			15		
28	English Walnut (Juglans Regia)	Marginal	40	20	24
29	English Walnut (Juglans Regia)	Marginal	24	20	24
30	English Walnut (Juglans Regia)	Marginal	26	20	24
31	Cherry Plum (Prunus Cerasifera)	Fair - Multiple Trunks	29	20	15
			16		
			20		
			13.5		
32	Black Walnut (Juglans Nigra)	Excellent	26	22	15
33	California Bay Leaf (Umbellularia Californica)	Marginal	130	50	48
34	Croatian Hackberry (Celtis Australis)	Marginal - Multiple Trunk	36	30	30
			45		
35	Monkey Puzzle (Araucaria Araucana)	Marginal	95	50	33
36	Black Walnut (Juglans Nigra)	Essentially Dead	63	25	42

Tree #	Species	Condition	Trunk Circumference (Inches)	Height (Feet)	Spread (Feet)
37	Redwood (Sequoia Sempervirens)	Marginal	101	50	18
38	Redwood (Sequoia Sempervirens)	Marginal	93	50	18
39	Redwood (Sequoia Sempervirens)	Fair	118	50	18
40	Croatian Hackberry (Celtis Australis)	Excellent - Multiple Trunk	63 35	40	30
41	Croatian Hackberry (Celtis Australis)	Excellent - Multiple Trunk	30 31.5 42	40	30
42	Black Walnut (Juglans Nigra)	Marginal	29	25	12

**TABLE III.H.2
ORTEGA TREE PLOT**



Source: Sidney Consulting

Removal permits are required for the removal of Heritage trees in order to facilitate new construction, development, renovation or redevelopment and are filed with the Community Development Department. The application is filed and processed concurrent with any other application(s) for development entitlements. Approval of an application for a permit may include reasonable conditions to insure compliance with the content and purpose of Mountain View's Article II, *Protection of the Urban Forest*, such as, but not limited to:

1. Requiring the replacement or placement of an additional tree or trees on the subject property to offset the loss of a tree, limbs, or encroachment into the drip line.

2. Construction of fencing or barriers to protect adjacent heritage trees or other landscaping;
3. Specification of protective grading requirements to avoid damaging the root structure of Heritage trees;
4. Posting of a security bond to ensure that replacement trees are planted and become established (one [1] year after planting) and to compensate for the lost trees due to illegal removal;
5. The relocation of a tree on- or off-site, or the planting of a new tree on- or off-site, in order to offset the loss of a Heritage tree;
6. Payment of a fee or donation of a boxed tree(s) to the city or other public agency to be used elsewhere in the community should a suitable replacement location of the tree not be possible on-site or off-site. The fee for replacement of a tree or trees shall be, at a minimum, based on the cost of a twenty-four (24) inch boxed tree of same species, delivered and installed. (Ordinance No. 10.96, September 24, 1996)

Specific conditions required as part of the approval process will be determined by the Zoning Administrator. Development of the Site will require removing some existing trees but will also include landscaping within and around the perimeter of the Site that would include new plantings of drought tolerant trees, bushes, and shrubs.

H.3: There are no wetlands or riparian habitat in the vicinity of this Site.

H.4: The Site does not contain any biological resources and is not near any streams, creeks or other riparian resources or wildlife corridors. The Site is partially developed and is surrounded by a highly urbanized environment; therefore, development of this Site would not affect wildlife corridors.

Finding. No significant biological impacts are anticipated and no mitigation is required at this time.

I. HAZARDS & HAZARDOUS MATERIALS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

proposed school?

- | | | | | |
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| 4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. For a project within the vicinity of a Private airstrip, would the project result In a safety hazard for people residing or Working in the project area? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

1.1 & 2: The proposed residential development will use limited hazardous materials that are expected to be consumed by on-site use, and therefore, would not create a new hazard. As discussed in the Air Quality section of this report, the construction phase of the project may create temporary health hazards stemming from the introduction of particulate matter into the atmosphere; however, this potential hazard would be mitigated through the application of City of Mountain View's Best Management Practices for dust control.

1.3 & 4: As previous stated an established residential development's use of hazardous materials will be consumed by on-site use and it will not emit hazardous emissions or handle hazardous materials.

The firm Environmental Record Search identified three sites within a quarter of a mile with "active environmental permits or have had contamination and/or hazardous materials on-site in the past," and five more sites in the vicinity of Mora Drive that is over a quarter mile and down gradient from the Site. Sidney Consulting is only aware of the Mora Drive sites and the former gasoline compounds contamination by Showers Drive and California Street that is now a closed case. The contaminated sites listed by Environmental Record Search pose no threat to the Site because:

1. Of the distance to these contaminated sites;
2. Direction of groundwater gradient flow towards the SF Bay (i.e., away from the Site); and
3. The known existence of these sites for over twenty years (i.e., these are not new).

Pursuant to the intent of Government Code §65962.5, this Site is not listed and will not be affected by the aforementioned sites.

I.5 & 6: The Site is not located within an airport land use plan or within two miles of an airport and poses no safety hazard to an airport or aircraft overflights and the Site is surrounded by three to ten story buildings on the southern and northern sides.

I.7: The City’s Fire Department and Traffic Division of the Public Works Department will evaluate a proposed residential project as part of the normal permitting procedure. Given the structures in the immediate vicinity and no identified emergency issues, the proposed use should not interfere with any emergency response or evacuation plan.

I.8: The Site is situated in urban environment that does not adjoin large open areas with flammable vegetation that would put people and structures at risk from wild-land fires. Development of this Site will not expose people or structures to wildfires hazards.

Finding. No significant health hazards are expected from the development of this Site; therefore, no mitigation is required.

J. PUBLIC SERVICES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

J.1a: The Mountain View Fire Department’s (“MVFS”) staff levels are sufficient to support the proposed development of this Site at an R4 residential zoning. The Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment) Adoption of R4 Multifamily Zoning Designation states: “...while demand for fire protection services would increase slightly, the increase would not result in the need for new or altered service and would not result in any significant impacts.”¹⁹ The City’s General Plan states that the Fire Protection Master Plan will continue to be evaluated and updated, a program of inspections and site plan review will continue to be maintained and necessary personnel and equipment will continue to be provided. The proposed Site development is not likely to have a significant impact on fire prevention and fire suppression services as the MVFD has the staff and equipment for responding to high-rise fires. Implementation of Uniform Fire Code

¹⁹ Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation, February 2006, p. 50, pp. 1.

requirements for new construction will reduce potential impacts to less than significant levels.

J.1b: The Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment) Adoption of R4 Multifamily Zoning Designation states: "...while demand for police services would increase slightly, the increase would not result in the need for new or altered service and would not result in any significant impacts."²⁰ The goal of the Mountain View Police Department is to maintain a force sufficiently staffed and deployed to sustain four-minute maximum emergency response seventy percent (70%) of the time. Demand for police services would not be affected by the proposed Site development.

J.1c: The Site is in the Los Altos School District and the Mountain View-Los Altos Union High School District but since it is a senior housing development there will be no students.

J.1d: According to the City of Mountain View 2008 Parks and Open Space Plan, the overall San Antonio Area bounded by Central Expressway, the Palo Alto border, El Camino Real and Escuela Avenue is one of the highest Open Space Land Uses at 3.6% and the highest Park Use at 55 Persons Per Residential Acre or 1.71 Open Space Acres Per 1,000 Residents. The area most in need of parks is also isolated from the parks in this planning area that is to the north of the Site and is bounded by San Antonio Road, California Street, Rengstorff Avenue, and Central Expressway. The aforementioned statistics do not communicate this area's geographical isolation or that this Site is directly across Ortega Avenue from the 1.36 acre Klein Mini-Park and approximately 1,490 feet to the west of the 16.92 acre Rengstorff Community Park; therefore, the Site is extremely well situated for the use of these amenities and the Park Land Dedication Fee was paid as required under a previously approved apartment development permit. There are no impacts.

J.1e: The residential development of this Site will not affect maintenance services in excess of that previously considered by the General Plan and does not have the potential to affect governmental services or create a need for new facilities. Furthermore, all public services to the Site are adequately sized for an R4 residential development and the Public Works fees have been paid as required under a previously approved apartment development permit.

Finding. No significant impacts to public services are expected and no mitigation is required.

K. UTILITIES AND SERVICE SYSTEMS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

²⁰ Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation, February 2006, p. 50, pp. 2.
SIDNEY CONSULTING – ORTEGA EIA

effects?

- | | | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| 3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

K.1 & 5: Development of this Site will not exceed the Palo Alto Regional Water Quality Control Plant (“PARWQCP”) wastewater requirements/capacity. The PARWQCP operates as a tertiary treatment facility serving the communities of Mountain View, Palo Alto, Los Altos, Los Altos Hills, Stanford University, and East Menlo Park. Records show a trend toward a decrease in per capita sewage generation, believed to directly result from water conservation programs and the relocation of chip manufacturers out of the service area.

“Mountain View currently generates about 8.4 MGD [Million Gallons Per Day] of wastewater, which is only 56 percent of the allocation of the City’s wastewater from the PARWQCP. Mountain View’s total wastewater is projected to reach 11.0 MGD by 2025, which is still within the City’s 15.1 MGD wastewater capacity allotted by the PARWQCP.”²¹

The Site has a high capacity sanitary line stubbed and capped at the property line and the City of Mountain View Public Works Sanitary Sewer Main fees have been paid for the development of apartments. These services are sufficient to serve an R4 development on the Site without the need for capacity improvements.

K.2: Potable water is supplied to the Site by an existing 3” Water Meter in place and capped that was installed for the construction of apartments and the City of Mountain View Public Works Water Main Facility fee was paid in full as required. These services are sufficient to serve an R4 development of the Site without the need for additional capacity improvements.

K.3: The storm water collection system on Ortega Avenue (i.e., curb, gutter, and storm water lateral) is installed and the City of Mountain View Public Works Storm Drain Contribution fee was paid per City of Mountain View Resolution 9970 for the development of

²¹ *Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation*, February 2006, p. 54, pp. 1.
SIDNEY CONSULTING – ORTEGA EIA

apartment homes. Storm water collection already exists on California Street. Development of the Site is expected to produce the same or less than what is currently produced because of the 2004 Santa Clara Valley Urban Runoff Pollution Prevention Program that enforces the National Pollution Discharge Elimination System permit issued by the San Francisco Bay Regional Water Quality Control Board; therefore, the existing system adequately conveys storm water runoff from the Site and streets into the San Francisco Bay and with installation of on-site storm water runoff mitigation there will be no impact on storm water runoff infrastructure.

K.4: The proposed project population increase of 85 to 128 residents for a proposed R4 senior living development will not result in a significant increase in water demand. The Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation, states:

“...it is estimated that the additional 675 residential units projected over the next 20 years with adoption of R4 zoning would result in a water demand increase of approximately 116,775 gpd (0.12 MGD). The additional increase would be approximately 0.8 percent of the total allocation for the City.”²²

According to Gregg Hosfeldt, Assistant Public Works Director:

“Because the City continues to implement water conservation programs and increase use of recycled water, Mountain View’s water supply appears to be adequate to meet anticipated demands for the next 5 to 10 years.”²³

The impact is less than significant due to the small population increase and the current supply of water as well as the Bay Area Water Supply and Conservation Agency’s water conservation program and on-going study for new water supplies given the San Francisco Public Utilities Department water supply restriction.

K.6 & 7: Assembly Bill (AB) 939, The California Integrated Solid Waste Management Act of 1989, required that all waste disposals in landfills be reduced by fifty percent (50%) by the year 2000. The City of Mountain View introduced its Source Reduction Program in 1991, predicting a fifty percent (50%) reduction by 2000.

Foothill Disposal Company, a division of Norcal Waste Systems, Inc., currently provides solid waste disposal services to the Site and there is no cap on the amount of waste that Foothill Disposal is responsible to collect. Foothill Disposal delivers solid waste to the SMaRT Station in the City of Sunnyvale that is owned by the Cities of Mountain View, Palo Alto, and Sunnyvale. At the SMaRT Station over fifty percent (50%) of the solid waste is diverted and processed, and the remaining garbage is sent to the Kirby Canyon Landfill. Santa Clara County provides hazardous waste services for residents.

“The California Integrated Waste Management Board's Jurisdictional Profile for the City of Mountain View estimates residential waste in the City at 2.0 pounds per person per day after diversions.”²⁴ The proposed project will have between 85 and 128 residents. At 128 residents this equates to at most 41.6 tons of solid waste that is 0.00076% of the City of

²² *Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation*, February 2006, p. 53, pp. 2.

²³ Gregg Hosfeldt, Assistant Public Works Director, *Mountain View Water Supply Update Memorandum*, dated September 15, 2010, p.2 pp.3.

²⁴ *Initial Study/Mitigated Negative Declaration (Environmental Impact Assessment), Adoption of R4 Multifamily Zoning Designation*, February 2006, p. 55, pp. 8.

Mountain View's total annual solid waste generation of 54,463 tons; therefore, the proposed R4 zoning will have a less than significant impact on solid waste disposal.

Finding. No impacts to utilities or service systems are expected and no mitigation is required.

L. RECREATION

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

L.1: According to the City of Mountain View 2008 Parks and Open Space Plan, the overall San Antonio Area bounded by Central Expressway, the Palo Alto border, El Camino Real and Escuela Avenue is one of the highest Open Space Land Uses at three point six percent (3.6%) and the highest Park Use at 55 Persons Per Residential Acre or 1.71 Open Space Acres Per 1,000 Residents. However, these statistics do not communicate that the Site is directly across Ortega Avenue from Klein Mini-Park and approximately 1,490 feet to the west of Rengstorff Community Park. The area most in need of parks is isolated from the aforementioned parks and is to the north of the Site, bounded by San Antonio Road, California Street, Rengstorff Avenue, and Central Expressway.

The 1.36 acre Klein Mini Park that is directly across the street offers a playground for the toddlers, a basketball court for the athletic, walkways for the young at heart, tables and benches for those who prefer to meet and confer or simply read, and a pleasant passive area for those who prefer to reflect.

The 27.3 acre Rengstorff Community Park, Community Center, Senior Center, Child Care Center, Community Garden, and La Avenidas offers a full assortment of amenities and structured adult and children activities, including but not limited to: an auditorium with meeting rooms; barbecue facilities and picnic area; baseball, softball, and soccer fields; children's play equipment; swimming pool; basketball, tennis, and volleyball courts; and public restrooms.

The City of Mountain View 753 acre Regional Shoreline Park is a recreation area and wildlife preserve that is approximately two miles north of the Site that features an 18-hole Robert Trent Jones II designed championship golf course, a sailing lake, quality restaurants, and miles of hiking trails and picnic areas. The nearby 25,000-person capacity Shoreline Amphitheatre offers a concert and event venue that draws people from around the San Francisco Bay Area and beyond for professional and international performances. Shoreline Amphitheatre hosts approximately 40 plus shows per season attended by approximately 700,000 people. To the south of the Site is the coastal mountain range providing not only spectacular vistas but miles upon miles of hiking trails and open space. The Mid-Peninsula

Open Space district maintains most of these areas which are open to public from sunrise to sunset, with the closest park being Rancho San Antonio, a mere ten minute drive at most!

The City of Mountain View’s Park Land Dedication Ordinance requires the dedication of 3 acres of open space for every increase of 1,000 residents or payment of an equivalent impact fee. All of these facilities could experience a slight increase in use mainly due to the new residents’ proximity to these amenities; however, the City of Mountain View Parks and Recreation fee has already been paid for a 45-unit multifamily residential development on this Site. Furthermore, any development of this Site has the right to use the existing 11,550 square foot recreational amenity as well as the surface of the adjacent 0.5 acre SFWD R/W (see subsequent L.2 for details); therefore, there are no impacts to recreation resources.

L.2: The Property is entitled to use the adjacent private recreational facilities that were vested when the parcel was subdivided through a private financing agreement. The 11,550 square foot shared recreational area that includes a pool with patio seating for large social gatherings and a cabana with restrooms, kitchen facilities and a meeting room.

The development of the Site will also has surface rights to develop the adjacent 0.5 acre SFWD R/W into landscaping, a private recreational area, parking, or storage that is exclusive of structures.

Residents of the proposed development have lighted sidewalks and signalized intersections for safe access to all of the aforementioned recreational amenities.

Finding. No significant impacts to recreation resources are expected and no mitigation is required.

M. AESTHETICS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

M.1 & 2: The City of Mountain View’s CEQA Guidelines state that for a project to have significant visual impacts, it must either be located in an area that is considered to be an aesthetic resource or block views of an aesthetic resource. This Site is located in a heavily developed urbanized commercial/residential corridor that is not considered an aesthetic resource. Furthermore, California Street is recessed but Ortega Avenue provides a view corridor of the mountains which is partially blocked by trees on El Camino Real. The

proposed R4 zoning is in keeping with the original 1968 General Plan for this area which allowed the height necessary for high density residential development. The proposed R4 development on this Site is at a height of 4-stories or forty five feet to a maximum architectural feature height of sixty feet that will not block any views as the Domizile is of the same height next to the Sobrato office building which is even higher. Sixty feet is lower than the height of the Sobrato office buildings and the 11-story Avalon Towers that impede views of the mountains. The adjacent Hastings Square West condominiums do not have views of the Santa Cruz or Diablo Mountain Ranges due to their orientation and 3-Story height; hence, the height of the Domizile Condominiums and Sobrato office buildings obscure views of the mountains but some units on the north side do have views of the San Francisco Bay. However, it should be noted that had the second phase of the 45-unit multifamily development proceeded as scheduled these potential views would not exist today and are not considered an aesthetic resource.

M.3: The Development Review Committee (“DRC”) evaluates projects to assure that the design is in keeping with community standards for aesthetic and harmonious development. The DRC’s predecessor in interest SPARC reviewed and approved plans for the 45-unit multifamily development that have the same architectural design as the adjacent Hastings Square West Condominiums.

M.4: Any development will include exterior lighting at levels that would allow safe navigation of walkways but not create significant light or glare. Any new project will be a change from what exists today and the addition of new on-site lighting may impact the 3-story neighboring condominiums. Therefore, any exterior light fixtures shall be oriented and directed downward so as to protect neighboring residents from excess light and glare. This will be a required condition any final plans for construction.

Finding. With the mitigation measures recommended above there will be no impacts to aesthetic resources and good design will make exterior lighting less than significant.

N. CULTURAL RESOURCES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

N.1: According to a Cultural Resources Assessment prepared for the City’s 1992 General Plan, there are no known paleontological resources in the vicinity of the Site and there are no historic buildings on the Site.

N.2: There are no known archaeological resources in the immediate vicinity of the Site.

A formerly recorded archaeological site of importance, known as the Castro Mound, was located at the northeast corner of the intersection of San Antonio Road and Central Expressway that is approximately 2,000 feet from this Site. Stanford University archaeologists first excavated the Castro Mound in 1893 and recovered the remains of more than 150 Native Americans. The Castro Mound disappeared in the 1940s and the site and its surroundings subsequently developed.

Earthmoving activities have occurred on the Site throughout the years and no archaeological artifacts have been uncovered. In the event construction activities result in the discovery of archaeological artifacts, all activities within a 50-foot radius will be halted and a qualified archaeological monitor will inspect the Site within 24 hours. If the find is determined to be significant and merits formal recording or data collection, time and funding will be required to salvage the material. Any archaeologically important data recovered during monitoring will be cleaned, catalogued and analyzed, with the results presented in a report of finding that satisfies professional standards.

N.3: There are no known historical resources in the vicinity of the Site.²⁵

N.4: There are no known human remains on or in the vicinity of the Site. If human remains should be encountered during construction, work will be halted and procedures described in N.2 above will be implemented.

Finding. No impacts to cultural resources are expected and no mitigation is required.

O. MINERAL RESOURCES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

O.1 & 2: According to the City of Mountain View 1992 General Plan, there are no significant mineral resources on this Site; therefore, there is no impact.

²⁵ Cultural Resources Assessment for the 1992 General Plan, Basin Research Associates, Inc., August 1990.

P. AGRICULTURAL RESOURCES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Mitigation	Less Than Significant With Impact	Potentially Significant Impact
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In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

P.1 2, & 3: At 2.01 acres the size of the Site is insufficient for an economically sustainable, commercial farm. The R4 proposed zoning will not conflict with the existing R3-3 zoning and there is no Williamson Act contract; therefore, there are no impacts.

VIII. MANDATORY FINDINGS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
--	-----------	------------------------------	---------------------------------------	--------------------------------

- | | | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| 1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

IV. DETERMINATION

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared based on the aforementioned analysis and the original Environmental Impact Report prepared by Dr. Victor Riches of Riches Research, Inc., Mr. Nestor Barrett, former Santa Clara County Planning Director, Messrs. John Waters, David Powers, and Renato Martinez of Mission Engineers, Inc., and Mr. Karl Treffinger and Associates, Architects and Consultants on Design, dated May 1973.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



MATT PEAR
ELECTRONIC SIGNATURE

Matt Pear, Sidney Consulting

Date: September 28, 2010

V. LIST OF DATA SOURCES:

Data Sources cited in CEQA document.

SIDNEY CONSULTING, INC.

GENERAL CONTRACTOR 500393

REAL ESTATE BROKER 849293

394-B ORTEGA AVENUE
MOUNTAIN VIEW, CA 94040
T.650.961.8521
F.650.961.8528

September 25, 2009

[Revised letter September 28, 2010 because of recently discovered information concerning Resolution 8162, Series 1969, approving a 4-story 166-unit apartment development in 1969 on the property and the 1968 City of Mountain View General Plan that designates this property for "high-density, high-rise residential structures" as well for grammar, etc.]

Mr. Michael Martello
City Attorney
Mr. Randy Tsuda
Director of Community Development
City of Mountain View
500 Castro Street
Mountain View, CA 94039-7540

**RE: 2.01 ACRES @ 394 ORTEGA AVENUE
MOUNTAIN VIEW, CA 94040**

Dear Messrs. Martello and Tsuda:

As you know the partnership that owns the 1.6 acre property that includes the surface rights to 0.5 acres of the San Francisco Water Department Hetch-Hetchy Right-of-Way at 394 Ortega Avenue ("Property" or as referred to in past correspondence "Parcel B") is anxious to proceed with the development of its Property. The owners have requested under a prior letter to the City of Mountain View, addressed to Mr. Kevin Duggan, dated September 12, 2001, and most recently transmitted again on July 19, 2009, to Mr. Randy Tsuda ("Letter" Exhibit A), that presents the environmental planning arguments, at a minimum, for a reversal of an incorrect and legally impermissible reduction in density, and at best, for an R-4 zoning designation. This Letter focused on the environmental considerations for a higher density designation, and requested that the Property be considered for the 2002 Housing Element update, but was received too late for consideration at that time. This writing and analysis, and the aforementioned Letter, are being submitted for the 2010 Housing Element and General Plan revision to permit, at a minimum, the originally approved 45-unit apartment development under Resolution 9970 dated February 11, 1974 (Exhibit B), and hopefully for an R-4 zoning designation under the R-4 Zone Development Standards Multi-Family Housing as outlined in Article XII of Residential and Overlay Districts, for a higher density ~~for~~ market rate senior housing development.

STATED REASON FOR REDUCTION IN DENSITY DID NOT FIT THE NEIGHBORHOOD

Placing the R3-3* zoning on this Property and reducing the density through the creation of the 394 Ortega Avenue Precise Plan under Resolution 14413 dated April 22, 1986

(Exhibit C) voided the previously approved permit for an apartment development. Resolution 14413 passed by the narrowest of margins on a four-to-three vote because of the irrelevant reasoning stated simply as:

“During discussion of the Klein School zoning [the property located across Ortega Avenue from the subject Property], the Council initiated consideration of amendment of the Precise Plan for 394 Ortega [this is legally incorrect as there was no precise plan on the Property at that time] in order to consider a lower density in concert with that of Klein School site.”¹

The explanation for creating the 394 Ortega Avenue Precise Plan for a lower density and implementing an R3-3* zoning is not a legally valid reason, especially when the California/Ortega Precise Plan for the former Klein School site upon which the aforementioned explanation is based, states:

“The senior citizen housing component may be developed with a maximum of 50 dwelling units per acre.”²

This is in direct contraction to the explanation given for a rezoning of this Property, and furthermore, no environmental factors were stated in the initial environmental study supporting a lower density;³ hence, it is morally reprehensible, patently unfair, and discriminatory for this reduction in density to have occurred. Under the normal planning process the proposed development for the former Klein School property would have to conform to the surrounding neighborhood and in this particular instance a major portion of the development is out of context to the surrounding properties in order to “have a low-intensity ownership-like character,”⁴ which under today’s urban planning vernacular equates to “spot-zoning” because there were no single family ownership units surrounding the former Klein School site.

FACTS & ISSUES OF SUBSTANTIAL IMPORTANCE WERE OMITTED

By design or inadvertent omission of the nuances of the City Attorney’s opinion, project history, legally binding agreements, and payment of fees, the City Council and Environmental Planning Commission were not provided with all the facts and relevant information upon which to make a fully informed, legislative decision. The undersigned at the time did not have access to all the documents of today but stated “he did not feel equal treatment was being given to this parcel since such high densities had been permitted on the Harrington-Sobrato and Armax properties along El Camino Real”⁵ and across Ortega Avenue behind Klein Park, a 50-unit per acre Ginzton Terrace

¹ City of Mountain View Environmental Planning Commission Minutes dated March 19, 1986, agenda item 4.2 Proposed Precise Plan Adoption; 394 Ortega Avenue, p.1. pp.3.

² City of Mountain View, California/Ortega Precise Plan, January 28, 1986, p. 2, sec. B. (3) Senior Citizen Housing.

³ City of Mountain View, State of California, California Environmental Quality Act, Initial Study, Application No. 62-86-PPA, dated March 3, 1986.

⁴ City of Mountain View Environmental Planning Commission Staff Report, March 19, 1986, p. 1, sec. 4.2 Proposed Precise Plan –394 Ortega, pp. 2.

⁵ City of Mountain View Environmental Planning Commission Minutes dated March 19, 1986, agenda item 4.2 Proposed Precise Plan Adoption; 394 Ortega Avenue, p.6. pp.5.

development, and across California Street, two and three story apartments at R3-1 (which brings into question why an R3-3* zoning was instituted on this Property - no reasons are cited), and immediately adjacent to a three story 75-unit condominium development known as Hastings Square West, and behind the Property, a commercial retail development and its associated loading docks. In keeping with sound planning concepts this makes no sense for siting "low-intensity ownership-like character"⁴ homes, especially since the property sits at a major corner ~~arterial~~. (See aerial and view corridor photos on the following pages.)

Furthermore, "he did not believe that the decrease in density was legal in light of the previous planned community permit approval"⁶ because to the best of the undersigned's recollection at the time, no other property in the history of Mountain View had its density reduced under these circumstances, especially after having received approval for a development, which is borne out by recently obtained documents from the City of Mountain View. Of particular legal significance are the minutes to the 1974 Resolution 10101 which specifically states:

"Approving the recommendation of the Zoning Administrator that the request from Menlo Mortgage Investment Company [developer of Parcel A] be **approved for phasing** and design modifications relating to the approved PC Permit for **apartment development** at 394 Ortega Avenue, subject to the following conditions:

1. Applicant's request to proceed with construction on only 75-units on Parcel A at this time is hereby approved [which is consistent with a phased development agreement].
2. The conditions of approval of the tentative minor subdivision map and the Planned Community Permit **shall remain in full force and effect** [again consistent with phased development agreement]."
[Emphasis added.]

Of legal importance is no sunset provision is stated in the minutes or resolution, and it clearly states "apartment development" which is rental, not ownership housing. Of further significance are the words "approved for phasing" which are in the official minutes, yet never stated in the 1986 City Council or Environmental Planning Commission staff reports, and most likely this detail was kept from the City Attorney as well who nevertheless concludes:

"Having reviewed your staff report to the Environmental Planning Commission, I feel our discussion needs some clarification. The change of use of Parcel B cannot be undertaken without risk of being overturned."⁷

⁶ Ibid. p.6, pp. 5.

⁷ [Robert Logan, City of Mountain View Special Counsel, Inter-Office Memorandum to Ken Alsman, Principal Planner, dated March 11, 1986, p.1, pp. 1.](#)

EXHIBIT INDEX



<1 – Looking SW @ 3-Story Hastings Square West Condominiums



<2 – Looking SW @ 10-Story Avalon Towers Apartments



<3 – Looking West @ Target Store



<4 – Looking North @ 2- & 3-Story Apartment Complexes



<5 – Looking East @ Klein Park



<6 – Looking SW @ Site



<7 – Looking SW @ 3-Story Californian Apartments



<8 – Looking SW @ 4-Story Domicile Condos & 10-Story Avalon Towers

Please note there is no mention of Resolution 10101, minutes, or correspondence, supporting the phased approach for an apartment development, let alone the construction of all on- and off-site infrastructure and payment of fees for a 45-unit apartment development, which would further support the City Attorney's opinion that voiding an existing permit and reducing the density is not permissible. While the argument may be cast that the owner provided at least the information pertaining to the payment of fees during his three minute presentation, all of us are well aware that a legal opinion carries more weight in these matters and not all the information that is being presented now was capable of being presented then in three minutes; therefore, the owner, was at a significant disadvantage.

“...the owner of the [P]roperty...explained that over the years, the City has initiated several rezonings [the term being used loosely for the reduction in density from 166-units, four-stories, to 120-units, three-stories, through the SPAR development review process, the predecessor in protocol to the Design Review Committee] which have resulted in significantly lower density permitted on the property than would have been originally allowed. He further noted that he has a vested right in the 45 units allowed under the planned community permit since recreation fees have already been paid for that number of units.”⁸

All of us are aware of the soft-story apartments along California and Latham Streets that will eventually undergo seismic retrofit and most likely demolition in favor of four and five story developments. Of major noteworthiness is the existing ten story Avalon Towers mid block from the Property and the proposed ten story San Antonio Center apartments; therefore, SPAR's perspective was not in keeping with what has and will occur in this area.

LEGALLY IMPERMISSIBLE TO REDUCE DENSITY WITHOUT SUSTENTATIVE FINDINGS

The decrease in density was not initiated based on any environmental issues. In fact the City of Mountain View, State of California, California Environmental Quality Act, Notice of Determination, Application No.: 62-86-PPA, dated March 3, 1986, states the reduction in density is “Incompatible with zoning and plans” and it is now evident that the negative response to “The environmental effects of the project will cause substantial adverse effects on human beings, either directly or indirectly” is incorrect because there has been and continues to be a lack of housing.

The City Attorney's inter-office memorandum to the Principal Planner dated March 11, 1986, states:

“Having reviewed your staff report to the Environmental Planning Commission, I feel our discussion needs some clarification. ***The change of use of Parcel B cannot be undertaken without risk of being overturned.***”

⁸ Ibid. p.6, pp.6.

This office's conclusion that the [P]roperty might be rezoned was based on several caveats. The first related to the question of whether improvements and expenditures on the Parcel 'A' gave some vested rights to develop Parcel 'B' [makes no mention of the improvements and expenditures on Parcel B]. ***I do not think that issue is resolved based on the sketchy information we now have. The one year expiration of the permit is not cast nearly as clearly as your memo implies. In fact, I recall advising you that the one year provision we looked at did not support that conclusion.***

Any representations you make should be made with a clear understanding that the property owner may have rights to continue to develop at the present level of density. I don't want the Commission to be misled into thinking that the proposed change will occur without any legal ramifications." [Emphasis Added.]

Rather than provide the full context of the City Attorney's inter-office memorandum on the legality of rezoning, or the fact that the project was a previously approved phased development with all fees paid in full and off-site improvements for utilities and access constructed, the staff report merely and succinctly concluded that the "PC permit [Planned Community Development permit for a 45-unit apartment development] is now void..."⁹ This conclusion is not only incorrect but also misleading in that an implicit development agreement¹⁰ was in effect by virtual of the documents (memorandums, minutes, resolutions, easements, etc.) having been filed, recorded, and fees paid to preserve these rights, but in 1986 these facts were never disclosed to the City Council or Environmental Planning Commission and more than likely not even known to the City Attorney. The Principal Planner did more than just omit the City Attorney's opinion by only stating the "PC permit is now void and there is no precise plan for this P-zoned property. In effect, there are no adopted guidelines for use of the land."¹¹ The Principal Planner omitted the conditions for approval cited in Resolution 9970 and the elements of a development agreement by neglecting to cite not only the aforementioned minutes and memorandums but also:

1. Resolution 8162, Series 1969, approving a 4-story 166-unit apartment development that was consistent with the 1968 Mountain View General Plan that specified "high density, high-rise residential structures" for this property.¹²

⁹ City of Mountain View, Inter-Office Memorandum dated April 1, 1986 (at right bottom of "Council Agenda, April 22, 1986), p. 2, pp.1.

¹⁰ Development Agreements, Disposition & Development Agreements, etc. or any synonymous terms for an agreement between a private developer/owner and the City were, to the best of the undersigned knowledge, non-existent in the City of Mountain View at this time, and at best, only in their infancy for major developments.

¹¹ City of Mountain View, Inter-Office Memorandum dated April 1, 1986 (at right bottom of "Council Agenda, April 22, 1986), p. 2, pp.1.

¹² City of Mountain View General Plan 1968, p. 57, pp.3.

4.2. Mr. Byron F. Hovik's letter to the City of Mountain View dated June 18, 1974 (Exhibit E), clearly states this is a "phased development," wherein it states:
"During the many times we stood before the City Council and various departments of the City of Mountain View, **we attempted to clearly explain our plan to build the project at 394 Ortega Avenue in two phases.** The original minor subdivision request was submitted in 1969 and the final plan was processed by Sandis & Associates early this year [1974]. The concept from the beginning was for the condominiums designed for Parcel A to be built by the undersigned [Menlo Mortgage Investment Co.] immediately upon plan approval with the owners of Parcel B to follow thereafter in accordance with their time table."¹³ [**Emphasis added.**]

2.3. Recorded legal documents for construction of shared recreational facilities to be used by both developments consisting of a cabana that contains a conference / meeting room, kitchen, gender specific restrooms, and a pool that:
"By contractual arrangement, the owners of Parcel A [Hastings Square West] will be responsible for the cost and construction of these **mutually shared facilities. By contract, the owners of Parcel B have the right of use of the recreational facilities and all tenants or owners of the 120 unit project share the expense of maintenance and operation on a pro-rata basis. The presentation to the real estate commissioner spells out this joint use and describes the project as Phase A and Phase B. When Parcel B is completed, the right of use of the recreational facilities is secured.**"¹⁴ [**Emphasis added**]

3.4. Recorded an easement agreement for a driveway that runs the entire length from Latham Street to California Street, at the rear of Parcel A and Parcel B, making development of single family homes in effective, problematic, and an inefficient use of resources that should have been listed as a negative finding in the California Environmental Quality Act Initial Study.

"A common use easement has been established between the owners of Parcels A and B granting free access to the driveway. Because of the economic factors and the impracticability of continuing the driveway through Parcel B before construction actually begins on Parcel B, it is planned that the driveway will temporarily stop at the boundary between the parcels."¹⁵

See Exhibit F, Grant Deed (Perpetual Easements Appurtenant).

4.5. Under the terms of the purchase agreement by which the developers of Parcel A, Menlo Mortgage Investment Company, acquired their property, and due to the City of

¹³ Byron F. Hovik's letter of June 18, 1974 addressed to the City of Mountain View, p. 1, pp. 1.

¹⁴ Ibid., p.2, article 4.

¹⁵ Ibid., p.2, article 5.

Mountain View's request to have a fully improved street, the owners of the Property paid for not only the aforementioned shared recreational facilities but also for their share of the Ortega Avenue street improvements from Latham Street to California Street, that consisted of widening Ortega Avenue and installing sidewalk, curbs, and driveway entrances for developing a 45-unit apartment complex. The owners paid for their pro-rata share through a lower purchase price as it was financial duress which forced the sale of Parcel A to begin with and delayed development of the Property.

~~5-6.~~ All City of Mountain View Subdivision and Development fees for development of Parcel A, a 75-unit condominium development, and Parcel B, a 45-unit apartment development, were paid in full in 1974, by each respective owner (Exhibit G). These fees consisted of Sanitary Sewer Main Facility, Water Main Facility, Storm Drain Contribution, Map Checking Fee, Plan Check and Inspection Fee, and Recreation Fee.

~~6-7.~~ The owners of Parcel B paid for a PG&E underground transformer of the size and capacity for providing electrical service for a 45-unit apartment complex that is in place and operational as well as for a 3" water meter and 6" sewer lateral that are stubbed to the Property line.

In conclusion the rezoning and implementation of the 394 Ortega Avenue Precise Plan is morally and ethically reprehensible and legally impermissible because:

- The legislative decision making bodies were not provided full and complete details that were readily available and in the City of Mountain View's files, and arguably would have reversed the narrow passage of the four-to-three votes cast by both the City Council and Environmental Planning Commission.
- The subjective nature of the reason for the rezoning and Precise Plan mandated by the Mountain View City Council 1986 Resolution 14413 Series 1986.
- No environmental reasons are stated in the Notice of Determination and Initial Study for compliance with the California Environmental Quality Act for the rezoning and Precise Plan, and under today's dearth of housing are factually incorrect and still "Incompatible with zoning and plans"¹⁶ as clearly evident from the photos and because Klein Park separates this development from the Oak Tree Commons development.
- Full notice of the vested rights for the development of the Property and use of the shared recreational facility are stated in the Hastings Square West (which is the adjoining three story condominium development) HOA CC&Rs and grant deed.
- Resolution No. 10101 Series 1974, **A RESOLUTION APPROVING CHANGE IN CONSTRUCTION SCHEDULE UNDER PLANNED COMMUNITY PERMIT ON 394 ORTEGA** clearly states (as if the title was not clear enough) "the 45 units on

¹⁶ City of Mountain View, State of California, California Environmental Quality Act, Initial Study, Application No.: 62-86-PPA, sec. Environmental Effects B(8), dated March 3, 1986.

Parcel B to be developed at a later time” and the “recreation area, including pool and cabana, located on Parcel A is to serve both parcels.”¹⁷

- All on- and off-site infrastructure was constructed and installed for a 45-unit apartment.
- All fees were paid in June of 1974, and should be returned with interest if there is a finding that the Property has no vested rights for its proposed development; otherwise, they should remain and be credited against any future fees.
- The City of Mountain View has not followed the City Council guideline in reviewing all Precise Plans every five years for their validity and applicability.

Rather than deliberate on the aforementioned issues, it would best to move forward in a **positive light**. That **light** would be to have the City of Mountain View rectify this situation by incorporating this Property in the current revision of the Housing Element and General Plan for an R-4 zoning that would allow for a housing development that is economic, market driven and feasible, and not predicated on injecting the San Francisco Water Department Hetch-Hetchy Right-of-Way in the density formula but only for providing open, landscaped space, limited parking and setback for the development on the owners' fee interest.

Sincerely,



MATT PEAR
DIGITAL SIGNATURE
SEPTEMBER 25, 2009

¹⁷ Resolution No. 10101 Series 1974, A Resolution Approving Change In Construction Schedule Under Planning Community Permit On 394 Ortega, p. 1, pp. 3 & 4.

EXHIBIT INDEX

EXHIBITS

JOHN PEAR'S LETTER TO KEVIN DUGGAN DATED SEPTEMBER 12, 2001.....	A
CITY OF MOUNTAIN VIEW RESOLUTION NO. 9970 SERIES 1974, A RESOLUTION GRANTING A PLANNED COMMUNITY PERMIT (394 ORTEGA AVENUE).....	B
CITY OF MOUNTAIN VIEW RESOLUTION NO. 14413 SERIES 1986, A RESOLUTION ADOPTING THE 394 ORTEGA AVENUE PRECISE PLAN.....	C
CITY OF MOUNTAIN VIEW RESOLUTION NO. 10101 SERIES 1974, A RESOLUTION APPROVING CHANGE IN CONSTRUCTION SCHEDULE UNDER PLANNED COMMUNITY PERMIT ON 394 ORTEGA.....	D
BYRON F. HOVIK'S LETTER TO CITY OF MOUNTAIN VIEW, DATED JUNE 18, 1974.....	E
GRANT DEED (PERPETUAL EASEMENTS APPURTENANT), DATED JUNE 19, 1974.....	F
CITY OF MOUNTAIN VIEW RECEIPT FOR PAYMENT OF SUBDIVISION & DEVELOPMENT FEES.....	G

JOHN J. PEAR
410 ORTEGA AVENUE
MOUNTAIN VIEW CA 94040
650 948 3019

September 12, 2001

Mr. Kevin Duggan
City Manager
City of Mountain View
500 Castro Street
Mountain View, CA 94039

RE: 394 ORTEGA AVENUE DENSITY

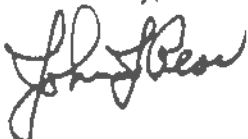
Dear Mr. Duggan:

It is my understanding that the City of Mountain View is currently revising the Housing Element to the General Plan, and among other items, is identifying parcels suitable for high-density residential development. At a minimum, please reinstate the original density for 394 Ortega Avenue, but more importantly please revise the 394 Ortega Avenue Precise Plan to allow 50 dwelling units per acre ("DUA") in order to accommodate a four-story corporate and/or senior assisted housing development. The attached *Request For Reinstatement Of Original/Preferably Higher Density 394 Ortega Avenue, Mountain View CA* provides the details for this request.

In the 1960s, I informally submitted plans for a 166-unit apartment complex on the property along the west side of Ortega Avenue, reaching from Latham to California Street, adjacent to what is now known as Target Store. Due to a number of factors, the project was postponed and eventually scaled back to 120 units. Financial difficulties forced the phased development of this site which resulted in the sale of parcel A in 1974 for 75 condominiums and the delay in constructing the remaining 45 apartment homes on parcel B now known as 394 Ortega Avenue. The infrastructure is in place for a high-density mid-rise development, i.e. all utilities with adequate capacity are stubbed to the property with no further street cuts required and recreational amenities are available next door and across the street.

In April of 1986, parcel B was again down zoned for no specific environmental reason and contrary to the City of Mountain View attorney's advice that "The change of use of Parcel B cannot be undertaken without risk of being overturned... the property owner may have rights to continue to develop at the present level of density,"¹ because a significant portion of the approved development and infrastructure was already in place. The low-density designation has frustrated the development of this site due to the ramifications of locating owner occupied housing adjacent to Target Store's loading docks. As you may recall, these loading docks were the subject of the Hastings Square West Homeowners Association ("HSHOA") litigation threat from 1987 to 1994, and continue to be a source for complaints even though the loading operations existed prior to HSHOA. The Silicon Valley Manufacturing Group and Greenbelt Alliance publication list this site for high-density residential development, presumably because it's close to mass transit (e.g. CalTrain), recreational amenities services, etc. Please process this request for 50 DUA as you revise the Housing Element to the General Plan, which will also help meet ABAG's housing allocation. Thank you.

Yours truly,



¹ Inter-Office Memorandum from Robert Logan, Special Counsel to Ken Alisman, Principal Planner, dated March 11, 1986.

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

EXECUTIVE SUMMARY	1
COMMUNITY PERSPECTIVE	2
RECREATIONAL AMENITIES	2
EXCELLENT TRANSPORTATION SYSTEM	3
TRIP GENERATION FORECAST	4
ORIGINAL APPROVED DEVELOPMENT	5
APPROXIMATELY TEN YEARS LATER - REDUCTION IN DENSITY	6
ANALYSIS FOR RETAINING ORIGINAL DENSITY	8
CONCLUSION	10
EXHIBIT A SITE MAP	11
EXHIBIT B CITY OF MTN. VIEW FEE RECEIPT	12
EXHIBIT C CITY OF MTN. VIEW RESOLUTION No. 10101 SERIES 1974	13
EXHIBIT D CITY OF MTN. VIEW INTER-OFFICE MEMORANDUM, APRIL 1, 1986	14
EXHIBIT E CITY OF MTN. VIEW INTER-OFFICE MEMORANDUM, MARCH 11, 1986	23
EXHIBIT F MENLO MORTGAGE INVESTMENT CO. LETTER OF JUNE 10, 1974	24

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

EXECUTIVE SUMMARY

As the City of Mountain View revises the Housing Element within the General Plan and reviews parcels for higher density rezoning or precise plan modifications, the owners of the southwest corner of 394 Ortega Avenue at California Street ("Property" or "Parcel B" as illustrated on Exhibit A) respectfully request, at a minimum, reinstating the 28 dwelling units per acre ("DUA") density that allowed for the previously approved 45-unit multifamily apartment complex. However, the owners prefer a density of up to 50 DUA in order to allow a four-story corporate/senior housing project, which on a per unit basis takes less space than an apartment unit and as such the bulk/massing will appear less than a similar number of apartment units.

In today's economic and demographic climate it only makes sense to allow a higher density on Parcel B. The Property is well situated in that

- It is surrounded by two and three story multifamily complexes to the north and south or on the sides, a mini-park to the east or in front, and a regional shopping center in back making the siting of either an entrepreneurial work force or senior citizens housing advantageous due to the proximity of transportation, employment, services, and recreational amenities.
- An eleven-story residential complex known as Avalon Towers at 100 DUA is under construction that is less than one block away, and a proposed conversion of the Comstock Apartments (across the corner from the Property in the 2200 block of California Street) is being contemplated.
- It is directly across the street from Klein Park (a mini-park) and approximately 2-100 feet away from Rengstorff Park and the Mountain View Community Center (a community park) and the Mountain View Senior Center.
- It has the rights to use the adjacent private recreation amenities which includes a pool and cabana complete with conference room, kitchen, and restroom facilities.
- It is surrounded by an excellent roadway system that is fully improved with pedestrian and bicycle facilities.
- It is within easy walking distance of two major transportation nodes: the San Antonio CalTrain Station and the Santa Clara Valley Transportation Authority (VTA) bus service on California Street and El Camino Real as well as within a thousand feet of the San Antonio Transit Center on Showers Drive.
- The requested density should not have a significant adverse impact on the Level of Service for local streets and intersections according to a review of three independent transportation impact analyses recently performed for other projects in the immediate area.
- All utility infrastructure and street improvements for serving a 45-unit multifamily development are in-place and stubbed to the Property line.

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

- There were never any (and still are no) objective, quantifiable environmental factors for the reduction in density that occurred in 1986 and such a lower density will only result in future single family homeowners filing complaints with the City of Mountain View over Target Store's adjacent loading dock practices, outdoor lighting, etc , and
- Development of the Property at 50 DUA will go toward meeting the City of Mountain View's ABAG Regional Housing Allocation of 3,420 dwelling units

The owners respectfully request, that at a minimum the original density be reinstated, preferably up to 50 DUA in order to allow a four-story corporate/senior housing development on Parcel B, which consists of 2.01 acres that includes the 0.4 acre San Francisco Water Department Hetch-Hetchy right of way for which the owners retain surface rights. The aforementioned development would require less amenities and infrastructure than a 45-unit apartment but would be of a similar quality, density, and massing as Park Place on Castro Street or the Park Crossings Condominiums on Showers Drive. Due to financing, construction and operational economies of scale a minimum of eighty-five units is required for senior assisted housing.

COMMUNITY PERSPECTIVE

As stated in the Silicon Valley Manufacturing Group's and Greenbelt Alliance's publication *Building Sustainable Communities, Housing Solutions for Silicon Valley*

"The two most important ways to enhance land use efficiency are to increase the number of homes being built per acre and to identify more opportunities for reusing underutilized land. Underutilized land is a critical resource because it is typically developed with more homes per acre than vacant land and because this land can be reused without compromising the region's open space and existing urban growth boundaries. Increased housing supply is clearly a necessity for maintaining this region's ability to find a sustainable balance between economic vitality and livable communities."¹

Placing density where it is well supported by the appropriate infrastructure makes good sense from an economic and environmental perspective. This Property has the appropriate recreation, transportation, and utility infrastructure to support 50 DUA.

RECREATIONAL AMENITIES

The Property is well serviced with a full array of recreational amenities and is located within the City of Mountain View's Parks and Open Space Plan's San Antonio Planning Area.

"The San Antonio Planning Area includes some office buildings and extensive commercial areas, including a large shopping district. About half of the area is residentially zoned. The residential areas are heavily

¹ *Building Sustainable Communities: Housing Solutions for Silicon Valley*, prepared for Silicon Valley Manufacturing Group and Greenbelt Alliance by Strategic Economics, November 1999, p. 13, pp. 1 & 4.

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

multi-family with only small pockets of single family homes. The percentage of land in open space use is above the average for all planning areas. However, multi-family units are the primary type of residence, with several buildings multiple stories in height. As a result the density of the residential areas is high compared to the [City] average.”²

Since Parcel B was part of a larger, phased development, on-site recreational amenities are in place and available for use. Any development on the Property will be entitled to use the adjacent swimming pool including a cabana complete with kitchen facilities, conference room, and restrooms.

Across the street from the Property is Klein Park, a 1.25 acre mini-park that offers a playground for the toddlers, a basketball court for the athletic, walkways for the young at heart, a picnic area for those who prefer to eat, and a pleasant passive area for those who prefer to reflect.

Approximately 2,100 feet away is Rengstorff Park, a 27.3 acre community park that is home to the City's Community and Senior Centers and Community Garden as well as a full assortment of amenities and structured adult and children activities, including but not limited to: an auditorium with meeting rooms, barbecue facilities and picnic area, baseball, softball, and soccer fields, children's play equipment, swimming pool, basketball, tennis, and volleyball courts, and public restrooms.

EXCELLENT TRANSPORTATION SYSTEM

Excellent regional and local access is provided through mass transit and an improved roadway network complete with sidewalks on both sides of all surrounding streets and crosswalks at signalized intersections for pedestrian and bicycle access.³ Effective access to transit services is provided by pedestrian paths and/or sidewalks.

Excellent regional access is provided to the Property by

- US Highway 101 (an eight-lane freeway accessed via the interchanges at San Antonio Road and Rengstorff Avenue) and State Route 85 (a six-lane freeway comprised of two mixed flow and one HOV in each lane direction accessed via the El Camino Real and Central Expressway),
- The Santa Clara Valley Transportation Authority (VTA) bus service which runs along both California Street and El Camino Real and at their San Antonio Transit Center on Showers Drive, which is one block away, and

² City of Mountain View Parks and Open Space Plan 2000, p. 49, pp. 2, P 50, pp. 6.

³ Skyview Apartments Transportation Impact Analysis by Meyer, Mohaddes Associates, Inc., June 30 1998, Precise Plan For San Antonio Circle by Korve Engineering, Inc., March 31, 1999, and Ryland Homes Transportation Impact Analysis by Fehr & Peers Associates, Inc., February 2000 were consulted and relied upon for facts and the truth of the matter therein.

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

- The Peninsula Corridor Joint Powers Board (JPB) Peninsula Commute Service (CalTrain) San Antonio Station which is approximately 2,400 feet to the north.

Excellent local access is provided to the Property by the interconnection of the following surrounding surface transportation network: Central Expressway (a four-lane east-west expressway), El Camino Real (a six-lane east-west arterial), San Antonio Road (a six-lane north-south arterial) Rengstorff Avenue (a four-lane north-south roadway), Showers Drive (a four-lane north-south roadway), California Street (a four-lane east-west roadway that runs along the Property) and Ortega Avenue (a two-lane north-south street that fronts the Property) (Exhibit A)

Pedestrian Facilities are comprised of sidewalks, crosswalks, and pedestrian signals. All of the streets in the project area have sidewalks on both sides of the street. Crosswalks are provided at all signalized intersections, with pedestrian push buttons provided on each corner of signalized intersections.

Bicycle facilities are comprised of bike paths which are paved trails that are separated from roadways defined as Class I, bike lanes are lanes on roadways designated for use by bicycles by striping, pavement legends, and signs defined as Class II, and bike routes are roadways that are designated for bicycle use by signs defined as Class III. There is Class II bike lanes on California Street, Showers Drive, Central Expressway, and Rengstorff Avenue. There is a Class III bike route on Latham Street and west of San Antonio Road that connects the California Street bike lanes to a bicycle/pedestrian bridge to Palo Alto (California to Del Medio to Miller Avenue) ⁴

TRIP GENERATION FORECAST

Three transportation impact analyses prepared for separate projects in the immediate vicinity of the Property all state that the impact from their specific project, in general as paraphrased in Ryland Homes Transportation Impact Analysis, "would not have a significant adverse impact at any of the study intersections" ⁵. This unanimous conclusion is based on maintaining the City of Mountain View's minimum acceptable Level of Service (LOS) at D (which is a more stringent standard), with LOS E being acceptable for intersections located in and around the San Antonio Center area (e.g., Showers Drive and California Street) ⁶.

Please note that all three traffic analyses assumed there would be at least twenty-five additional dwelling units at Avalon Towers (formerly Skyview Apartments), which is being constructed at a lower density than what was used in the analyses, and Korve Engineering's Precise Plan For San Antonio Circle assumed development of site C-2.

⁴ Precise Plan For San Antonio Circle by Korve Engineering, Inc., March 31, 1999, p 10, pp 4

⁵ Ryland Homes Transportation Impact Analysis February 2000 by Fehr & Peers Associates, Inc. p v, pp 1

⁶ Level of Service range from A which is operations with very low delay occurring with favorable progression and/or short cycle lengths to F which is operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

Furthermore, the Meyer Mohaddes Associates Inc analysis assumed "Two percent per year 'background growth' in traffic demand (due to intensification of non-specific land uses) "⁷ Therefore additional capacity exists in the LOS forecasts and overall transportation impact analyses' conclusions. Since all the transportation impact analyses show, at worst, a LOS of C/C+ for the Showers Drive/California Street intersection (whose standard is LOS E) to LOS A/B+ for Ortega Avenue/California Street intersection, there should not be any significant reduction in the LOS for surrounding streets and intersections at the higher proposed corporate/senior housing density.

ORIGINAL APPROVED DEVELOPMENT

The questionable reduction in density that occurred in 1986 diminished the usability of the Property, which is the reason it now sits idle. Originally the Property was approved for a 45-unit multiple-family complex which was the second phase of a much larger development, but implementation of the 394 Ortega Avenue Precise Plan lowered the density to at most 28 single-family dwelling units (more likely only 15 single family homes can actually be constructed due to various constraints). Such a reduction has frustrated the development of this Property in order to avoid unnecessary problems with the adjacent property operated by Target due to the problems inherent in having single-family homes in proximity to loading docks.

In the 1960s a site plan was developed for two 83-unit complex (166 units reaching from Latham to California Street along the west side of Ortega Avenue, covering what became Parcels A & B), however given the extreme development risk at the time, this project was shelved for consideration at a later date.

In November of 1973, the Council approved a Planned Community Permit for the construction of a 120-unit multiple-family residential development in the P (Planned Community) District. A minor subdivision to create two Parcels (Parcels A & B) was approved in June of 1974 (Exhibits A & C). The approved plan showed three 3-story buildings with subterranean parking for a total of 241 parking spaces (146 under, 95 open). Two buildings occupied the southerly half of the site known as Parcel A that included 75 condominium units with the remaining northerly Parcel B approved for a 45-unit apartment complex to be constructed along the San Francisco Water Department Hetch-Hetchy Right-of-Way closest to California Street. Only Parcel A was developed into a 75-unit condominium project known as Hastings Square West with Parcel B, the remaining 45-unit apartment complex, to be developed at a later date as stated in Resolution No. 10101 (Exhibit C). Due to financial constraints, Parcel A was sold and the second phase was not completed because the lower density caused the lender to withdraw financing. However, the infrastructure was installed to the property line, all fees were paid in full, and recreational amenities were constructed for the use by both Parcels A & B at the adjacent Hastings Square condominiums.

⁷ Skyview Apartments Transportation Impact Analysis by Meyer Mohaddes Associates, Inc., June 30, 1999, p.28, pp. 1.

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

On February 25, 1974 City fees (Sanitary Sewer Main Facility, Water Main Facility, Storm Drain Contribution, Map Checking Plan Check & Inspection, and Park and Recreation Fees) for development of Parcels A & B were calculated and paid in full in June of 1974 as evidenced by Exhibit B. Subsequently additional payments were made for improving the west side of Ortega Avenue with street pavement and sidewalk and the installation of an electric transformer vault, 3" water meter, and sewer nib for construction of 45-units on Parcel B.

In June of 1974, the developer for Parcel A petitioned and received approval to immediately construct 75 condominium units with 100 covered and 52 open parking spaces with the express understanding that the remaining 45 units on Parcel B would be constructed at a later date. On June 24, 1974 the City Council passed Resolution No. 10101, Series 1974, **A Resolution Approving Change In Construction Schedule Under Planned Community Permit On 394 Ortega (Exhibit C)**, which states

"Approving the recommendation of the Zoning Administrator that the request from Menlo Mortgage Investment Company [developer of Parcel A] be **approved for phasing** and design modifications relating to the approved PC Permit for apartment development at 394 Ortega Avenue, subject to the following conditions " [Resolution No. 10101, 6/24/74 Minutes]

- 1 **"Applicant's request to proceed with construction on only 75-units on Parcel A at this time is hereby approved**
- 2 **The conditions of approval of the tentative minor subdivision map and the Planned Community Permit shall remain in full force and effect.**
- 4 **The legal arrangement for joint use of the recreational facilities shall be subject to approval by the City Attorney "** [Emphasis Added]

APPROXIMATELY TEN YEARS LATER – REDUCTION IN DENSITY

On November 19th of 1985, unbeknown to the owners and for no apparent reason other than the City Council was reviewing the former Klein School site, two City Council members initiated Resolution No. 14282. The Resolution called for a reduction in density on Parcel B to 14.4 DUA for no apparent reason other than for "consistency" – it passed by a narrow margin of 4 to 3. A portion of the Oak Tree Commons development has this density with Ginzton Terrace at 50 DUA, which is behind Klein Park across Ortega Avenue from the Property. The surrounding properties are of a higher residential density and directly behind the Property is Target Store part of the San Antonio Regional Shopping Center, hence, the so-called "consistency argument" is incongruous with the surrounding density and use. The owners seek to re-establish their "vested right" to construct at least a 45-unit multifamily apartment complex. However, the current request is for a four-story corporate/senior housing project at a density that makes this type of project financially feasible, i.e., up to a 100-unit assisted care facility or corporate rental complex. It is important to note that **NO SPECIFIC**

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

environmental impacts or any other reasons were cited in support of the lowering of the zoning density in 1985. The only argument made in support of lowering the zoning density was for "consistency." The consistency argument is not accurate, as noted above. Beyond the consistency argument, the only known reason for the density change is because the Secretary for the Environmental Planning Commission said, "that the Planning Commission needs to establish development guidelines for the property."⁸ The details leading up to the rezoning of the Property are summarized in the City of Mountain View, Inter-Office Memorandum from the Environmental Planning Commission Staff to the City Council, dated April 1, 1986 (Exhibit D), which omits key legal and permit processing facts of having paid City fees and constructing the utility infrastructure, street improvements, and recreation amenities as part of a phased development. Accurate presentation of these facts would have allowed the council to make an informed decision and would most likely tip the scales in favor of leaving the then existing density unchanged.

The owners' objected to the lower density because single family development would interfere with their tenant's (Target Store's) adjacent retail operations, especially the loading docks in terms of complaints filed by homeowners, and it would force them to sell the Property for single-family lots, hence, single family development would be a constant source for future problems and litigation relating to the adjacent retail operations. There is a vast difference between having tenants versus homeowners adjacent to retail operations – tenants can move, homeowners litigate. Countless hours of both private and public resources were expended from 1987 through 1994 due to complaints filed by the Hastings Square West Homeowners Association concerning Target's retail operations. These complaints eventually resulted in the removal of eucalyptus trees and the construction of a masonry sound wall between Target Store and the Hastings Square Condominiums. Even though the retail loading docks were in operation with early morning deliveries a full seven years before the first Hastings Square West resident ever moved into the complex (the retail operations commenced in 1967 and Hastings Square West was constructed in 1974), the residents nevertheless mounted a campaign in 1987 to close the retail operation for the following reasons:

"Francis Smith, 400-B Ortega Avenue, No. 218, Mountain View, said that she represents the board of directors at the condominiums that are in back of this site [Target Store]. Ms. Smith said that she has lived in her condo for eight years and stated that the last six months since Gemco [prior tenant in interest to Target Store] has moved out have been the most peaceful ever. Ms. Smith said that the condominiums are mostly owner-occupied and that they have a strong pride in their building. Ms. Smith said that the main concern is the noise created by the store. She said that she is glad to see the sound wall being put up in the back, but she is still concerned about the noise from the loading dock since only 50'

⁸ Environmental Planning Commission Minutes, March 19, 1986, sec. 4.2, pp. 7.

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

separate the dock from her bedroom. She asked if the dock could possibly be relocated. She noted that diesel fuel from idling trucks covers their plants. Ms. Smith said that additionally, she can hear and see the fan on top of the building, which runs constantly. She said that the back parking lot has primarily been used most recently as a lovers' rendezvous and for drug deals. Ms. Smith said that she would also like to see the cleaning of the parking lot done at a different time. She said that the arc lights that light the parking lot are on 24 hours a day. She said that the condominium owners want to be good neighbors, but that the board of directors at the condo had threatened a class action suit with Gemco just to get some cooperation.

Eleanor Payne, 400-B Ortega Avenue, No. 110 Mountain View, said that the delivery trucks come at all hours of the day and evening.⁹

These complaints illustrate how the best of intentions for accommodating mixed-use can turn into a litigation nightmare due to the actions of a few ardent property owners. These residents, after full disclosure of the pertinent facts, purchased their condominiums adjacent to loading docks and the ambient sounds and sights it produces, yet sought to increase the value of their own unit by remedying the situation at someone else's expense. By reinstating the prior density these adjacent use problems can be mitigated. Simply stated, if a rental tenant is unhappy with the neighborhood, (s)he can move, which is economically impracticable for someone who has purchased a condominium. Through common ownership and control of both parcels, responsible owners can mitigate adjacency problems and develop much-needed dwelling units in furtherance of meeting ABAG Regional Housing Allocations.

ANALYSIS FOR RETAINING ORIGINAL DENSITY

At the City Council meeting, important facts and legal reasons for why this reduction in density should not occur were not presented since the owners were not represented by counsel and did not have access to the City Attorney's own legal analysis (Exhibit E). The reduction in density is essentially a rezoning and was clearly inappropriate and incorrect based on the following facts:

- Resolution No. 10101 (Exhibit C) which allowed for the original project to be developed in phases did not contain a sunset provision and further states that "the 45 units on Parcel B to be developed at a later time." This constitutes a vested right, which should not have been eliminated since there was no notification to the owners at any time that a construction delay for the remaining rental units on Parcel B might result in forfeiture of these development rights.
- Construction of over two-thirds of the approved development (and payment of all city fees, etc. for the entire project) vested development rights for the second phase.

⁹ City of Mountain View Zoning Administrator Minutes, June 16, 1987, sec. 2.7, p. 2, pp. 3.

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

- All fees (Sanitary Sewer Main Facility, Water Main Facility, Storm Drain Contribution, Map Checking Plan Check & Inspection, and Recreation Fees) for development of Parcels A and B were paid in full (Exhibit B). Furthermore, as stated in Mr. Byron F. Hovik's letter to the owners of June 10, 1974 (Exhibit F), the owners were compelled to pay all fees and agree "to the use of city sewer and water hookups."
- Utility infrastructure improvements for serving a 45-unit multifamily development on Parcel B were paid in full and constructed (i.e. stubbed to the Property line). The discounted sales price for Parcel A reflected Parcel B owners' contribution for street improvements (pavement and sidewalk) and the installation of an electric vault transform, 3" water main and meter, and sewer connection for servicing a 45-unit multifamily, residential building on Parcel B and the current recreational facilities (cabana and swimming pool) that are to be shared by Parcels A and B.

The Secretary to the Environmental Planning Commission stated during the meeting that:

"the City Attorney has reviewed this concern and has found that the planned community permit previously approved is no longer in effect. It is standard procedure in the City that a planned community permit is no longer in effect if no building permits have been requested in a 12-month period following the approval."¹⁰

The Secretary at both the Environmental Planning Commission meeting and the City Counsel meeting never mentioned the aforementioned issues/reasons of why this density reduction was inappropriate but instead only focused on whether a building permit had been issued for the remaining phase (which in a certain sense is still yes because the utility infrastructure was completed and the shared recreational amenities constructed). It is both interesting and alarming to note that even the City of Mountain View Special Counsel disagreed with the Secretary's position; yet the Secretary never mentioned this at the time to either the Environmental Planning Commission or the City Counsel.¹¹ An Inter-Office Memorandum from Robert Logan, Special Counsel, to Ken Alzman, Secretary to the Environmental Planning Commission, dated March 11, 1986 (Exhibit E), states:

"Having reviewed your [Secretary's] staff report to the Environmental Planning Commission, I feel our discussion needs some clarification. **The change of use of Parcel B cannot be undertaken without risk of being overturned**

¹⁰ Environmental Planning Commission Minutes, March 19, 1986, sec. 4.2, pp. 6

¹¹ Only recently was this information revealed based on an analyst's cursory review of the City of Mountain View files.

**REQUEST FOR REINSTATEMENT OF ORIGINAL/PREFERABLY HIGHER DENSITY
394 ORTEGA AVENUE, MOUNTAIN VIEW CA**

This office's conclusion that the property might be rezoned was based on several caveats. **The first related to the question of whether improvements and expenditures on Parcel 'A' gave some vested rights to develop Parcel 'B'. I do not think that issue is resolved based on the sketchy information we now have. The one year expiration of the permit is not cast nearly as clearly as your memo implies. In fact, I recall advising you that the one year provision we looked at did not support that conclusion**

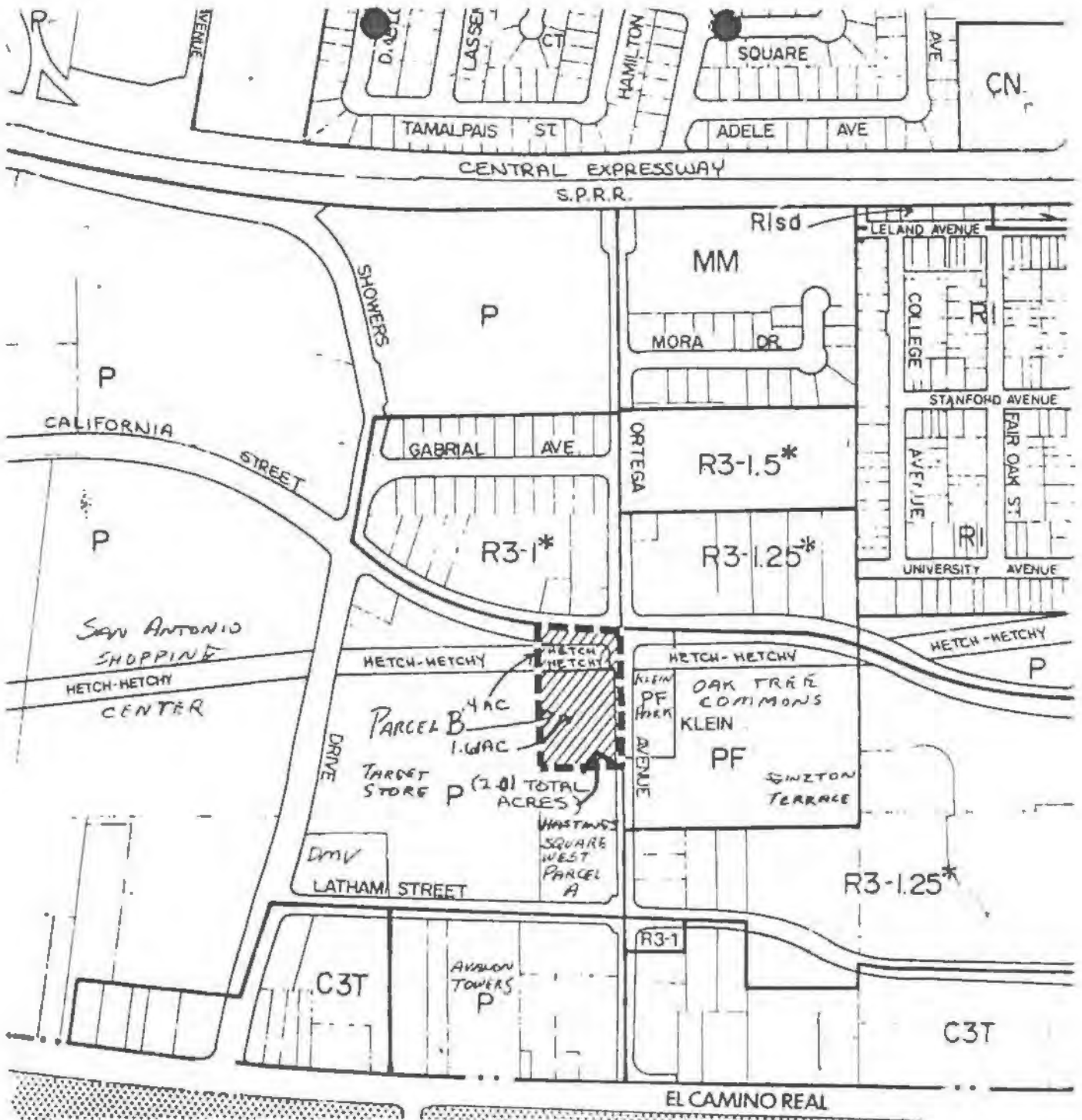
Any representations you make should be made with a clear understanding that the property owner may have rights to continue to develop at the present level of density. I don't want the Commission to be misled into thinking that the proposed change will occur without any legal ramifications." [Emphasis Added]


Based on the City of Mountain View's own legal analysis the owners have a vested right to develop at least a 45-unit project because they commenced the second phase through their contribution for street improvements, construction of recreational amenities and utility infrastructure, and because of the specific wording in Resolution No 10101 (Exhibit C) which approved a "change in construction schedule" but did not contain a sunset provision

CONCLUSION

Significant and important legal and permit processing information was never presented to the Environmental Planning Commission or City Council when Parcel B was rezoned for lower density, and in one instance that information was purposefully concealed from community decision makers. The end result is that a questionable reduction in density occurred by the narrowest of margins (by a vote of 4 to 3). This has not only resulted in a substantial diminution in usability for the subject site but has also resulted in losses for the community in terms of the overall economic multiplier effect through lost retail sales and housing. Development of the Property at the requested density will also go toward meeting the ABAG Regional Housing Allocation of 3,420 units for Mountain View and for siting an entrepreneurial work force close to its employment base and services. The Property has the prerequisite transportation and recreation infrastructure to support the previously approved higher density. It is the owners' intent to remain in this community by continuing to own this Property and to develop a first class project in all respects, but only under a development proposal based on sound economics and not under one in which they will have to literally "sell the family farm" and incur future liability due to the ramifications of siting single family homes adjacent to loading docks. The owners do not want problems and the best way to avoid them is to control both parcels and to build a first class development in which residents have the option to move should they find it difficult to live in a mixed-use development

EXHIBIT A



 Area under consideration
394 ORTEGA AVENUE



TRACT/MINOR SUBDIVISION: 394 ORTEGA AVENUE

DEVELOPER: JOSEPH & JOHN FEAR

ENGINEER: SANDOS & ASSOCIATES

1. Existing Sanitary Sewer Main Facility

688.52 Front Ft. @ \$6.00

3.240 Acres @ \$300.00/Net Acre
Acct. 1420-847-4

2. Existing Water Main Facility

688.52 Front Ft. @ \$8.00
Acct. 1319-847-7

3. Storm Drain Contribution

PMD Sq. Ft. @ \$0.02/Gross Sq. Ft.
Acct. 1570-847-3 AD 59-20 & AD 58-20

4. Map Checking Fee

✓ Lots @ \$7.00 + \$100.00 for Tract Map
Acct. 1210-582-4

5. Plan Check & Inspection Fee

\$40K Engr. Estimate @ 40
Acct. 1210-583-2

6. Recreation Fee

A x B x C
Acct. 1520-846-9

A=Acresage Required/Dwelling Unit
B=No. Dwellings in Subdivision
C=Fair Market Value/Acre

* 07,250.00
3,849 - 67,868.28 SUB TOTALS -

Dwelling Units	(R-1)	(R-2)	(R-3)
PER PARC	1-7	8-19	20+
Acresage Requirement per Dwelling Unit	.0108	.0093	.0054

CITY OF MOUNTAIN VIEW
P A S T D
JUN 23 1974

Rec No. _____ \$ 914.12
PARTIAL _____ \$ 972.00
BY PAD
BY AD 59-30 \$ 5508.16

CITY OF MOUNTAIN VIEW
P A S T D
JUN 20 1974

Rec No. 121147
Amount 44,641.03
\$35.00 for Parcel Maps \$ 35.00

PARCEL

	A	B	TOTAL FEES
Acresage Required/Dwelling Unit	0.0054	0.0054	
No. Dwellings in Subdivision	75	45	
Fair Market Value/Acre	67,868.28	49,868.28	
TOTAL FEES	\$ 28,304.75	\$ 16,982.05	\$ 57,533.88

Prepared By: Ken Cornwell Date: 2-25-74
Checked By: Paul Olmos Date: 2-25-74
Approved By: [Signature] Date: 2-25-74

RESOLUTION NO. 10101
Series 1974

A RESOLUTION APPROVING CHANGE IN CONSTRUCTION
SCHEDULE UNDER PLANNED COMMUNITY PERMIT ON
394 ORTEGA

WHEREAS, on February 11, 1974, the City Council of the City of Mountain View granted a Planned Community Permit to allow construction of a 120-unit multiple family residential development on the west side of Ortega, reaching from Lathan to California Street, in the P (Planned Community) District, said property being known as 394 Ortega Avenue; and

WHEREAS, the developer is processing a minor subdivision map to divide the property into two parcels of land, being Parcel A and Parcel B; and

WHEREAS, the developer has now requested, by letter dated June 18, 1974, permission to develop only the 75 units on Parcel A, with the 45 units on Parcel B to be developed at a later time; and

WHEREAS, a recreation area, including pool and cabana, located on Parcel A is to serve both parcels; and

WHEREAS, the Council has received and considered the report of the Zoning Administrator dated June 19, 1974.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mountain View as follows:

1. Applicant's request to proceed with construction of only 75 units on Parcel A at this time is hereby approved.
2. The conditions of approval of the tentative minor subdivision map and the Planned Community Permit shall remain in full force and effect.
3. Applicant shall install a temporary on-site fire protection system acceptable to the Fire Chief, and shall make provision for automobile turn-around on Parcel A in a manner acceptable to the Zoning Administrator.
4. The legal arrangement for joint use of the recreational facilities shall be subject to approval by the City Attorney.

The foregoing Resolution was regularly introduced and adopted at an Adjourned Regular Meeting of the City Council of the City of Mountain View, duly held on the 24th day of June, 1974, by the following vote:

AYES: Councilmembers Allen, Anderson, Jelavich, Perez
and Vice-Mayor Moss
NOES: None

EXHIBIT D

24

File
5.5

CITY OF MOUNTAIN VIEW INTER-OFFICE MEMORANDUM

DATE: April 1, 1986
TO: City Council
FROM: Environmental Planning Commission
SUBJECT: PROPOSED PRECISE PLAN, 394 ORTEGA AVENUE

Recommendation (Resolution)

That the City Council adopt the proposed precise plan for 394 Ortega Avenue (Exhibit II) and certify the attached Negative Declaration (Attachment B).

Background

In January 1986, the Council rezoned the Klein School site from the PF (Public Facilities) District to the P (Planned Community) District and adopted the California/Ortega Precise Plan to guide its future development. After extensive discussion of the density on the Klein School site, by both the EPC and Council, the Council acted to reference the R3-3* District (14.4 dwelling units per acre) as the base district for the Klein School site. The Council also included a provision for senior housing on two to three acres at a density of up to 50 units per acre.

Following the January discussion of the Klein School site, Council initiated consideration of the plan for the subject property, 394 Ortega Avenue (Attachment C). This land is zoned P but has no precise plan. The property is vacant except for an older single-family residence, accessory farm structures and several trees. The 2-acre area consists of 1.6± acres of privately owned land and a .4±-acre parcel which is part of the Hetch-Hetchy right-of-way. The property to the west is zoned P and developed with the Gemco store. The land to the north across California Street, although zoned for higher density R3-1* and R3-1.25* uses is developed with a mixture of apartments, duplexes and lower-density (9.5 units per acre) townhouses. The land on the east side of Ortega Avenue (the former Klein School site) was recently zoned to the P District with a basic density of 14.4± units per acre.

COUNCIL AGENDA
April 22, 1986

The subject property was originally included in a 1974 Planned Community permit for a 120-unit development on the entire block frontage between California and Latham Streets. Shortly after Council approval of that PC permit, the developers requested and were granted an amendment to the permit, excluding the subject property and allowing 75 units of the originally approved 120 units to be constructed on the adjacent parcel to the south. Site plans for these developments and appropriate Council resolutions are attached as Attachment D. At that time, 45 units could have been built on the subject land, at a density of 22.5 units per gross acre, including the Hetch-Hetchy right-of-way, or approximately 28 units per net acre of privately held land. That PC permit is now void and there is no precise plan for this P-zoned property. In effect, there are no adopted guidelines for use of the land.

Minutes and the staff report for the Planning Commission meeting as well as a Negative Declaration are attached for Council review and action (Attachment A).

Analysis

The decision on the Klein School density relied heavily on the General Plan policy for neighborhood diversity. Overall, the Council found that the neighborhood would be better balanced by providing more opportunities for lower-density ownership and townhouse developments. In order to relate the zoning on this property to that recently approved on the Klein School site, staff also recommended consideration of the R3-3* density, approximately 14½ units per acre, the privately owned property. The Planning Commission concurred with that recommendation.

The Hetch-Hetchy right-of-way has a substantial impact on the effective density and ultimate design of the land. The original 1974 approval included landscaping of the Hetch-Hetchy right-of-way as part of that full block development. Proper design of both of the developments and this portion of the community can be best served by fully incorporating the Hetch-Hetchy right-of-way, utilizing that land for landscaped open space and, potentially, access and parking.

In the case of the Klein School site, the Hetch-Hetchy right-of-way occupied approximately 11 percent of the overall acreage. The precise plan allowed full use of the acreage to calculate the density for the overall site. In this case, the Hetch-Hetchy right-of-way occupies approximately 21 percent of the P zoned area. Although the right-of-way cannot be used for building construction, it can be effectively used for landscaping and

parking. A sufficient incentive to ensure that it is included as part of the development is recommended by the Planning Commission.

The EPC endorsed the staff recommendation that the Hetch-Hetchy right-of-way be allocated 11 units of development per acre somewhat lower than the density attributed to the main parcel. This bonus would amount to four units generated by the Hetch-Hetchy right-of-way and 22 units by the remaining privately owned property (about 26 units total). This density is substantially below that of the 45-unit plan approved over 10 years ago; however, it is consistent with the Council's direction for lower density on the Klein School site.

The Planning Commission endorsed the basic provisions of the R3-3* District for site development criteria with additional guidelines added by the precise plan for use of the Hetch-Hetchy parcel. The Commission also recommended that a section be added calling attention to the presence of existing specimen trees. They recommended deletion of the staff-suggested reference on Item IIIC4 to use of "talented, experienced, recognized architects."

As noted in the Background section above, this property was originally included in a 1974 development plan. This plan was modified shortly after Council approval, and only 75 of the originally approved 120 units were built. The remaining two acres of land were presumably to be developed with 45 units at a future date. However, the owner has taken no further action to implement this additional development during the last 12 years. Normally, Planned Community permits are granted for a period of one year, and failure to renew an approval leads to the need for a new application.

The property owner, Mr. Pear, spoke before the Planning Commission arguing that the permit should still be valid since he has contributed to the recreation fees for the total number of units. The City Attorney advises that the applicant no longer has a valid PC permit. No building permits were ever obtained for the development and the project approval has expired. As such, the property owner no longer retains a vested right in the 1974 approval.

Alternatives

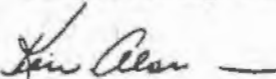
The Council could:

1. Modify the recommended basic density; or retain the 1974 Planned Community permit density.

COUNCIL AGENDA
April 22, 1986

- 115
2. Increase the incentive for use of the Hetch-Hetchy right-of-way by giving it full credit for the area.
 3. Drop the incentive approach and adopt a standard zone which does not contain any specific incentive or requirement for use of the Hetch-Hetchy right-of-way.

Respectfully submitted,

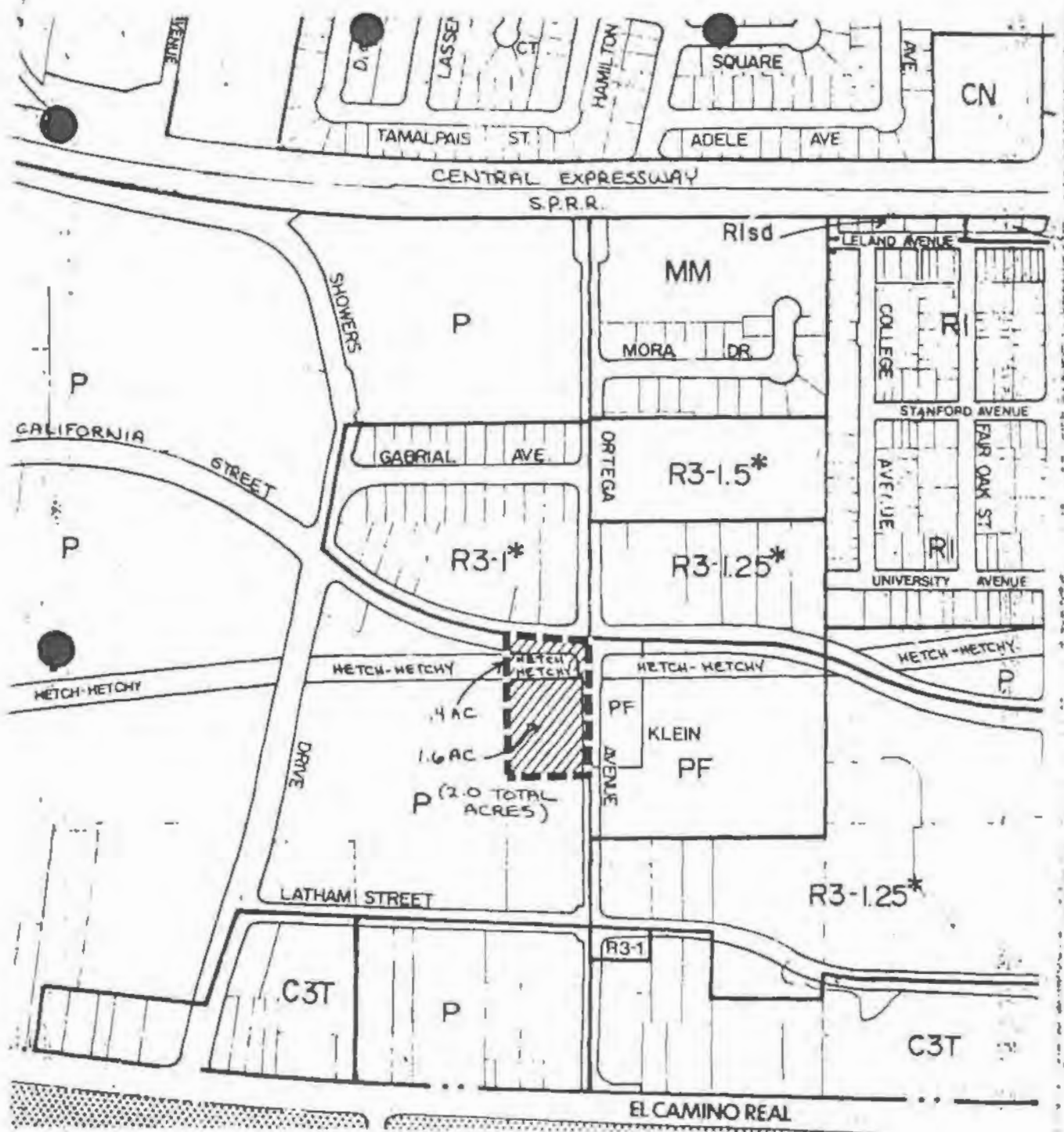

Ken Alsmann, Secretary
Environmental Planning Commission

KA/CAM
801-4-1M1

Attachments

cc: CM, CA, CC, PWD

COUNCIL AGENDA
April 22, 1986




 Area under consideration
394 ORTEGA AVENUE


EXHIBIT I

Exhibit II

PROPOSED PRECISE PLAN--394 ORTEGA AVENUE

APRIL 1986

RECOMMENDED BY THE
ENVIRONMENTAL PLANNING COMMISSION

I. Description

The Precise Plan covers the property located at the southwest corner of Ortega Avenue and California Street, and the adjacent portion of the Hetch-Hetchy right-of-way. The land is located at prominent corners close to existing and proposed lower- and medium-density developments as well as higher-density residential uses. The General Plan designates these areas for residential use at 12+ dwelling units per acre.

II. Development Concept

The site can be developed with medium-density housing providing large-size units with the potential for owner occupied family housing. Any development must fully incorporate the Hetch-Hetchy right-of-way. The Plan provides density bonus incentives for incorporation of the Hetch-Hetchy right-of-way.

III. Use and Development Criteria

A. Moderate-Density Housing

The R3-3* Districts shall be used for density (14.4± units per acre) and general site development criteria. The base density shall apply only to the privately held portion of the property.

B. Hetch-Hetchy Density Bonus

The Hetch-Hetchy right-of-way shall be fully incorporated into any development. An additional density of 11 units per acre is permitted for each acre of the Hetch-Hetchy right-of-way.

C. General Criteria

1. The site layout, unit design and project amenities shall be designed to provide ownership potential in large units which can adequately accommodate families with children.
2. Townhouse type building fronts and entrances shall face each of the major streets. Neither carports nor garages may be oriented to the streets.
3. The Hetch-Hetchy right-of-way area shall be fully incorporated into the landscape and overall site design. At least 70 percent of the right-of-way shall be landscaped.
4. In keeping with these prominent locations, special emphasis shall be given to architectural and site design excellence. Use of talented, experienced, recognized architects is essential.
5. The site design and elevations shall strive to create a quality residential character with sloped roofs, multiple roof lines and attention to texture, detail and color.
6. Special attention shall be given to preservation and incorporation of the existing heritage trees on the site.

D. Administration

All major developments shall be reviewed by the Zoning Administrator and approved by the City Council per Section 32.22.6 and 36.22.10 of the Zoning Ordinance. Once a major project has been approved, uses which have been identified as principle permitted uses and provisional uses within the R3-3* District, building expansions and modifications and sign program changes may be granted by the Zoning Administrator after appropriate public hearings as per Section 36.22.6 through 36.22.8.

Upon granting of the Planned Community Permit, the approval of minor sign program changes, the approval of specific signs, the approval of minor sign

changes and building alterations, including building material changes and uses which are in conformity with the Precise Plan, may be authorized through the Site Plan and Architectural Review (SPAR) process.

KA/PLN
801-3-10pp

CITY OF MOUNTAIN VIEW
STATE OF CALIFORNIA

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF DETERMINATION

Application No.: 62-86-PPA

NAME OF DEVELOPER: City of Mountain View

ADDRESS OF DEVELOPER: 444 Castro Street, Mountain View, CA 94041

PROJECT DESCRIPTION (including name if any) AND ADDRESS: Proposed Precise Plan Adoption/Amendment: Southwest Corner of California Street and Ortega Avenue

NEGATIVE DECLARATION

PROJECT LOCATION AND ENVIRONMENTAL SETTING: The site is located at the southwest corner of California Street and Ortega Avenue, both heavily traveled streets. The project is traversed by the Hetch-Hetchy right-of-way, which contains underground water lines and cannot be built upon. The right-of-way consumes 22 percent of the total site area. The site is currently undeveloped and is in a multi-family residential area opposite the Klein School site, which has also been designated for multi-family residential use.

BASED ON THE INITIAL STUDY FOR THIS PROJECT, IN THAT the proposed amendment actually decreases permitted densities from the original Precise Plan, potentially decreasing adverse environmental impacts.

IT IS CONCLUDED THAT THIS PROJECT HAS NO SIGNIFICANT ENVIRONMENTAL IMPACT. Determination by Alison Kendall which adoption shall become effective.

Alison Kendall
for Glen Gentry
Director of Planning

March 3, 1986
(date of earliest action)

Attachment
-B-

INTER-OFFICE MEMORANDUM



filed

DATE: March 11, 1986
TO: Ken Alsman, Principal Planner
FROM: Robert Logan, Special Counsel
SUBJECT: Property at corner of Ortega and California

394 Ortega

Having reviewed your staff report to the Environmental Planning Commission, I feel our discussion needs some clarification. The change of use of Parcel B cannot be undertaken without risk of being overturned.

This office's conclusion that the property might be rezoned was based on several caveats. The first related to the question of whether improvements and expenditures on Parcel 'A' gave some vested rights to develop Parcel 'B'. I do not think that issue is resolved based on the sketchy information we now have. The one year expiration of the permit is not cast nearly as clearly as your memo implies. In fact, I recall advising you that the one year provision we looked at did not support that conclusion.

Any representations you make should be made with a clear understanding that the property owner may have rights to continue to develop at the present level of density. I don't want the Commission to be misled into thinking that the proposed change will occur without any legal ramifications.

Rob



MENLO MORTGAGE INVESTMENT CO.

Mortgage Financing

1 BOX 11758 STATION A PALO ALTO CALIFORNIA TELEPHONE 415 326 4215

June 10, 1974

EXHIBIT F

Messrs. Joe & John Pear
394 Ortega Avenue
Mountain View, California

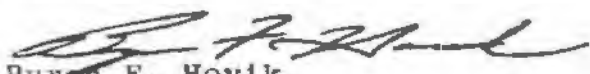
Dear Joe & John:

As I explained during my last chat with you, we are stopped from getting our permit until you accomplish two things:

1. Give Len Cornwell of the Mountain View staff your check for your share of the fees required by the City.
2. Sign the affidavit forms agreeing to the use of city sewer and water hookups. Len told me that he sent the original copies to you last January, 1974 for your signature. Apparently they were not returned by you, so the City Attorney requires both our signatures. We signed the copies and left them with Len. Please go in and sign them as soon as you can.

We are most anxious to proceed and hope that you will respond quickly.

Very truly yours,


Byron F. Hovik
President

BFH:mec

This report is submitted at this time to Merlone Geier Senior Partners, Greg Geertsen, David Geiser, Michael Grehl and Joe Nootbaar, Project Manager of Design and Construction for their clarification and rebuttal. The authors will subsequently release this report and the Partner's critique to the Mountain View City Planning Commission. The developer's plot plan is used as a common base for discussion.

**Analysis of Vehicle & Pedestrian Traffic in the Phase II
Development in the San Antonio Center**

D. Pilling & S. Friberg
9/7/2013

RECEIVED
SEP 16 2013

PLANNING DIVISION

The purpose of this report is to anticipate Phase II traffic conditions. This project is moving forward possibly ignoring traffic consequences which are enormous for business viability, the developer's credibility and the negative impact on residents and property owners. This study summaries detailed engineering analysis and reflects the thoughts of many of those the Center is still an important part of their well being and those who simply drive on San Antonio Road and California Street.

This study introduces traffic issues into the architectural design. A contracted traffic study to an outside vendor by the City of Mountain View Planning Department is just beginning and does not appear to be in phase with the current proposed design. In this case the ten acre space with over one million square feet of development will overlook and have serious traffic and safety issues. If not resolved at this time, traffic congestion will propagate into adjacent main thoroughfares such as El Camino Real, San Antonio Road and California Street.

This report is not intended to prevent what we consider reasonable development in the Center but we wish to minimize congestion with public safety foremost in mind while minimizing changes in the proposed development. We dearly hope that our analysis and recommendations be taken seriously by the developers and the City of Mountain View Planning Commission.

Three sets drawings are provided by Merlone Geier for the Phase II development of the San Antonio Center in Mountain View. One set of the drawings titled "THE VILLAGE" dated July 26, 2013 present three dimensional architectural views of individual buildings projecting open space with a noticeable lack of cars. The second set are plot plans of each level: ground, basement, above ground, drawn to scale and dated 5/17/2013. There is an earlier set of drawings titled "THE VILLAGE AT SAN ANTONIO CENTER – PHASE II" dated February 19, 2013 with statistics such as the number of square feet of office space and required parking spaces. These numbers are listed in Appendix A. This type of information is a critical base for the analytic assessment of concentrations and flow of traffic in Phase II.

Conclusions

It is found necessary to modify the original Phase II proposal submitted by Merlone Geier in order to resolve traffic congestion in the following way:

- 1. Silicon Way becomes two lanes in one direction from San Antonio Road to Pacchetti Way.**
- 2. Pacchetti Way is enlarged from two lanes to four lanes within Phase II boundaries.**
- 3. The theater lobby is moved from the Promenade/Silicon Way intersection to Pacchetti Way.**
- 4. Building #3 becomes a flow through surface parking area.**

Discussion

The segments of California Street bounded by San Antonio Road, Showers Drive and between El Camino Real and California Street are a primary focus of traffic conditions for Phase II planning. This report proposes changes in traffic flow which challenges the developer's design not with the intention of downsizing the magnitude of the project but distributing traffic from these congestion areas. Presently the traffic in these segments is marginal. This changes with the addition of an

eight auditorium theater with traffic comparable to the theater traffic at Shoreline, a 7 story hotel on Pacchetti Way, two six story offices buildings on San Antonio Road. It is clear that this development is driven by a projected \$2 million yearly city revenue on retail and theater sales. Nonetheless traffic congestion attenuates revenue on retail sales and reduced occupancy. The sheer magnitude of the proposed development in 10 acres makes a completely viable solution difficult.

Traffic Flow in the Phase II Development Proposal

The traffic flow of Figure 1. is drawn on the developer's plot plan. We assume:

1. Pacchetti Way, Silicon Way, Disk Drive, the Promenade are single lane roadways in each direction. The Hetch Hetchy park is bounded by single directed lanes to and from Pacchetti Way and San Antonio Road. Pacchetti
2. Way is the main internal thoroughfare through the Center from El Camino Real to California Street. Police and fire emergency response vehicles cannot effectively operate in the crowded single lane traffic on Pacchetti Way. Pacchetti Way needs to be made four lanes in Phase II.
3. The intersection at Pacchetti Way and California Street requires signal light synchronization with signal lights on California Street and Pacchetti Way which is in turn are synchronized with the signal lights at the San Antonio Road/California Street and California Street/Showers Drive intersections.
4. Reverse driving directions in Phase II must be made inside parking areas or wrapping around major roadways.
5. The 1962 Reciprocal Parking Agreement (RPA) allows all to park in any parking space with the exception of the three properties on the corner of San Antonio Road and California Street. Reciprocal parking is unresolved for parking structures as well as a method of parking enforcement & control. For instance Jo Ann Fabric's and Kohl's parking areas may well be swamped by theater goers and hotel guests. The downside of parking in these areas requires pedestrians to cross heavy traffic on Pacchetti Way.
6. Traffic attendants are needed to direct traffic for cars entering the up and down ramps on Silicon Way in Building #5 adjacent to the Silicon Way/Pacchetti Way intersection.
7. The variable in and out ramp is added to improve accesses times will require attendants at six parking levels, but may unfortunately contribute to congestion at the ground level ramp entrances and exits.
8. Refer to Figure 3. Silicon Way enters a building tunnel next to the parking ramps with an entrance 23' wide and 20' feet high with an overhang of 5 levels of parking extending 270'. Exhaust fumes will become unbearable if 60 cars become stalled in both directions in the tunnel. (Allow a space of 18' for each car, 15 cars in both tunnel lanes, times 2 for each lane plus 30 cars waiting for vacancies in the 135 spaces in the ground level parking.) The exhaust fumes are only vented in five entrance ports in an otherwise sealed space as shown in Figure 4.
 - a. Traffic congestion in the tunnel area will result in high levels of exhaust fumes.
 - b. The tunnel is not designed for emergency fire or medical vehicles much less allowing the passage of large delivery trucks. (Vehicle sirens and size and diesel exhaust to name a few reasons.)
 - c. Florescent lighting in the enclosed area is less effective than daylight contributing to a loss of safety.
 - d. Permanently stationed traffic attendants with flash lights need to control and direct traffic inside the tunnel as noted for the parking garage at the Palo Alto Medical Clinic on El Camino Real.
 - e. Ambulances and police cars will not be able to use the tunnel. Car cannot pull over and let emergency vehicles pass in single lane traffic. Sirens would be unbearable in the tunnel enclosure.
 - f. Vehicles emitting high pollution such as those using diesel fuel will not be allowed in the tunnel. The majority of ground level parking should be reserved for electrical vehicles.
9. An additional theater lobby at the second floor in Building #6 connected to the Building #5 parking garage will substantially reduce ground level pedestrian traffic crossing Silicon Way at the Promenade intersection.
10. Pedestrian safety is in question on the Promenade allowing cars a thoroughfare from Silicon

Way to Disk Drive.

11. Major congestion will be created by trucks backing into three loading building slots:
 - a. At the loading slot at the intersection of Pacchetti Way and Silicon Way for Building #6,
 - b. At the loading slot provided for Building #1 on Disk Drive,
 - c. At the loading slot provided for Building #2 on Silicon Way.
12. Theater traffic congestion is created by transporting theater goers to and from the intersection of Silicon Way and the Promenade.
13. The office buildings #1 and #2 have 29' wide "Ramp to below grade Parking" to support incoming as well as outgoing traffic. A possible would be for this ramp becoming exclusively two lanes of incoming traffic during morning and outgoing rush hours for 6 stories of office workers controlled by parking attendants.
14. Southbound cars on San Antonio Road making left hand turns onto California Street add to the congestion on California Street and the San Antonio Road intersection.
15. Cars arriving at the theater are limited by the waiting distance along California Street from the San Antonio Road intersection to the theater destination.
16. Cars on the Promenade must make a right hand turn entering California Street.
17. The theater lobby at the intersection of the Promenade and Silicon Way will contribute to congestion in the tunnel. Cars for the theater are offered several options:
 - a. Cars from the ground level parking can go forward to San Antonio Road.
 - b. Cars traveling to the lobby from San Antonio Road on Silicon Way can go either right or left on the Promenade.
 - c. Cars from the multi-story parking garage in Building #5 may choose to turn right on Silicon Way to finally exit onto California Street.
 - d. Cars on the Promenade must also turn right on California Street.
18. The maximum theater traffic will occur during programming changes for estimated at 425 cars in a 45 minute period for popular showings during daytime and evening showings. Additional seating is occupied with pedestrian traffic. (Data obtained from the Shoreline Theater Complex.)
19. The three Building #2 commercial (retail) sites facing San Antonio Road seem a less desirable location for pedestrians walking from the Promenade by crossing loading and ramp entrances on Silicon Way or challenged by cars crossing Silicon Way along San Antonio Road. Perhaps office use would be better than stores facing San Antonio Road.
20. The Silicon Way exit 190 feet from the intersection at San Antonio Road adds serious congestion to the intersection of San Antonio Road and California Street.
21. Silicon Way is a main exit, discharging office workers in a short but critical distance from the San Antonio Road and California Street intersection. This intersection is already overloaded as reported in *Traffic Growth on San Antonio Road in Los Altos, Mountain View and Palo Alto Due to New Development* attached to this study. Similarly, Disk Drive and the road bordering Hetch Hetchy add additional cars to this intersection.
22. Cars driving south on San Antonio Road intending to enter the office parking garages on Silicon Way and Disk Drive will reversing direction with U-turns on Fayette, returning on San Antonio Road toward California Street then turning right for the Bldg #1 and #2 office garages.

Analysis of Pacchetti Way and Silicon Way Traffic

Refer to Figure 2.

Figure 2 is an enlarged plot plan of the corner section of the Phase II with traffic flow arrows. Silicon Way has a single lane in each direction. Four internal congestion locations are labeled, specifically nodes 1, 2, 3 & 4. Note the building tunnel drivers must enter when turning onto Silicon Way from Pacchetti Way.

Node 1, the intersection of Pacchetti Way and Silicon Way

Drivers approach the Pacchetti Way/Silicon Way intersection from four directions. First drivers from California Street may go straight on Pacchetti encountering cars attempting left hand turns onto Pacchetti Drive from Silicon Way. Cars from Jo Ann Fabrics may attempt crossing Pacchetti

Way across your path. Cars from Silicon Way may also cross the driver's path making a left hand turn onto Pacchetti Way toward California Street. Worst is a semi truck parked in the middle of the intersection attempting to back into the loading zone. The driver may attempt to make a left hand turn to Jo Ann Fabrics and encounter cars going straight to California Street. Other options may be noted on the flow diagram.

Drivers from both Pacchetti and Silicon Way must be wary of pedestrians at crosswalks.

Semi-trucks using the loading zone at the intersection of Pacchetti & Silicon Way will need to first pull forward on Pacchetti then back their trucks into the loading zone shown in Section 6. This maneuver will block all cars from entering or leaving the intersection at Silicon Way. These conditions are equally hazardous when loading trucks exit the loading zone, one of three ways: A forward direction to El Camino Real on Pacchetti swinging into traffic on Silicon Way or going forward and make a hard left hand turn returning to California Street or El Camino Real on Pacchetti Way.

Drivers entering the street in Front of Jo Ann Fabrics can join cars bound for California Street, go straight onto Silicon Way or turn left into oncoming traffic on Pacchetti Way or pull a hard right hand onto Silicon Way towards San Antonio Road. In all cases the loading zone will stop traffic at this location. Both north and south bound cars on Silicon Way will make left hand turns against on coming traffic prompting a need for traffic lights at this intersection.

Pedestrians crossing Silicon Way at this intersection must be aware of traffic in both directions.

Node 2

Drivers on Pacchetti turning onto Silicon Way enter a ground level building tunnel. Overhead is a six story parking garage, underground is an additional parking garage. Inside the tunnel the driver must adjust from sun light to fluorescent lighting before going forward. The tunnel height must accommodate delivery trucks.

Additional parking ramps are on the Disk Drive side of Bldg #5.

Drivers entering the tunnel on Silicon Way have a number of choices inside the building tunnel in both directions on Silicon Way. From Pacchetti Way, drivers turn left across oncoming traffic on Silicon Way into three entrance ramps into the parking garage in Bldg #5; one ramp to an upper level, a second to a lower level and a third level for either designated level. A ramp to the upper levels is the first entrance to the parking garage in Bldg #5 on Silicon Way is for cars turning from Pacchetti Way. There will be a contest between cars attempting to enter the ramps with cars driving to or from Pacchetti Way on Silicon Way .

The Palo Alto Medical Foundation needs several attendants with flash lights at a similar ramp entrance. Drivers may turn left into a mini-ground level parking area in Section #6.

Nodes 3 & 4

Drivers on Silicon Way may make a additional right hand turn into a mini-parking area as in Node 2. The driver may intend to shop in the retail stores in Bldg #6 parking in the mini-parking space. If no parking is available in the min-parking area, the driver may cross into the ground level parking in Bldg #6. If still not successful in locating a parking space the driver may turn left on Silicon Way and make a right hand turn into a ramp to alternate parking spaces in Bldg #5. The driver will need to merge with and cross multiple directions of traffic for what ever the decision. A similar scenario for leaving the parking areas available in Bldg #5 can be shown in Figure 2.

Maximum exhaust ventilation will be needed in the tunnel during traffic congestion.

Recommended Changes in Traffic Flow

Refer to the revised traffic flow on the plot plan of Figure 5 for an improved flow:

1. Pacchetti Way becomes four lanes traversing California Street entering and exiting from Phase I development. Pacchetti Way is a main artery for this development receiving cars from California Street, parking areas from Showers Drive, traffic from San Antonio Road and traffic and Phase I development.
2. Signal lights are necessary at the Silicon Way and Disk Drive intersections with Pacchetti Way to support and control traffic flow.

3. Cars from Showers Drive will arrive and exit from parking areas facing Pacchetti Way.
4. The theater lobby at the intersection of Silicon Way and the Promenade to Pacchetti Way near California Street must be relocated to Pacchetti Way. The original location of the lobby would place spike congestions at the Promenade/Silicon Way in the same manner observed at the Shoreline theater at the end of a film showing. The new location on Pacchetti Way provides a temporary car pick-up and drop-off for theater goers. A location for buses waiting near the theater lobby is located on California Street near Pacchetti Way. In addition theater goers will find to their advantage to be dropped off on the Commons side of California Street and with a short walk with the light signal enter the theater lobby.
5. Silicon Way traffic is two lanes directed with an entrance at San Antonio Road proceeding to Pacchetti Way, so as to:
 - a. Allow easy access to California Street from San Antonio Road bypassing the intersection of San Antonio Road and California Street,
 - b. Allow cars to move forward to Buildings #5 & #6 parking or turning left toward California Street,
 - c. Allow cars to freely make right hand turns into Building #2's below ground parking garage without blocking cars proceeding forward on Silicon Way.
 - d. Reduce congestion in the Building #5 tunnel. Compare tunnel traffic in Figures 1 & 5.
 - e. Reduce exhaust and ventilation necessary for the enclosed ground level parking in Building #6 by rerouting traffic to Disk Drive.
 - f. Moving traffic from the tunnel in Silicon Way into the open air of Disk Drive. Disk Drive remains with single lanes directed in both directions. An additional roadway from Pacchetti Way to San Antonio Road is available with the single one-way lane on Hetch Hetchy Drive compensating for the loss of the redirected lane on Silicon Way. A second lane on Hetch Hetchy would welcome more traffic.
 - g. Replace Building #3 with surface parking allows third lane access into California Street relieving two lanes proceeding from San Antonio Road unobstructed toward Pacchetti Way.
 - h. Seal off the Promenade between Silicon Way and Disk Drive so that shoppers and office workers may safely cross to restaurants and retail shops on both sides of the Promenade.
 - i. Add short time surface parking on Silicon Way and Disk Drive for retail stores on the Promenade.
6. Relocate the market originally located at the California Street/Pacchetti Way intersection to the Promenade/Silicon Way intersection. This allows market shopping to be integrated with restaurants and retail with nearby office workers.
7. Relocate loading area for delivery trucks with parallel lane parking to deliver good and pick up trash without blocking traffic as shown in Figure 5 for Buildings #1, #2 & #6.
 - a. The parking area for delivery trucks in the relocated market is moved to the Promenade facing California Street.
 - b. The parking area for delivery trucks in Building #2 has been moved from an internal loading slot to a parking area parallel to Building #2 on Silicon Drive.
 - c. The parking area for delivery trucks in Building #1 has been moved from an internal loading slot to a parking area parallel to Building #1 on Disk Drive.

Appendix A. Phase II summary of building statistics reported by Merlone Geier

LOT AREA 432,806 SQ FT./ 9.9 ACRES
 SITE BUILDING AREA 226,358 SQ FT
 SITE COVERAGE 52%
 TOTAL FLOOR AREA 1,039,440 SQ FT
 FAR 2.40

PROGRAM SUMMARY

OFFICE COMMERCIAL HOTEL RETAIL RESTAURANT CINEMA

377,154 SF 25,458 SF 133,090 SF 49,069 25,371 SF 53,692 SF

PARKING REQUIREMENTS

TYPE	AREAS	PARKING RATIOS	PARKING REQ.
OFFICE	377,154 SF	3/1000 SF	1131
COMMERCIAL	25,458 SF	3/1000 SF	76
HOTEL	133,090 SF	165 KEYS + 25	190
RETAIL	49,060 SF	4/1000 SF	196
RESTAURANT	25,371 SF	8/1000 SF	203
CINEMA	53,692 SF	SEATS/4	<u>425</u>
		SUB-TOTAL	2,222
		22% REDUCTION	<u>489</u>
		TOTAL	1,733

PARKING PROVIDED

LEVEL	PARKING PROVIDED	AREA (SF)
B1-B3 (INC HOTEL)	985	375,366
AT GRADE PARKING	207	
GARAGE LEVEL 1	166	59,324
GARAGE LEVEL 2-6	<u>996</u>	318,482
TOTAL PROVIDED	2,354	

Appendix B. BREAKDOWN OF PARKING USAGE TO DETERMINE TRAFFIC FLOW

PARKING USAGE FOR BLDGS 1 & 2

LEVELS	# OF STALLS	OCCUPANCY	USE
BASEMENT 1	251	240	OFFICE WORKERS/SHOPPERS
BASEMENT 2	251	190	OFFICE WORKERS
BASEMENT 3	<u>251</u>	<u>30</u>	EMPLOYEES
TOTALS	753	460 or 61% average usage	

PARKING FOR BLDG 5

	Total Available	Projected Peak Usage	Users
BASEMENT 1	171	135	SHOPPERS/EMPLOYEES/THEATER
LEVEL 1	165	165	SHOPPERS/THEATER
LEVEL 2	157	140	SHOPPERS/THEATER
LEVEL 3	157	125	SHOPPERS/THEATER
LEVEL 4	157	110	SHOPPERS/THEATER
LEVEL 5	157	90	SHOPPERS/THEATER
LEVEL 6	<u>157</u>	<u>50</u>	SHOPPERS/THEATER
TOTALS	1,121	815 or 73 % during peak theater hours	

PARCEL 6 SURFACE PARKING with 40 spaces for electric or handy capped parking.

The number of people going to a movie theater varies with interest and appeal. Say for instance a “must see” movie is playing and 515 parking spaces are used from 800 spaces available in the parking garage. One hundred nearby residents from the Commons attend. The theater auditoriums are packed. The evening showing ends at 10:00 PM.

Appendix C. Usage Control of Parking Garages in Buildings 1, 2 & 5

Equivalent to system in place for longterm multilevel parking at SFO. Typically a **two minute wait** for a single car ramp lane to receive payment parking tab or office worker pass to raise entry bar. Assume or 40 seconds is required to go to each higher level or 3 & ½ minutes to go to the 5th level. A similar time is required to exit the parking garage from the 5th level.

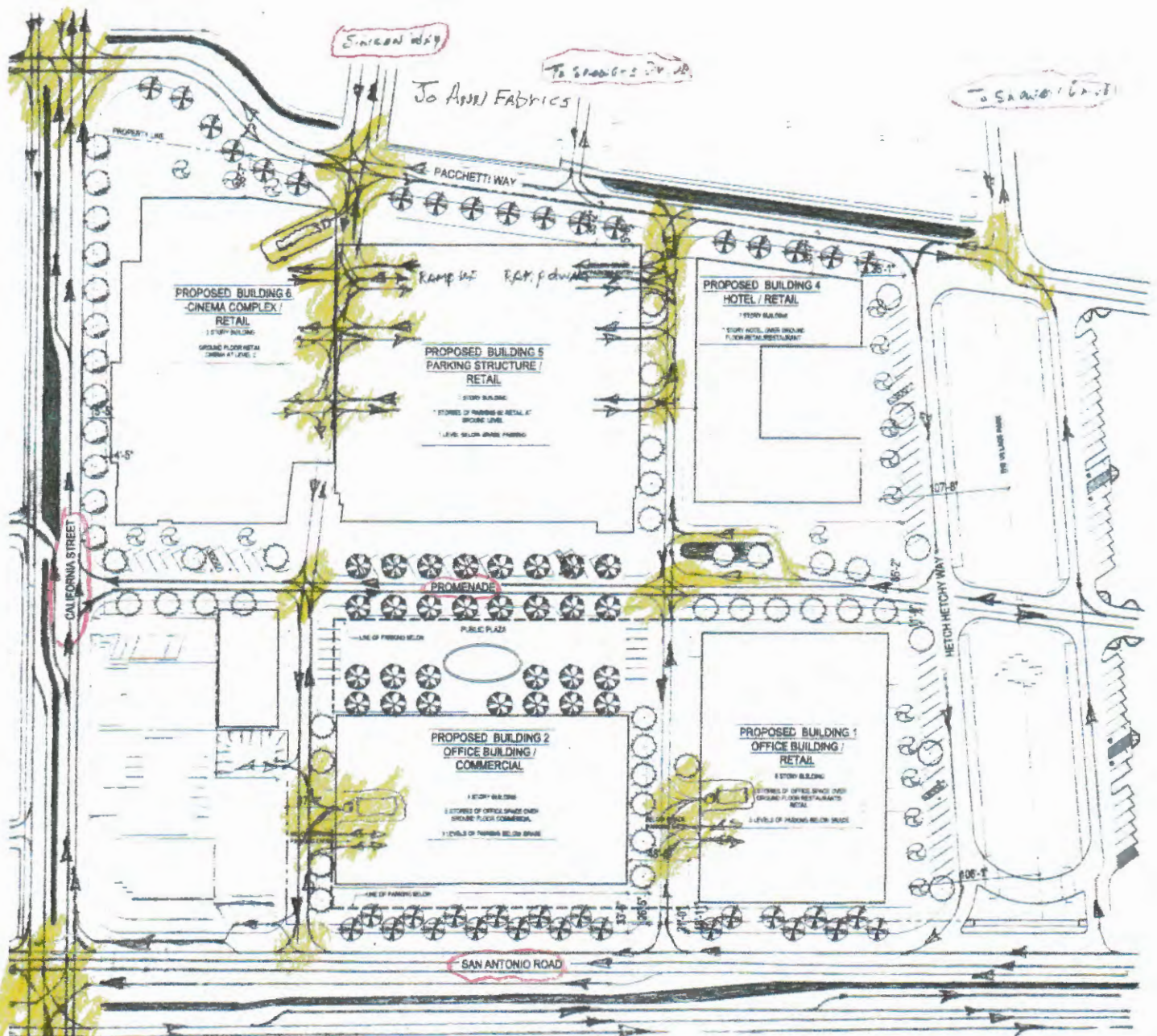
Appendix D. Peak Traffic Conditions for the 8 Auditorium Theater Complex

Assume the integral of Gaussian distribution of theater goers in a one hour movie showing change over is 425 parking used, (Appendix 1.) accounting for pedestrian public transportation. Dividing 425 by 3 ramp lanes in use equals 142 cars for a one hour movie change over affecting parking or an average of 2.36 minutes entrance wait time for each car. According to the manager of the Shoreline theater complex popular movie showings will substantially increase the number of movie goers.

Appendix E. Traffic Conditions for Office Buildings 1, 2 & Parking Garage in Building 5

The total volume of cars entering and exiting office complex garages from 7:00 AM to 10:00 is estimated to be 515 cars from the 2,354 spaces provided or 67% usage in Buildings 1 & 2.

Anticipated peak flows are projected to occur in morning hours from 7:30 AM to 9:30 AM for office workers arriving for work, a lesser peak at noon time hours lunch hours and another peak for workers returning home between 5:00 PM and 7:00 PM.

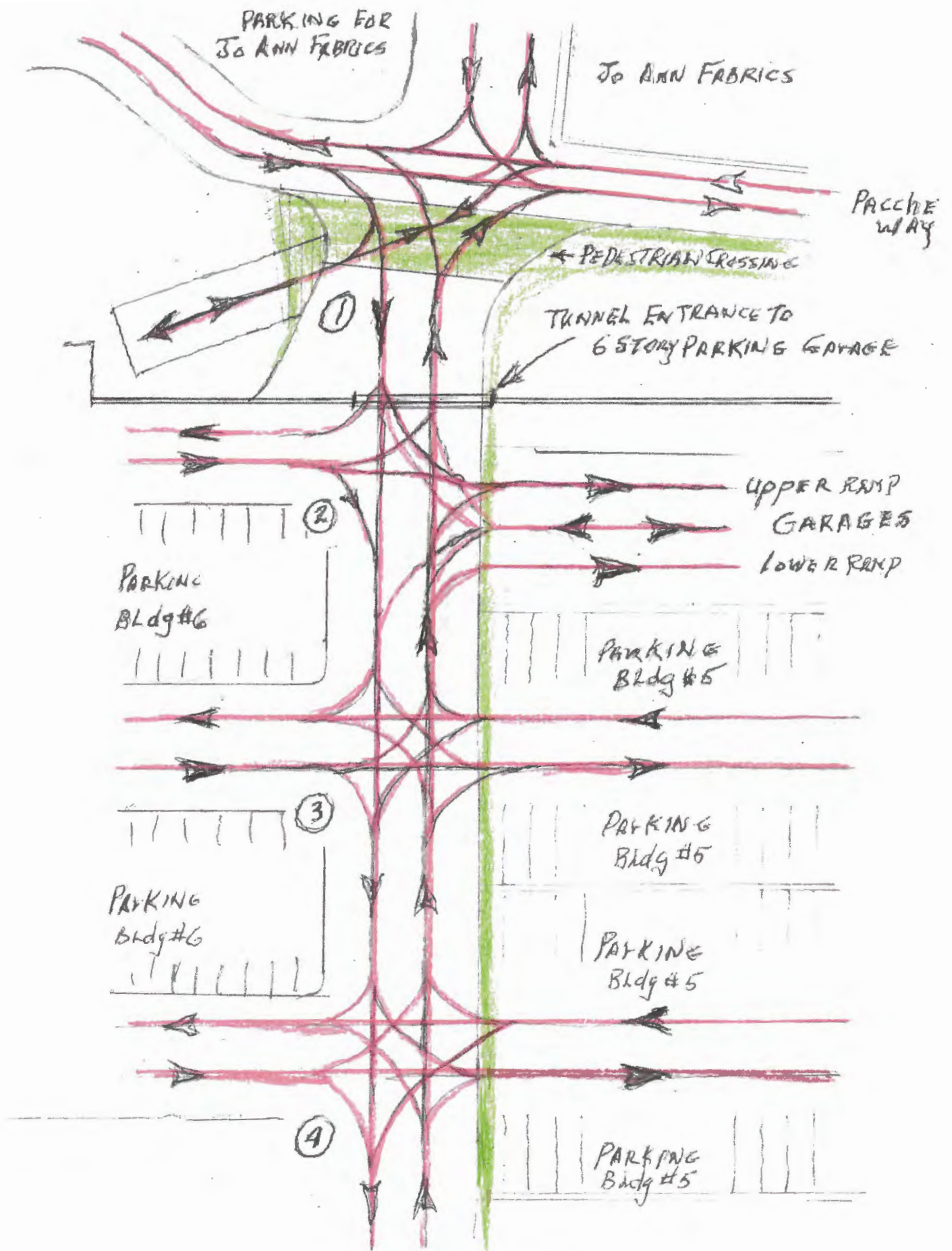


THE VILLAGE AT SAN ANTONIO CENTER - PHASE II
 FEBRUARY 19 2013

Apr 9/7/2013

PLOT PLAN WITH ORIGINAL TRAFFIC Flow

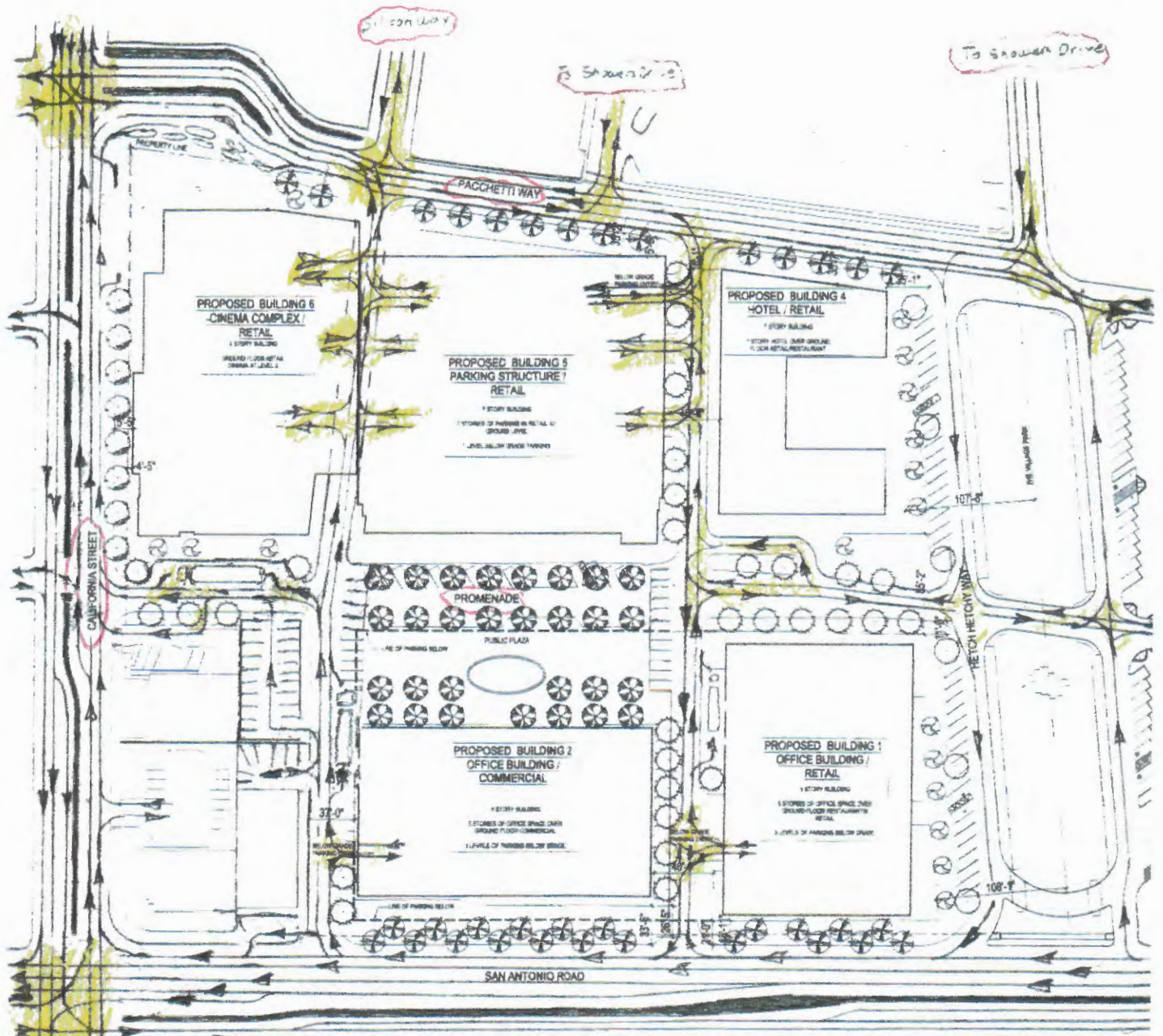
FIGURE 1



GROUND LEVEL PLOT

FIGURE 2. CONGESTION NODES I THRU 4

DJP 8/21/2013



THE VILLAGE AT SAN ANTONIO CENTER - PHASE I

2013

9/9/2013

PLOT PLAN WITH
Modified Traffic
Flow

Figure 5.

Antin, Elizabeth

Subject: FW: EIR - Scoping input from Steve Rasmussen
Attachments: EIR Scoping thoughts-to Margaret Netto(9_15_13).docx; Letter to Planning -Jan 15-2011 - Scott Plambaeck -Ver1.1.jpg; Response to Letter sent to Planning Jan 15-2011-Ver1.1.jpg

From: Steve [<mailto:steve@milkpail.com>]
Sent: Thursday, September 19, 2013 9:39 AM
To: Netto, Margaret
Cc: Gilli, Peter; Denis, Melinda
Subject: EIR - Scoping input from Steve Rasmussen

Hello Margaret,

I have attached in document form a few thoughts from my perspective concerning the Phase II San Antonio Center development. I have also attached a communication I had in January 2011 regarding the Phase I EIR. I do not know if you are familiar with the amended San Antonio Center Precise Plan, but it did not include the historical shared parking language that clearly was expected based on the response to my letter of January 15, 2011 by the Planning Process. I believe that it is the right thing to do at this time to re-establish the historical shared or "open" parking policy that had been embedded in the function of the San Antonio Center for decades.

You may know that I have owned and successfully operated the Milk Pail Market at its current site for thirty nine years. Over those many years, buildings and developments come and go. I'm thinking now of the Old Mill Shopping Center, the Mayfield Mall, Gemco, and many smaller businesses that once dotted the landscape.

What is truly remarkable is the density proposed for the Phase II project.

Include the other pending projects that are before the Mountain View Planning Department for both the San Antonio / El Camino region and the projects pending for other Mountain View regions and it is truly difficult to imagine the consequences of such development growth. I am not inherently opposed to development and growth, but having been to Shanghai, I have seen how development can lead to traffic gridlock.

Lastly, I want to say that it is my hope that a truly unbiased and professional Traffic Study is undertaken and overseen by the very capable planning staff of Mountain View. As I mentioned above, the collective pending developments both near to and away from the San Antonio/El Camino corridor could very likely have an immeasurable negative impact on the quality of life for all of the residents who live in Mountain View and in the nearby communities.

I believe this Environmental Impact Study will have long term consequences for many years into the future for the people of Mountain View and neighboring communities.

Sincerely,
Steve Rasmussen
The Milk Pail Market



An Open Air European Market

September 15, 2013

Margaret Netto, Planner
City of Mountain View
Community Development Department
500 Castro Street
Mountain View, CA 94041

Re: Phase II EIR Scoping

Dear Margaret:

The Phase II EIR study will have a multitude of issues to evaluate. I want to make sure that the following issues are considered.

Historically, the San Antonio Shopping Center shared open-air parking. The effects of the closed high rise system being proposed needs to be studied in terms of circulation, impacts of stacking (gridlock) of cars at the entries, etc.

Consistency of this Plan with General Plan 2030 which specifies open circulation modes and access for all properties needs to be addressed.

The pending Phase II plan has buildings that will tower over my small Open Air Market in such a way that light may no longer shine bright on our popular business, so shadowing studies are needed.

The traffic analysis may demonstrate the need for major street modifications to occur if the current Phase II plan were to be approved. The impact on my property of any proposed modifications needs to be assessed.

Sincerely,

Steve Rasmussen
Owner

Cc: Peter Gilli, Melinda Denis

LETTER B4
Steven Rasmussen
January 15, 2011

B4-1: The Precise Plan will require shared access, shared parking and coordinated parking for adjacent properties. The residential uses included in the proposed project will be required to provide private parking.

B4-2: The site plan shows a continuous driveway between El Camino Real and the existing driveway at the northeast corner of the project site, which will connect to California Street. The project will remove existing buildings that currently prohibit this direct connection.

The proposed project retains most of the driveways onto El Camino Real and San Antonio Road. These driveways will provide the same emergency access to various areas of the site as are now provided.

B4-3: The majority (71 percent) of the units are studio and one-bedroom units and are not expected to be rented by families. The activity of tenants moving in and out of the apartments is considered a temporary event lasting a short duration of time and would not result in a significant impact to internal circulation. This comment pertains to the design of the proposed project, and does not relate to the adequacy of the information or analysis within the Draft EIR; no further response is required.

From: Steve [mailto:steve@milkpail.com]
Sent: Saturday, January 15, 2011 3:20 PM
To: Plambaeck, Scott
Subject: San Antonio Center Development

Hello Scott,

Thanks for allowing me chance to read thru the two part booklet containing the San Antonio Center EIR on Thursday. I came back Friday and finished most of the booklets. I asked to see you but heard you were out of the office. I also took the opportunity to speak with Ellis Berns from Economic Development.

I am glad that after decades of blight like existence, a part of the San Antonio Center is being considered for a huge "make over". It is a wonderful opportunity for the City to see a creative and purposeful project that will be the "Talk of the Town" and perhaps even the county. If the project is conceived for only economic gain, with a maximum allocation of building and a minimum application of creative design that considers both current and new businesses, the promise of realizing this wonderful opportunity may be lost for another fifty years.

I have three (3) main concerns from reviewing the pending proposal.

- 1) **PARKING:** As I understand the drawings, the retail development will include building on the North section of the 16 acres that borders the Ross / Bev Mo building. As the City must be aware, that building and all of its tenants over the past forty years have had customer parking on the ground surface that appears now to be planned for about 120,000 sq feet of new construction. A) Where will the customers of the Ross / BevMo building park if the parking area that is provided to them presently thru reciprocal parking agreements and parking licenses is removed? This seems to be an enormous problem, given the success of the businesses located in the Northeastern quadrant of the San Antonio Center. B) Even the businesses that front San Antonio Road that benefit from long standing usage of this parking area will be greatly impacted if parking is restricted by the proposed development of approximately 120,000 sq. ft. of additional retail sales area. 1

- 2) **INGRESS/EGRESS/EMERGENCY ACCESS:** It is not obvious if there will be a continuous surface roadway from the Northwest section of the 16 acre parcel (CVS Pharmacy location) to California Street. It has always been the intent of the current San Antonio Precise Plan to promote and allow traffic flow and parking between all properties. In addition to this, what kind of Emergency Vehicle movement is being provided for if the narrow planned roadways were blocked by burning buildings, a Hetch Hetchy pipe break, or collapsed walls from an earthquake ? 2

- 3) **RESIDENTIAL COMPONENT RAMIFICATIONS:** The San Antonio proposal calls for an apartment complex of some 350 units. It is my understanding that these are apartments, not townhouses nor condominiums. After having been intimately familiar with the San Antonio Center for the past thirty six (36) years because of my ownership of the Milk Pail Market, I cannot imagine how such a high density use for rental housing, or any other type of high density residential use, fits in a busy public marketplace. This housing proposal is not a creative application of a few artist lofts or living/ work units. It is a series of apartment buildings where children will live; children who have tricycles, bicycles and skateboards - and all in the midst of Tractor Trailors and Bobtail trucks delivering goods continuously to the retail businesses surrounding the apartment buildings. When the traffic impact of tenants moving in and out of the heart of this new development is included in the traffic equation, common sense would seem to suggest that this is not a reasonable use of the area that has always been referred to as a "Shopping Center". 3

I appreciate the opportunity to submit these comments for consideration.

Respectfully submitted,
Steven Rasmussen
Owner (since 1974)
The Milk Pail Market

Antin, Elizabeth

Subject: FW: 405 San Antonio Road

From: Coral, Michelle **On Behalf Of** , Community Development
Sent: Tuesday, September 03, 2013 10:33 AM
To: Gilli, Peter
Subject: FW: 405 San Antonio Road

From: Daniel Smith [<mailto:danieljsmith@hotmail.com>]
Sent: Sunday, September 01, 2013 6:46 PM
To: , Community Development
Subject: 405 San Antonio Road

Hi -

I received a notice in the mail regarding a hearing to discuss the development at 405 San Antonio Road. I was unable to attend the hearing, but I hope that my comments can still be taken into consideration. My home is blocks away from this development and I primarily wanted to write to voice my objection to the building of a movie theater on this site. There are much better options for this development - restaurants, markets, shops. With all the new residential properties in the area (part of phase 1 of the development), it would be fantastic to have food and shopping options for those people (and those of us already living in the neighborhood) that we could walk to, much like for residents near downtown Mountain View. This type of development seems like it would be an improvement to the livability and value of the homes in our neighborhood. A movie theater would probably have the opposite effect - not to mention, that there is already a movie theater very close by on Shoreline. I appreciate your efforts to solicit opinions from the community, and I sincerely hope that you will take those into consideration in your development plans.

Thank you,
Daniel Smith

Antin, Elizabeth

From: Coral, Michelle <Michelle.Coral@mountainview.gov> on behalf of , Community Development <CommunityDevelopment2@mountainview.gov>
Sent: Friday, August 30, 2013 10:53 AM
To: Gilli, Peter
Subject: FW: Email-4 : San Antonio - Phase 2 -- NIGHTMARE on San Antonio Road

-----Original Message-----

From: Indira Subramanian [mailto:indira.subramanian@gmail.com]
Sent: Tuesday, August 27, 2013 6:00 PM
To: Council - Inks; Clark, Chris; Abe-Koga, Margaret; Bryant, Ronit; Council - Kasperzak; McAlister, John; Siegel, Jac (EXT); Minicucci, Nancy; Denis, Melinda; , Community Development
Cc: Indira Subramanian
Subject: Email-4 : San Antonio - Phase 2 -- NIGHTMARE on San Antonio Road

Dear Council Members John, Chris, Margaret, Ronit, Michael, John, Jac Dear Phase-1 Lead Nancy and Phase-2 Lead Melinda:

Please consider these series as the expression of HELPLESS residents who are watching their neighborhood becoming unlivable because of high-density development namely the San Antonio Center.

We have written Email-1, Email-2, Email-3 each with substantial and distinct points about the unviability of Phase-2 development as proposed in the recent 30-page document featuring 6 buildings ranging from TWO to SEVEN stories!!!

- office (392,855 square feet)
- commercial / retail & restaurant (118,050 square feet)
- hotel (142,085 square feet with 167 rooms)
- above ground parking and building service area (504,095 square feet)
- cinema (67,280 square feet with 1,710 seats)

Just about anyone that has driven by Phase-1 apartment complex exclaim "what on earth are these unfortunate buildings?".

Add anything more than 2-story buildings to this already congested San Antonio Shopping Center Phase-2, the exclamations will be "what were they thinking?"
"Was anyone thinking at all?".

(0)

-- If you want to do high density and create a complete complex with apartments, retail, offices, movie theaters, etc., etc. -- it is a very self-sufficient community you are building. Why plunk this "complete community setup with ALL amenities" in the middle of a busy / narrow San Antonio Road?

Why? Why?? Why???

-- Since it is such a self-sufficient community, you can build it anywhere ... most people who live there do not need to commute to their work. And for those who need, they will live wherever the commute is acceptable for them.

-- It is an oxymoron to want to put a self-sufficient complex in the middle of an already congested area as is the case with San Antonio Road.

-- If your complex has shops that people ALREADY living around San Antonio want to visit, they will happily find a way to get there even if you are 30 miles away.

That is what people already do -- they visit Gilroy outlet shops for example.

-- Also, the movie theater on Shoreline Blvd is good enough -- we don't need one here in this congested space on San Antonio Road.

-- High Density developments are a bad idea when implemented inside a small narrow areas. This is no way to build a brand for a developer or for a city.

(1)

All you have to do is to JUST imagine these Phase-2 mammoth structures put in that pocket surrounded by San Antonio Road, Panchetti way, California Ave and the Phase-1 related 330-apartment complex.

This is NIGHTMARE on San Antonio Road. It would be appropriate to call Phase-1 as NIGHTMARE-1 and Phase-2 as the sequel NIGHTMARE-2.

(2)

The moment you imagine this nightmare, you will see for yourself the unviability of this unreasonable high-density development being inflicted on the surrounding neighborhood.

Whoever came up with this high-density concept did not think through all the consequences such as traffic issues, unsuitability of these structures for the neighborhood, etc. They were probably only focusing on the profitability of the high-density development.

(3)

Wait for Phase-1 to complete, let the neighborhood live through a fully occupied phase-1, go through a complete cycle of Thanksgiving, Christmas and NewYear. Prove to the existing neighborhood that Phase-1 is not a traffic menace and that folks already living in this neighborhood can commute to 101 via San Antonio Road.

(4)

Phase-2 should not even be on the agenda until Phase-1 has been completed and examined in the light of weekday traffic, holiday traffic, etc.

Why are we doing a Phase-2 meeting when we don't even have the complete picture of the impacts of Phase-1?

(5)

-- We have caltrain station and 101 access for the population already living in this neighborhood. These transport facilities are there for a reason.

-- You can't go wide-eyed about these transport facilities and use that as a reason to develop a massive business / residential /moviecomplex in the Phase-1/Phase-2 high-density development.

-- You will be creating a traffic mess for all the people already here, who need to drive to 101 (or caltrain station) without having to sit endlessly on the San Antonio traffic-lights (going towards north) starting from El Camino.

-- In fact the traffic mess on San Antonio Road is already unbearable even at the 20% Phase-1 occupancy. We don't need any STUDIES on traffic. I invite the city council to just watch the San Antonio Road traffic TODAY. You can SEE THE TRAFFIC YOURSELVES!!! You can STUDY the TRAFFIC yourselves without any expert's help!!!

(6)

San Antonio Road has other properties that need some development (I don't mean as horrendous density like Phase-1). If you allow all the development just with Phase-1 and Phase-2, it will not be fair to other land owners / developers that may want to develop on San Antonio Road.

Our assessment is that as of TODAY, San Antonio Road cannot handle anymore development. Adding anything more than one-story building in Phase-2 will be UNVIABLE.

(7)

We hope you have read through all our earlier emails and our points above.

We hope you will think through all the disadvantages of Phase-2 as it stands in the 30-page document and the meeting agenda above.

Please let this Phase-2 not become "NIGHTMARE-2 on San Antonio Road".

Thank you for your time.

Sincerely,

Gravely Concerned Residents

Appendix B

Air Quality and Greenhouse Gas Analysis Details

Air Quality and Greenhouse Gas Analysis Details

Appendix B-1. CalEEMod Inputs and Outputs for Construction

Appendix B-2. CalEEMod Inputs and Outputs for Operation

Appendix B-3. Health Risk Assessment and AERSCREEN Outputs

Appendix B-1

CalEEMod Inputs and Outputs for Construction

Mass Emissions Calculations

Construction activities associated with the project will generate short-term criteria pollutant (CP) and GHG emissions. CP emissions (ROG, NO_x, CO, PM10, and PM2.5) will originate from on-road hauling trips, worker commute trips, construction site fugitive dust, and off-road construction equipment. GHG emissions (CO₂, CH₄, and N₂O) from project construction would result from fuel usage by off-road construction equipment, on-road vehicles, and from electricity consumption during construction.

Construction-related emissions will vary substantially depending on the level of activity, specific equipment operations, and wind and precipitation conditions. Construction emissions are estimated based on the construction data provided by the applicant, which include schedules, phases, equipment list (types, quantities, and horsepower), equipment operation hours, and haul truck trips for demolished materials and excavated soil.

The CalEEMod (version 2013.2.2) emissions model was used to calculate exhaust emissions from heavy-duty construction equipment, on-road vehicles, and fugitive dust. Equipment types, quantities, horsepower, and daily operation hours for each construction phase are based on the applicant-provided construction data. Equipment load factors are based on CalEEMod default values. Construction activities and equipment operation are assumed to occur 5 days per week.

Project construction would require on-road vehicles for worker commute trips and hauling from demolition and site excavation/grading. Based on the locations of likely disposal sites, a trip length of 20 miles was assumed for truck hauling. Worker trip lengths were assumed to be 12.4 miles, based on CalEEMod default trips lengths for “home based work” trips in Santa Clara County.

Fugitive dust emissions generated by demolition, excavation, and grading were estimated based on the existing building area, project site acres, and the quantities of demolished debris and exported soil. Note that the estimated onsite dust emissions account for the dust control measure of watering twice per day, which is required by the BAAQMD and included as a mitigation measure for the Project.

Project construction would require the uses of electricity throughout the construction period. The electricity provider for the project area is Pacific Gas & Electric (PG&E). Based on estimated usage provided by the applicant, GHG emissions associated with electricity consumption during construction are estimated using the CO₂ emission factor published by PG&E (2013) and CH₄ and N₂O emission factors published by the Environmental Protection Agency (EPA) (2012).

Schedule and Phasing

Construction of the Project is scheduled to commence July 2014 and end November 2016, lasting approximately 28 months. The construction would include four major construction activities and crews: demolition, excavation and grading, building construction, and site paving and utilities. Each

construction crew would continue work on various blocks within the project site according to schedule. Therefore, on any one day there could be different construction activities occurring at different areas with the site. For example, on a workday in August 2014, there could be building construction activity taking place in Block 3, while parking structure excavation occurs for Blocks 1 and 2. Table B.1-1 outlines the expected construction schedule, activities, and associated construction equipment lists. Because the construction activities would overlap during the entire construction period, the construction emissions analysis is evaluated for each construction year, which accounts for the overlapping construction activities that would occur during each year.

Table B.1-1. Construction Phases and Schedule

Activity	Expected Start Date	Expected End Date	Equipment List
Demolition	06/16/2014	06/27/2014	2 excavators
Parking structure excavation and site grading	06/30/2014	01/19/2015	1 blade, 5 skidloaders, 1 excavator, 1 compactor, 1 roller
Building construction	07/28/2014	07/18/2016	1 crane, 2 forklifts, 4 scissor lifts, 4 JLG lifts
Site paving and utilities (2015)	01/20/2015	05/28/2015	1 wacker, 2 excavators, 1 loader, 1 crew truck, 1 pickup truck.
Site paving and utilities (2016)	02/02/2016	10/28/2016	1 wacker, 2 excavators, 1 loader, 1 crew truck, 1 pickup truck.

**Mountain View San Antonio Ph2 Project
Construction Emissions**

Maximum Daily Emissions

Construction Phase	Start Date	Finish Date	Duration (Days)	On-site/ Off-site	Maximum Daily Emissions (lbs/day)									
					ROG	NOX	CO	SO2	PM10 Dust	PM10 Exhaust	Total PM10	PM2.5 Dust	PM2.5 Exhaust	Total PM2.5
2014 Demolition/ Excavation and Grading/ Building Construction	2014/06/16	2014/12/31	143	On-site	3.25	41.94	27.42	0.05	0.10	2.17	2.27	0.01	2.00	2.01
				Off-site	7.86	76.30	84.62	0.18	7.07	1.32	8.39	1.90	1.21	3.11
				Total	11.11	118.24	112.04	0.22	7.17	3.49	10.66	1.91	3.21	5.12
2015 Excavation and Grading/ Building Construction/ Paving	2015/01/01	2015/12/31	261	On-site	3.14	39.97	27.32	0.04	0.10	2.05	2.15	0.01	1.89	1.90
				Off-site	6.69	65.59	76.50	0.18	29.79	0.96	30.75	7.48	0.89	8.36
				Total	9.83	105.55	103.82	0.22	29.89	3.02	32.90	7.49	2.77	10.26
2016 Building Construction/ Paving	2016/01/01	2016/10/28	216	On-site	3.69	42.66	25.05	0.05	0.00	2.01	2.01	0.00	1.84	1.84
				Off-site	1.80	5.28	23.17	0.04	3.43	0.07	3.50	0.91	0.07	0.98
				Total	5.49	47.93	48.23	0.09	3.43	2.08	5.51	0.91	1.91	2.83
Number of days Exceed Thresholds (2014)					0	133	-	-	-	0	-	-	0	-
Number of days Exceed Thresholds (2015)					0	13	-	-	-	0	-	-	0	-
BAAQMD Thresholds					54	54	-	-	BMPs	82	-	BMPs	54	-

Total Emissions

Construction Phase	Start Date	Finish Date	Duration (Days)	On-site/ Off-site	Total Emissions (tons/year)										Total Emissions (MT/year)			
					ROG	NOX	CO	SO2	PM10 Dust	PM10 Exhaust	Total PM10	PM2.5 Dust	PM2.5 Exhaust	Total PM2.5	CO2	CH4	N2O	CO2e
2014 Demolition/ Excavation and Grading/ Building Construction	2014/06/16	2014/12/31	143	On-site	0.20	2.64	1.70	0.00	0.02	0.13	0.15	0.00	0.12	0.13	274	0.08	0.00	275
				Off-site	0.51	5.07	5.42	0.01	0.44	0.09	0.53	0.12	0.08	0.20	1,034	0.02	0.00	1,035
				Electricity											0.21	0.00	0.00	0.22
				Total	0.71	7.70	7.12	0.01	0.46	0.22	0.68	0.12	0.20	0.33	1,308	0.10	0.00	1,310
2015 Excavation and Grading/ Building Construction/ Paving	2015/01/01	2015/12/31	261	On-site	0.33	3.96	2.45	0.00	0.00	0.20	0.20	0.00	0.19	0.19	388	0.12	0.00	391
				Off-site	0.28	1.13	3.52	0.01	0.60	0.02	0.61	0.16	0.17	515	0.02	0.00	515	
				Electricity											0.32	0.00	0.00	0.32
				Total	0.61	5.09	5.96	0.01	0.60	0.22	0.82	0.16	0.20	0.36	904	0.14	0.00	907
2016 Building Construction/ Paving	2016/01/01	2016/10/28	216	On-site	0.32	3.66	2.07	0.00	0.00	0.17	0.17	0.00	0.16	0.16	371	0.11	0.00	373
				Off-site	0.13	0.39	1.69	0.00	0.25	0.01	0.26	0.07	0.01	0.07	249	0.01	0.00	249
				Electricity											0.07	0.00	0.00	0.07
				Total	0.45	4.04	3.76	0.01	0.25	0.17	0.42	0.07	0.16	0.23	620	0.12	0.00	623

Maximum Daily Emissions with Tailpipe Emission Reduction Mitigation

Construction Phase	Start Date	Finish Date	Duration (Days)	On-site/ Off-site	Mitigated Maximum Daily Emissions (lbs/day)									
					ROG	NOX	CO	SO2	PM10 Dust	PM10 Exhaust	Total PM10	PM2.5 Dust	PM2.5 Exhaust	Total PM2.5
2014 Demolition/ Excavation and Grading/ Building Construction	2014/06/16	2014/12/31	143	On-site	3.25	19.45	27.42	0.05	0.10	1.19	1.29	0.01	1.10	1.11
				Off-site	7.86	33.61	84.62	0.18	7.07	1.32	8.39	1.90	1.21	3.11
				Total	11.11	53.05	112.04	0.22	7.17	2.51	9.68	1.91	2.31	4.23
2015 Excavation and Grading/ Building Construction/ Paving	2015/01/01	2015/12/31	261	On-site	3.14	19.45	27.32	0.04	0.10	1.13	1.23	0.01	1.04	1.05
				Off-site	6.69	30.96	76.50	0.18	29.79	0.96	30.75	7.48	0.89	8.36
				Total	9.83	50.40	103.82	0.22	29.89	2.09	31.98	7.49	1.92	9.41
2016 Building Construction/ Paving	2016/01/01	2016/10/28	216	On-site	3.69	18.17	25.05	0.05	0.00	1.10	1.10	0.00	1.01	1.01
				Off-site	1.80	5.28	23.17	0.04	3.43	0.07	3.50	0.91	0.07	0.98
				Total	5.49	23.45	48.23	0.09	3.43	1.18	4.60	0.91	1.08	2.00
Number of days Exceed Thresholds (2014)					0	133	-	-	-	0	-	-	0	-
Number of days Exceed Thresholds (2015)					0	13	-	-	-	0	-	-	0	-
BAAQMD Thresholds					54	54	-	-	BMPs	82	-	BMPs	54	-

Note:

Based on the Mitigation Measure AQ-1 (Implement Tailpipe Emission Reduction for Project Construction), the following emission reductions are applied to NOX and PM for on-site exhaust emissions.

	ROG	CO	NOX	PM10	PM2.5
MM BAAQMD add't msrs, onsite only	-	-	20%	45%	45%
MM Tier 4interim equipment, onsite	in Caleemod				
MM 2007-newer MY, 2014	24%	25%	61%	66%	66%
MM 2007-newer MY, 2015	3%	2%	58%	43%	43%

**Mountain View San Antonio Ph2 Project
Construction Data for CalEEMod Modeling and Emission Calculation**

Construction Schedule and Vehicle Trips

Activity	Total Acres	Net Exported Material (CY)	Imported	Total Truck Trips	Truck Trips per Day	Worker	Start Date	End Date	Days
			AC/AB ³ (tons)			Trips per Day			
Demolition ¹		16,934		266	27	38	2014/06/16	2014/06/27	10
Excavation/ Grading ^{1,2}	9.9	192,444		24,760	170	78	2014/06/30	2015/01/19	146
Building Construction					30	314	2014/07/28	2016/07/18	516
Paving/ Utilities (1)	3.5		7900	720	3	26	2015/01/20	2015/05/28	93
Paving/ Utilities (2)						26	2016/02/02	2016/10/28	194

Note:

1. Construction waste generated at the Project site would be diverted to recycle or salvage, meeting a goal of 50% reduction.
2. Include 12,444 CY of recycled material (1,130 truckloads) and 180,000 CY of excavated soil.
3. AV/AB = Asphalt Concrete and Aggregate Base

Construction Crew

Activity	Type of Diesel			
	Equipment	Quantity	HP	Hours per day
Demolition	Excavator	2	200	8
Mass Excavation/ Grading	Blade	1	180	8
	Skiploader	5	80	8
	Excavator	1	200	8
	Compactor	1	250	8
	Roller	1	140	8
Building Construction	Crane	1	180	8
	Forklift	2	99	8
	Scissor Lift	4	49	8
	JLG Lift	4	75	8
Paving/ Utilities	Wacker	1	8	6
	Excavator	2	159	6
	Loader	1	225	6
	Crew Truck	1	300	6
	Pickup Truck	1	200	6

Note: Based on applicant provided equipment types, quantity, horsepower, and daily operation hour.

**Mountain View San Antonio Ph2 Project
Construction Data for CalEEMod Modeling and Emission Calculation**

Electricity Usage

Emission Rate			
	CO2⁴	CH4⁵	N2O⁵
Emission Rate (lbs/MWh)	393	2.89E-02	6.17E-03
GWP	1	21	310

Note:

4. CO2 emission rate is based on the PG&E 2011 emission inventory, in the Additional Optional Information tab of the Electric Power Sector (EPS) Report spreadsheet of PG&E's TCR report. PG&E Greenhouse Gas Emission Factors: Guidance for PG&E Customers. April 2013. Available:

http://www.pge.com/includes/docs/pdfs/shared/environment/calculator/pge_ghg_emission_factor_info_sheet.pdf.

5. CH4 and N2O emission rates are based on the eGRID2012 Version 1.0 subregion GHG output emission rates for year 2009.

Available: <http://www.epa.gov/cleanenergy/energy-resources/egrid/index.html>.

GHG Emissions

Year	Total Emissions (MT/year)				Total Electricity Usage
	CO2	CH4	N2O	Total CO2e	
2014	0.214	0.00	0.00	0.22	1200
2015	0.321	0.00	0.00	0.32	1800
2016	0.071	0.00	0.00	0.07	400

Note:

Electricity usage is about 300-500 kWh per block per year (EIR Question 09-06-2013.pdf)

2014 usage is the sum of a half year usage for each block (June/July to December).

2015 usage is the sum of a half year usage for blocks 3, 5, and 6 and a full year usage for blocks 1, 2, and 4, according to schedule.

2016 usage is the sum of a half year usage for blocks 1 and 2.

**Mountain View San Antonio Ph2 Project
Construction Emissions by Activity**

Year	Activity	Start Date	End Date	Num Days	On- site/ Off-site	Fugitiv Exhaust									Fugitiv Exhaust										
						ROG	NOx	CO	SO2	e PM10	t PM10	PM10 Total	e PM2.5	t PM2.5	PM2.5 Total	ROG	NOx	CO	SO2	e PM10	t PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
						lb/day unmitigated									lb/day mitigated										
2014	Demolition	2014/06/16	2014/06/27	10	On-site	0.79	11.73	3.61	0.01	2.64	0.37	3.01	0.40	0.34	0.74	0.79	3.46	3.61	0.01	2.64	0.30	2.94	0.40	0.27	0.67
2014	Demolition				Off-site	1.03	11.16	10.84	0.02	0.82	0.19	1.01	0.22	0.18	0.40	1.03	11.16	10.84	0.02	0.82	0.19	1.01	0.22	0.18	0.40
2014	Grading	2014/06/30	2014/12/31	133	On-site	1.53	20.77	13.33	0.02	0.10	1.00	1.10	0.01	0.92	0.94	1.53	9.33	13.33	0.02	0.10	0.80	0.90	0.01	0.74	0.75
2014	Grading				Off-site	5.76	69.99	58.24	0.14	3.91	1.21	5.12	1.06	1.12	2.17	5.76	27.30	58.24	0.14	3.91	1.21	5.12	1.06	1.12	2.17
2014	Building Construction	2014/07/28	2014/12/31	113	On-site	1.71	21.17	14.09	0.02	0.00	1.17	1.17	0.00	1.08	1.08	1.71	10.11	14.09	0.02	0.00	0.93	0.93	0.00	0.86	0.86
2014	Building Construction				Off-site	2.10	6.31	26.37	0.04	3.16	0.10	3.26	0.84	0.10	0.94	2.10	6.31	26.37	0.04	3.16	0.10	3.26	0.84	0.10	0.94
2015	Grading	2015/01/01	2015/01/19	13	On-site	1.50	19.90	13.32	0.02	0.10	0.96	1.06	0.01	0.88	0.89	1.50	9.33	13.32	0.02	0.10	0.76	0.86	0.01	0.70	0.72
2015	Grading				Off-site	4.85	60.10	52.91	0.14	26.63	0.88	27.51	6.63	0.81	7.45	4.85	25.47	52.91	0.14	26.63	0.88	27.51	6.63	0.81	7.45
2015	Building Construction	2015/01/01	2015/12/31	261	On-site	1.64	20.07	14.01	0.02	0.00	1.10	1.10	0.00	1.01	1.01	1.64	10.11	14.01	0.02	0.00	0.88	0.88	0.00	0.81	0.81
2015	Building Construction				Off-site	1.85	5.49	23.59	0.04	3.16	0.08	3.24	0.84	0.07	0.92	1.85	5.49	23.59	0.04	3.16	0.08	3.24	0.84	0.07	0.92
2015	Paving/ Utilities	2015/01/20	2015/05/28	93	On-site	2.34	26.09	11.42	0.03	0.00	1.12	1.12	0.00	1.03	1.03	2.34	8.06	11.42	0.03	0.00	0.90	0.90	0.00	0.82	0.82
2015	Paving/ Utilities				Off-site	0.16	0.51	2.04	0.00	0.27	0.01	0.27	0.07	0.01	0.08	0.16	0.51	2.04	0.00	0.27	0.01	0.27	0.07	0.01	0.08
2016	Building Construction	2016/01/01	2016/07/18	142	On-site	1.53	18.52	13.87	0.02	0.00	0.98	0.98	0.00	0.90	0.90	1.53	10.11	13.87	0.02	0.00	0.78	0.78	0.00	0.72	0.72
2016	Building Construction				Off-site	1.66	4.82	21.32	0.04	3.16	0.07	3.23	0.84	0.06	0.90	1.66	4.82	21.32	0.04	3.16	0.07	3.23	0.84	0.06	0.90
2016	Paving/ Utilities	2016/02/02	2016/10/28	194	On-site	2.16	24.13	11.19	0.03	0.00	1.03	1.03	0.00	0.95	0.95	2.16	8.06	11.19	0.03	0.00	0.82	0.82	0.00	0.76	0.76
2016	Paving/ Utilities				Off-site	0.14	0.45	1.85	0.00	0.27	0.01	0.27	0.07	0.01	0.08	0.14	0.45	1.85	0.00	0.27	0.01	0.27	0.07	0.01	0.08

**Mountain View San Antonio Ph2 Project
Construction Emissions by Activity**

Year	Activity	Start Date	End Date	Num Days	On- site/ Off-site	Total CO2	MT/yr		
							CH4	N2O	CO2e
2014	Demolition	2014/06/16	2014/06/27	10	On-site	6.29	0.00	0.00	6.33
2014	Demolition				Off-site	10.95	0.00	0.00	10.95
2014	Grading	2014/06/30	2014/12/31	133	On-site	152.50	0.05	0.00	153.44
2014	Grading				Off-site	835.43	0.01	0.00	835.64
2014	Building Construction	2014/07/28	2014/12/31	113	On-site	114.72	0.03	0.00	115.44
2014	Building Construction				Off-site	187.99	0.01	0.00	188.19
2015	Grading	2015/01/01	2015/01/19	13	On-site	14.75	0.00	0.00	14.84
2015	Grading				Off-site	80.46	0.00	0.00	80.48
2015	Building Construction	2015/01/01	2015/12/31	261	On-site	262.29	0.08	0.00	263.94
2015	Building Construction				Off-site	421.61	0.02	0.00	422.03
2015	Paving/ Utilities	2015/01/20	2015/05/28	93	On-site	111.34	0.03	0.00	112.04
2015	Paving/ Utilities				Off-site	12.96	0.00	0.00	12.97
2016	Building Construction	2016/01/01	2016/07/18	142	On-site	141.24	0.04	0.00	142.13
2016	Building Construction				Off-site	222.52	0.01	0.00	222.73
2016	Paving/ Utilities	2016/02/02	2016/10/28	194	On-site	229.86	0.07	0.00	231.31
2016	Paving/ Utilities				Off-site	26.25	0.00	0.00	26.27

SAP2 Construction
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	719.00	1000sqft	6.40	719,000.00	0
Other Asphalt Surfaces	0.00		3.50		0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Operation emissions are not considered under construction.

Construction Phase - -

Off-road Equipment - -

Off-road Equipment - -

Off-road Equipment - -

Off-road Equipment - -

Off-road Equipment - -

Trips and VMT - -

Demolition -

Grading - -

Vehicle Trips - Operational emissions are not considered under construction.

Construction Off-road Equipment Mitigation - Tier 4 Interim for all

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	230.00	516.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	146.00
tblConstructionPhase	NumDays	20.00	93.00
tblConstructionPhase	NumDays	20.00	194.00
tblConstructionPhase	PhaseEndDate	1/10/2017	7/18/2016
tblConstructionPhase	PhaseEndDate	11/24/2016	5/28/2015
tblConstructionPhase	PhaseEndDate	2/24/2016	10/28/2016
tblConstructionPhase	PhaseStartDate	1/20/2015	7/28/2014
tblConstructionPhase	PhaseStartDate	6/28/2014	6/30/2014
tblConstructionPhase	PhaseStartDate	7/19/2016	1/20/2015
tblConstructionPhase	PhaseStartDate	5/29/2015	2/2/2016
tblGrading	AcresOfGrading	0.00	10.00
tblGrading	MaterialExported	0.00	192,444.00
tblLandUse	LotAcreage	16.51	6.40

tbloffRoadEquipment	HorsePower	226.00	180.00
tbloffRoadEquipment	HorsePower	162.00	200.00
tbloffRoadEquipment	HorsePower	162.00	200.00
tbloffRoadEquipment	HorsePower	89.00	99.00
tbloffRoadEquipment	HorsePower	97.00	80.00
tbloffRoadEquipment	HorsePower	162.00	159.00
tbloffRoadEquipment	HorsePower	162.00	159.00
tbloffRoadEquipment	HorsePower	400.00	250.00
tbloffRoadEquipment	HorsePower	400.00	250.00
tbloffRoadEquipment	HorsePower	171.00	250.00
tbloffRoadEquipment	HorsePower	80.00	140.00
tbloffRoadEquipment	HorsePower	199.00	225.00
tbloffRoadEquipment	HorsePower	199.00	225.00
tbloffRoadEquipment	HorsePower	64.00	80.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblTripsAndVMT	HaulingTripNumber	271.00	266.00
tblTripsAndVMT	HaulingTripNumber	24,056.00	24,760.00
tblTripsAndVMT	VendorTripNumber	118.00	30.00
tblTripsAndVMT	VendorTripNumber	0.00	3.00
tblTripsAndVMT	VendorTripNumber	0.00	3.00
tblTripsAndVMT	WorkerTripNumber	5.00	38.00
tblTripsAndVMT	WorkerTripNumber	20.00	78.00
tblTripsAndVMT	WorkerTripNumber	230.00	314.00
tblTripsAndVMT	WorkerTripNumber	13.00	26.00
tblTripsAndVMT	WorkerTripNumber	13.00	26.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.6689	7.6161	6.6153	0.0143	0.4737	0.2221	0.6958	0.1222	0.2042	0.3264	0.0000	1,311.5410	1,311.5410	0.1009	0.0000	1,313.6588
2015	0.5906	5.0584	5.7301	0.0104	0.5929	0.2178	0.8107	0.1534	0.2004	0.3537	0.0000	908.2598	908.2598	0.1375	0.0000	911.1472
2016	0.4391	4.0277	3.6587	7.1300e-003	0.2416	0.1746	0.4162	0.0646	0.1606	0.2252	0.0000	622.5325	622.5325	0.1230	0.0000	625.1154
Total	1.6986	16.7022	16.0041	0.0318	1.3082	0.6144	1.9226	0.3401	0.5652	0.9053	0.0000	2,842.3333	2,842.3333	0.3613	0.0000	2,849.9214

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2014	0.5242	6.1896	6.9026	0.0143	0.4487	0.1080	0.5567	0.1185	0.1010	0.2195	0.0000	1,311.5407	1,311.5407	0.1009	0.0000	1,313.6585
2015	0.3450	2.8520	6.0598	0.0104	0.5840	0.0601	0.6440	0.1521	0.0587	0.2109	0.0000	908.2594	908.2594	0.1375	0.0000	911.1468
2016	0.1966	1.8715	4.1326	7.1300e-003	0.2416	0.0319	0.2735	0.0646	0.0315	0.0961	0.0000	622.5321	622.5321	0.1230	0.0000	625.1149
Total	1.0658	10.9131	17.0950	0.0318	1.2742	0.2000	1.4743	0.3352	0.1912	0.5264	0.0000	2,842.3321	2,842.3321	0.3613	0.0000	2,849.9201

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	37.25	34.66	-6.82	0.00	2.60	67.45	23.32	1.44	66.17	41.85	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1836	7.0000e-005	6.8300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	4.0000e-005	0.0000	0.0136
Energy	0.0668	0.6069	0.5098	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	4,783.3559	4,783.3559	0.1991	0.0507	4,803.2477
Mobile	4.0793	9.1396	41.3174	0.0734	5.3190	0.1208	5.4398	1.4219	0.1110	1.5329	0.0000	5,967.1429	5,967.1429	0.2753	0.0000	5,972.9231
Waste						0.0000	0.0000		0.0000	0.0000	135.7340	0.0000	135.7340	8.0217	0.0000	304.1886
Water						0.0000	0.0000		0.0000	0.0000	40.5421	280.9059	321.4479	4.1768	0.1010	440.4545
Total	7.3297	9.7466	41.8340	0.0770	5.3190	0.1670	5.4860	1.4219	0.1571	1.5791	176.2760	11,031.4174	11,207.6935	12.6728	0.1516	11,520.8275

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.1836	7.0000e-005	6.8300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	4.0000e-005	0.0000	0.0136
Energy	0.0668	0.6069	0.5098	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	4,783.3559	4,783.3559	0.1991	0.0507	4,803.2477
Mobile	4.0793	9.1396	41.3174	0.0734	5.3190	0.1208	5.4398	1.4219	0.1110	1.5329	0.0000	5,967.1429	5,967.1429	0.2753	0.0000	5,972.9231
Waste						0.0000	0.0000		0.0000	0.0000	135.7340	0.0000	135.7340	8.0217	0.0000	304.1886
Water						0.0000	0.0000		0.0000	0.0000	40.5421	280.9059	321.4479	4.1760	0.1008	440.3898
Total	7.3297	9.7466	41.8340	0.0770	5.3190	0.1670	5.4860	1.4219	0.1571	1.5791	176.2760	11,031.4174	11,207.6935	12.6720	0.1515	11,520.7628

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.11	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/16/2014	6/27/2014	5	10	
2	Grading	Grading	6/30/2014	1/19/2015	5	146	
3	Building Construction	Building Construction	7/28/2014	7/18/2016	5	516	
4	Paving 1	Paving	1/20/2015	5/28/2015	5	93	
5	Paving 2	Paving	2/2/2016	10/28/2016	5	194	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	2	8.00	200	0.38
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Grading	Excavators	1	8.00	200	0.38
Grading	Graders	0	8.00	174	0.41
Grading	Other Construction Equipment	1	8.00	250	0.42
Grading	Rollers	1	8.00	140	0.38
Grading	Rubber Tired Dozers	0	8.00	255	0.40
Grading	Skid Steer Loaders	5	8.00	80	0.37
Grading	Tractors/Loaders/Backhoes	0	8.00	80	0.37
Building Construction	Aerial Lifts	8	8.00	62	0.31
Building Construction	Cranes	1	8.00	180	0.29
Building Construction	Forklifts	2	8.00	99	0.20

Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving 1	Excavators	2	6.00	159	0.38
Paving 1	Off-Highway Trucks	2	6.00	250	0.38
Paving 1	Pavers	0	8.00	125	0.42
Paving 1	Paving Equipment	0	8.00	130	0.36
Paving 1	Rollers	0	8.00	80	0.38
Paving 1	Rubber Tired Loaders	1	6.00	225	0.36
Paving 2	Excavators	2	6.00	159	0.38
Paving 2	Off-Highway Trucks	2	6.00	250	0.38
Paving 2	Pavers	0	8.00	125	0.42
Paving 2	Paving Equipment	0	8.00	130	0.36
Paving 2	Rollers	0	8.00	80	0.38
Paving 2	Rubber Tired Loaders	1	6.00	225	0.36

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	38.00	0.00	266.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	78.00	0.00	24,760.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	314.00	30.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving 1	5	26.00	3.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving 2	5	26.00	3.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0294	0.0000	0.0294	4.4500e-003	0.0000	4.4500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9400e-003	0.0586	0.0180	7.0000e-005		1.8600e-003	1.8600e-003		1.7100e-003	1.7100e-003	0.0000	6.2907	6.2907	1.8600e-003	0.0000	6.3297
Total	3.9400e-003	0.0586	0.0180	7.0000e-005	0.0294	1.8600e-003	0.0312	4.4500e-003	1.7100e-003	6.1600e-003	0.0000	6.2907	6.2907	1.8600e-003	0.0000	6.3297

3.2 Demolition - 2014**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.8800e-003	0.0536	0.0370	1.0000e-004	2.2500e-003	9.5000e-004	3.1900e-003	6.2000e-004	8.7000e-004	1.4900e-003	0.0000	9.3458	9.3458	9.0000e-005	0.0000	9.3476
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-004	1.2400e-003	0.0121	2.0000e-005	1.7300e-003	2.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.6325	1.6325	1.0000e-004	0.0000	1.6346
Total	4.7600e-003	0.0549	0.0491	1.2000e-004	3.9800e-003	9.7000e-004	4.9400e-003	1.0800e-003	8.8000e-004	1.9600e-003	0.0000	10.9783	10.9783	1.9000e-004	0.0000	10.9822

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0132	0.0000	0.0132	2.0000e-003	0.0000	2.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0700e-003	0.0173	0.0349	7.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	6.2907	6.2907	1.8600e-003	0.0000	6.3297
Total	1.0700e-003	0.0173	0.0349	7.0000e-005	0.0132	1.1000e-004	0.0133	2.0000e-003	1.1000e-004	2.1100e-003	0.0000	6.2907	6.2907	1.8600e-003	0.0000	6.3297

3.2 Demolition - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.8800e-003	0.0536	0.0370	1.0000e-004	2.2500e-003	9.5000e-004	3.1900e-003	6.2000e-004	8.7000e-004	1.4900e-003	0.0000	9.3458	9.3458	9.0000e-005	0.0000	9.3476
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.8000e-004	1.2400e-003	0.0121	2.0000e-005	1.7300e-003	2.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.6325	1.6325	1.0000e-004	0.0000	1.6346
Total	4.7600e-003	0.0549	0.0491	1.2000e-004	3.9800e-003	9.7000e-004	4.9400e-003	1.0800e-003	8.8000e-004	1.9600e-003	0.0000	10.9783	10.9783	1.9000e-004	0.0000	10.9822

3.3 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0162	0.0000	0.0162	2.2200e-003	0.0000	2.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1020	1.3813	0.8865	1.5900e-003		0.0668	0.0668		0.0614	0.0614	0.0000	152.4972	152.4972	0.0451	0.0000	153.4435
Total	0.1020	1.3813	0.8865	1.5900e-003	0.0162	0.0668	0.0829	2.2200e-003	0.0614	0.0636	0.0000	152.4972	152.4972	0.0451	0.0000	153.4435

3.3 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.3286	4.5480	3.1332	8.5000e-003	0.2045	0.0802	0.2847	0.0558	0.0737	0.1295	0.0000	792.4689	792.4689	7.5200e-003	0.0000	0.0000	792.6269
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0240	0.0340	0.3306	5.5000e-004	0.0472	4.3000e-004	0.0477	0.0126	3.9000e-004	0.0130	0.0000	44.5677	44.5677	2.7000e-003	0.0000	0.0000	44.6243
Total	0.3526	4.5820	3.4638	9.0500e-003	0.2517	0.0806	0.3324	0.0683	0.0741	0.1425	0.0000	837.0366	837.0366	0.0102	0.0000	0.0000	837.2512

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Fugitive Dust					7.2800e-003	0.0000	7.2800e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0300	0.6206	1.1049	1.5900e-003		2.6000e-003	2.6000e-003		2.6000e-003	2.6000e-003	0.0000	152.4970	152.4970	0.0451	0.0000	0.0000	153.4434
Total	0.0300	0.6206	1.1049	1.5900e-003	7.2800e-003	2.6000e-003	9.8800e-003	1.0000e-003	2.6000e-003	3.6000e-003	0.0000	152.4970	152.4970	0.0451	0.0000	0.0000	153.4434

3.3 Grading - 2014**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.3286	4.5480	3.1332	8.5000e-003	0.2045	0.0802	0.2847	0.0558	0.0737	0.1295	0.0000	792.4689	792.4689	7.5200e-003	0.0000	792.6269
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0240	0.0340	0.3306	5.5000e-004	0.0472	4.3000e-004	0.0477	0.0126	3.9000e-004	0.0130	0.0000	44.5677	44.5677	2.7000e-003	0.0000	44.6243
Total	0.3526	4.5820	3.4638	9.0500e-003	0.2517	0.0806	0.3324	0.0683	0.0741	0.1425	0.0000	837.0366	837.0366	0.0102	0.0000	837.2512

3.3 Grading - 2015**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0162	0.0000	0.0162	2.2200e-003	0.0000	2.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1293	0.0866	1.5000e-004		6.2100e-003	6.2100e-003		5.7100e-003	5.7100e-003	0.0000	14.7512	14.7512	4.4000e-003	0.0000	14.8437
Total	9.7200e-003	0.1293	0.0866	1.5000e-004	0.0162	6.2100e-003	0.0224	2.2200e-003	5.7100e-003	7.9300e-003	0.0000	14.7512	14.7512	4.4000e-003	0.0000	14.8437

3.3 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0271	0.3816	0.2745	8.3000e-004	0.1618	5.6900e-003	0.1675	0.0403	5.2300e-003	0.0455	0.0000	76.4054	76.4054	6.4000e-004	0.0000	0.0000	76.4189
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-003	2.9600e-003	0.0288	5.0000e-005	4.6200e-003	4.0000e-005	4.6600e-003	1.2300e-003	4.0000e-005	1.2600e-003	0.0000	4.2130	4.2130	2.4000e-004	0.0000	0.0000	4.2180
Total	0.0292	0.3845	0.3034	8.8000e-004	0.1664	5.7300e-003	0.1722	0.0415	5.2700e-003	0.0468	0.0000	80.6184	80.6184	8.8000e-004	0.0000	0.0000	80.6369

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Fugitive Dust					7.2800e-003	0.0000	7.2800e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	2.9300e-003	0.0607	0.1080	1.5000e-004		2.5000e-004	2.5000e-004		2.5000e-004	2.5000e-004	0.0000	14.7512	14.7512	4.4000e-003	0.0000	0.0000	14.8437
Total	2.9300e-003	0.0607	0.1080	1.5000e-004	7.2800e-003	2.5000e-004	7.5300e-003	1.0000e-003	2.5000e-004	1.2500e-003	0.0000	14.7512	14.7512	4.4000e-003	0.0000	0.0000	14.8437

3.3 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0271	0.3816	0.2745	8.3000e-004	0.1618	5.6900e-003	0.1675	0.0403	5.2300e-003	0.0455	0.0000	76.4054	76.4054	6.4000e-004	0.0000	0.0000	76.4189
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-003	2.9600e-003	0.0288	5.0000e-005	4.6200e-003	4.0000e-005	4.6600e-003	1.2300e-003	4.0000e-005	1.2600e-003	0.0000	4.2130	4.2130	2.4000e-004	0.0000	0.0000	4.2180
Total	0.0292	0.3845	0.3034	8.8000e-004	0.1664	5.7300e-003	0.1722	0.0415	5.2700e-003	0.0468	0.0000	80.6184	80.6184	8.8000e-004	0.0000	0.0000	80.6369

3.4 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0967	1.1959	0.7961	1.1900e-003		0.0660	0.0660		0.0607	0.0607	0.0000	114.7242	114.7242	0.0339	0.0000	115.4362
Total	0.0967	1.1959	0.7961	1.1900e-003		0.0660	0.0660		0.0607	0.0607	0.0000	114.7242	114.7242	0.0339	0.0000	115.4362

3.4 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0268	0.2272	0.2710	4.1000e-004	0.0110	4.3700e-003	0.0153	3.1400e-003	4.0200e-003	7.1500e-003	0.0000	37.5801	37.5801	4.0000e-004	0.0000	37.5884
Worker	0.0821	0.1162	1.1308	1.8700e-003	0.1615	1.4700e-003	0.1630	0.0430	1.3500e-003	0.0443	0.0000	152.4340	152.4340	9.2200e-003	0.0000	152.6276
Total	0.1089	0.3434	1.4018	2.2800e-003	0.1725	5.8400e-003	0.1783	0.0461	5.3700e-003	0.0515	0.0000	190.0141	190.0141	9.6200e-003	0.0000	190.2160

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0269	0.5714	0.8482	1.1900e-003		0.0179	0.0179		0.0179	0.0179	0.0000	114.7241	114.7241	0.0339	0.0000	115.4360
Total	0.0269	0.5714	0.8482	1.1900e-003		0.0179	0.0179		0.0179	0.0179	0.0000	114.7241	114.7241	0.0339	0.0000	115.4360

3.4 Building Construction - 2014**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0268	0.2272	0.2710	4.1000e-004	0.0110	4.3700e-003	0.0153	3.1400e-003	4.0200e-003	7.1500e-003	0.0000	37.5801	37.5801	4.0000e-004	0.0000	37.5884
Worker	0.0821	0.1162	1.1308	1.8700e-003	0.1615	1.4700e-003	0.1630	0.0430	1.3500e-003	0.0443	0.0000	152.4340	152.4340	9.2200e-003	0.0000	152.6276
Total	0.1089	0.3434	1.4018	2.2800e-003	0.1725	5.8400e-003	0.1783	0.0461	5.3700e-003	0.0515	0.0000	190.0141	190.0141	9.6200e-003	0.0000	190.2160

3.4 Building Construction - 2015**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2146	2.6192	1.8279	2.7500e-003		0.1430	0.1430		0.1315	0.1315	0.0000	262.2946	262.2946	0.0783	0.0000	263.9390
Total	0.2146	2.6192	1.8279	2.7500e-003		0.1430	0.1430		0.1315	0.1315	0.0000	262.2946	262.2946	0.0783	0.0000	263.9390

3.4 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0518	0.4496	0.5629	9.3000e-004	0.0253	7.3200e-003	0.0326	7.2500e-003	6.7300e-003	0.0140	0.0000	85.6489	85.6489	7.7000e-004	0.0000	85.6651
Worker	0.1699	0.2396	2.3293	4.3200e-003	0.3731	3.1600e-003	0.3762	0.0992	2.8900e-003	0.1021	0.0000	340.5063	340.5063	0.0193	0.0000	340.9116
Total	0.2216	0.6891	2.8922	5.2500e-003	0.3984	0.0105	0.4088	0.1065	9.6200e-003	0.1161	0.0000	426.1553	426.1553	0.0201	0.0000	426.5767

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0621	1.3197	1.9590	2.7500e-003		0.0413	0.0413		0.0413	0.0413	0.0000	262.2943	262.2943	0.0783	0.0000	263.9387
Total	0.0621	1.3197	1.9590	2.7500e-003		0.0413	0.0413		0.0413	0.0413	0.0000	262.2943	262.2943	0.0783	0.0000	263.9387

3.4 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0518	0.4496	0.5629	9.3000e-004	0.0253	7.3200e-003	0.0326	7.2500e-003	6.7300e-003	0.0140	0.0000	85.6489	85.6489	7.7000e-004	0.0000	85.6651
Worker	0.1699	0.2396	2.3293	4.3200e-003	0.3731	3.1600e-003	0.3762	0.0992	2.8900e-003	0.1021	0.0000	340.5063	340.5063	0.0193	0.0000	340.9116
Total	0.2216	0.6891	2.8922	5.2500e-003	0.3984	0.0105	0.4088	0.1065	9.6200e-003	0.1161	0.0000	426.1553	426.1553	0.0201	0.0000	426.5767

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1084	1.3151	0.9846	1.5000e-003		0.0692	0.0692		0.0637	0.0637	0.0000	141.2385	141.2385	0.0426	0.0000	142.1331
Total	0.1084	1.3151	0.9846	1.5000e-003		0.0692	0.0692		0.0637	0.0637	0.0000	141.2385	141.2385	0.0426	0.0000	142.1331

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0253	0.2127	0.2880	5.1000e-004	0.0138	3.1900e-003	0.0169	3.9400e-003	2.9300e-003	6.8700e-003	0.0000	46.0625	46.0625	3.7000e-004	0.0000	46.0702
Worker	0.0830	0.1167	1.1335	2.3500e-003	0.2030	1.6200e-003	0.2046	0.0540	1.4900e-003	0.0555	0.0000	178.8502	178.8502	9.5600e-003	0.0000	179.0509
Total	0.1083	0.3294	1.4214	2.8600e-003	0.2167	4.8100e-003	0.2215	0.0579	4.4200e-003	0.0623	0.0000	224.9127	224.9127	9.9300e-003	0.0000	225.1211

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0338	0.7180	1.0658	1.5000e-003		0.0225	0.0225		0.0225	0.0225	0.0000	141.2383	141.2383	0.0426	0.0000	142.1330
Total	0.0338	0.7180	1.0658	1.5000e-003		0.0225	0.0225		0.0225	0.0225	0.0000	141.2383	141.2383	0.0426	0.0000	142.1330

3.4 Building Construction - 2016**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0253	0.2127	0.2880	5.1000e-004	0.0138	3.1900e-003	0.0169	3.9400e-003	2.9300e-003	6.8700e-003	0.0000	46.0625	46.0625	3.7000e-004	0.0000	46.0702
Worker	0.0830	0.1167	1.1335	2.3500e-003	0.2030	1.6200e-003	0.2046	0.0540	1.4900e-003	0.0555	0.0000	178.8502	178.8502	9.5600e-003	0.0000	179.0509
Total	0.1083	0.3294	1.4214	2.8600e-003	0.2167	4.8100e-003	0.2215	0.0579	4.4200e-003	0.0623	0.0000	224.9127	224.9127	9.9300e-003	0.0000	225.1211

3.5 Paving 1 - 2015**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1041	1.2132	0.5312	1.1700e-003		0.0521	0.0521		0.0479	0.0479	0.0000	111.3421	111.3421	0.0332	0.0000	112.0402
Paving	4.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.1086	1.2132	0.5312	1.1700e-003		0.0521	0.0521		0.0479	0.0479	0.0000	111.3421	111.3421	0.0332	0.0000	112.0402

3.5 Paving 1 - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8400e-003	0.0160	0.0201	3.0000e-005	9.0000e-004	2.6000e-004	1.1600e-003	2.6000e-004	2.4000e-004	5.0000e-004	0.0000	3.0519	3.0519	3.0000e-005	0.0000	3.0524	
Worker	5.0100e-003	7.0700e-003	0.0687	1.3000e-004	0.0110	9.0000e-005	0.0111	2.9300e-003	9.0000e-005	3.0100e-003	0.0000	10.0464	10.0464	5.7000e-004	0.0000	10.0584	
Total	6.8500e-003	0.0231	0.0888	1.6000e-004	0.0119	3.5000e-004	0.0123	3.1900e-003	3.3000e-004	3.5100e-003	0.0000	13.0983	13.0983	6.0000e-004	0.0000	13.1108	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0178	0.3748	0.7084	1.1700e-003		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	111.3420	111.3420	0.0332	0.0000	112.0400
Paving	4.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0224	0.3748	0.7084	1.1700e-003		1.9300e-003	1.9300e-003		1.9300e-003	1.9300e-003	0.0000	111.3420	111.3420	0.0332	0.0000	112.0400

3.5 Paving 1 - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8400e-003	0.0160	0.0201	3.0000e-005	9.0000e-004	2.6000e-004	1.1600e-003	2.6000e-004	2.4000e-004	5.0000e-004	0.0000	3.0519	3.0519	3.0000e-005	0.0000	3.0524
Worker	5.0100e-003	7.0700e-003	0.0687	1.3000e-004	0.0110	9.0000e-005	0.0111	2.9300e-003	9.0000e-005	3.0100e-003	0.0000	10.0464	10.0464	5.7000e-004	0.0000	10.0584
Total	6.8500e-003	0.0231	0.0888	1.6000e-004	0.0119	3.5000e-004	0.0123	3.1900e-003	3.3000e-004	3.5100e-003	0.0000	13.0983	13.0983	6.0000e-004	0.0000	13.1108

3.6 Paving 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2050	2.3410	1.0851	2.4400e-003		0.0999	0.0999		0.0919	0.0919	0.0000	229.8560	229.8560	0.0693	0.0000	231.3119
Paving	4.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.2096	2.3410	1.0851	2.4400e-003		0.0999	0.0999		0.0919	0.0919	0.0000	229.8560	229.8560	0.0693	0.0000	231.3119

3.6 Paving 2 - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4500e-003	0.0291	0.0393	7.0000e-005	1.8800e-003	4.4000e-004	2.3100e-003	5.4000e-004	4.0000e-004	9.4000e-004	0.0000	6.2930	6.2930	5.0000e-005	0.0000	6.2941	
Worker	9.3900e-003	0.0132	0.1282	2.7000e-004	0.0230	1.8000e-004	0.0232	6.1100e-003	1.7000e-004	6.2700e-003	0.0000	20.2324	20.2324	1.0800e-003	0.0000	20.2551	
Total	0.0128	0.0423	0.1676	3.4000e-004	0.0248	6.2000e-004	0.0255	6.6500e-003	5.7000e-004	7.2100e-003	0.0000	26.5254	26.5254	1.1300e-003	0.0000	26.5492	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Category	tons/yr										MT/yr							
Off-Road	0.0371	0.7819	1.4777	2.4400e-003		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	229.8557	229.8557	0.0693	0.0000	231.3117		
Paving	4.5900e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Total	0.0417	0.7819	1.4777	2.4400e-003		4.0200e-003	4.0200e-003		4.0200e-003	4.0200e-003	0.0000	229.8557	229.8557	0.0693	0.0000	231.3117		

3.6 Paving 2 - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.4500e-003	0.0291	0.0393	7.0000e-005	1.8800e-003	4.4000e-004	2.3100e-003	5.4000e-004	4.0000e-004	9.4000e-004	0.0000	6.2930	6.2930	5.0000e-005	0.0000	6.2941
Worker	9.3900e-003	0.0132	0.1282	2.7000e-004	0.0230	1.8000e-004	0.0232	6.1100e-003	1.7000e-004	6.2700e-003	0.0000	20.2324	20.2324	1.0800e-003	0.0000	20.2551
Total	0.0128	0.0423	0.1676	3.4000e-004	0.0248	6.2000e-004	0.0255	6.6500e-003	5.7000e-004	7.2100e-003	0.0000	26.5254	26.5254	1.1300e-003	0.0000	26.5492

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.0793	9.1396	41.3174	0.0734	5.3190	0.1208	5.4398	1.4219	0.1110	1.5329	0.0000	5,967.1429	5,967.1429	0.2753	0.0000	5,972.9231
Unmitigated	4.0793	9.1396	41.3174	0.0734	5.3190	0.1208	5.4398	1.4219	0.1110	1.5329	0.0000	5,967.1429	5,967.1429	0.2753	0.0000	5,972.9231

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	7,916.19	1,704.03	704.62	14,334,966	14,334,966
Total	7,916.19	1,704.03	704.62	14,334,966	14,334,966

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552608	0.057937	0.185322	0.124470	0.029726	0.004465	0.012479	0.021685	0.001768	0.001276	0.005971	0.000530	0.001762

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4,122.6489	4,122.6489	0.1864	0.0386	4,138.5199
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4,122.6489	4,122.6489	0.1864	0.0386	4,138.5199
NaturalGas Mitigated	0.0668	0.6069	0.5098	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	660.7069	660.7069	0.0127	0.0121	664.7279
NaturalGas Unmitigated	0.0668	0.6069	0.5098	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	660.7069	660.7069	0.0127	0.0121	664.7279

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.23812e+007	0.0668	0.6069	0.5098	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	660.7069	660.7069	0.0127	0.0121	664.7279
Total		0.0668	0.6069	0.5098	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	660.7069	660.7069	0.0127	0.0121	664.7279

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.23812e+007	0.0668	0.6069	0.5098	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	660.7069	660.7069	0.0127	0.0121	664.7279
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0668	0.6069	0.5098	3.6400e-003		0.0461	0.0461		0.0461	0.0461	0.0000	660.7069	660.7069	0.0127	0.0121	664.7279

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	1.41715e+007	4,122.6489	0.1864	0.0386	4,138.5199
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		4,122.6489	0.1864	0.0386	4,138.5199

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	1.41715e+007	4,122.6489	0.1864	0.0386	4,138.5199
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		4,122.6489	0.1864	0.0386	4,138.5199

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.1836	7.0000e-005	6.8300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	4.0000e-005	0.0000	0.0136
Unmitigated	3.1836	7.0000e-005	6.8300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	4.0000e-005	0.0000	0.0136

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8081					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.8000e-004	7.0000e-005	6.8300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	4.0000e-005	0.0000	0.0136
Total	3.1836	7.0000e-005	6.8300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	4.0000e-005	0.0000	0.0136

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8081					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.8000e-004	7.0000e-005	6.8300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	4.0000e-005	0.0000	0.0136
Total	3.1836	7.0000e-005	6.8300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0129	0.0129	4.0000e-005	0.0000	0.0136

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	321.4479	4.1760	0.1008	440.3898
Unmitigated	321.4479	4.1768	0.1010	440.4545

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	127.791 / 78.3232	321.4479	4.1768	0.1010	440.4545
Total		321.4479	4.1768	0.1010	440.4545

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	127.791 / 78.3232	321.4479	4.1760	0.1008	440.3898
Total		321.4479	4.1760	0.1008	440.3898

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	135.7340	8.0217	0.0000	304.1886
Unmitigated	135.7340	8.0217	0.0000	304.1886

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	668.67	135.7340	8.0217	0.0000	304.1886
Total		135.7340	8.0217	0.0000	304.1886

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	668.67	135.7340	8.0217	0.0000	304.1886
Total		135.7340	8.0217	0.0000	304.1886

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

SAP2 Construction
Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	719.00	1000sqft	6.40	719,000.00	0
Other Asphalt Surfaces	0.00		3.50		0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2015
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Operation emissions are not considered under construction.

Construction Phase - -

Off-road Equipment - -

Off-road Equipment - -

Off-road Equipment - -

Off-road Equipment - -

Off-road Equipment - -

Trips and VMT - -

Demolition -

Grading - -

Vehicle Trips - Operational emissions are not considered under construction.

Construction Off-road Equipment Mitigation - Tier 4 Interim for all

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim

tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
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tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	230.00	516.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	146.00
tblConstructionPhase	NumDays	20.00	93.00
tblConstructionPhase	NumDays	20.00	194.00
tblConstructionPhase	PhaseEndDate	1/10/2017	7/18/2016
tblConstructionPhase	PhaseEndDate	11/24/2016	5/28/2015
tblConstructionPhase	PhaseEndDate	2/24/2016	10/28/2016
tblConstructionPhase	PhaseStartDate	1/20/2015	7/28/2014
tblConstructionPhase	PhaseStartDate	6/28/2014	6/30/2014
tblConstructionPhase	PhaseStartDate	7/19/2016	1/20/2015
tblConstructionPhase	PhaseStartDate	5/29/2015	2/2/2016
tblGrading	AcresOfGrading	0.00	10.00
tblGrading	MaterialExported	0.00	192,444.00
tblLandUse	LotAcreage	16.51	6.40

tbloffRoadEquipment	HorsePower	226.00	180.00
tbloffRoadEquipment	HorsePower	162.00	200.00
tbloffRoadEquipment	HorsePower	162.00	200.00
tbloffRoadEquipment	HorsePower	89.00	99.00
tbloffRoadEquipment	HorsePower	97.00	80.00
tbloffRoadEquipment	HorsePower	162.00	159.00
tbloffRoadEquipment	HorsePower	162.00	159.00
tbloffRoadEquipment	HorsePower	400.00	250.00
tbloffRoadEquipment	HorsePower	400.00	250.00
tbloffRoadEquipment	HorsePower	171.00	250.00
tbloffRoadEquipment	HorsePower	80.00	140.00
tbloffRoadEquipment	HorsePower	199.00	225.00
tbloffRoadEquipment	HorsePower	199.00	225.00
tbloffRoadEquipment	HorsePower	64.00	80.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tbloffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	OperationalYear	2014	2015
tblTripsAndVMT	HaulingTripNumber	271.00	266.00
tblTripsAndVMT	HaulingTripNumber	24,056.00	24,760.00
tblTripsAndVMT	VendorTripNumber	118.00	30.00
tblTripsAndVMT	VendorTripNumber	0.00	3.00
tblTripsAndVMT	VendorTripNumber	0.00	3.00
tblTripsAndVMT	WorkerTripNumber	5.00	38.00
tblTripsAndVMT	WorkerTripNumber	20.00	78.00
tblTripsAndVMT	WorkerTripNumber	230.00	314.00
tblTripsAndVMT	WorkerTripNumber	13.00	26.00
tblTripsAndVMT	WorkerTripNumber	13.00	26.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	11.1056	118.2409	112.0368	0.2208	7.2909	3.4910	10.7820	1.9304	3.2110	5.1414	0.0000	22,281.8289	22,281.8289	1.7662	0.0000	22,318.9192
2015	9.8327	105.5528	103.8212	0.2203	30.0107	3.0151	33.0258	7.5071	2.7734	10.2804	0.0000	21,923.9688	21,923.9688	1.7281	0.0000	21,960.2597
2016	5.4865	47.9317	48.2265	0.0895	3.4258	2.0796	5.5053	0.9131	1.9131	2.8262	0.0000	8,557.8906	8,557.8906	1.6164	0.0000	8,591.8351
Total	26.4248	271.7254	264.0845	0.5306	40.7274	8.5857	49.3131	10.3505	7.8975	18.2480	0.0000	52,763.6883	52,763.6883	5.1107	0.0000	52,871.0140

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2014	8.7871	95.7492	116.2429	0.2208	7.1690	1.6746	8.8436	1.9137	1.5683	3.4820	0.0000	22,281.8289	22,281.8289	1.7662	0.0000	22,318.9192
2015	7.6191	85.0307	108.1235	0.2203	29.8888	1.3199	31.2087	7.4903	1.2423	8.7326	0.0000	21,923.9688	21,923.9688	1.7281	0.0000	21,960.2597
2016	2.7048	23.4487	53.4179	0.0895	3.4258	0.4325	3.8583	0.9131	0.4265	1.3396	0.0000	8,557.8906	8,557.8906	1.6164	0.0000	8,591.8351
Total	19.1109	204.2286	277.7844	0.5306	40.4835	3.4271	43.9106	10.3171	3.2371	13.5542	0.0000	52,763.6883	52,763.6883	5.1107	0.0000	52,871.0140

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	27.68	24.84	-5.19	0.00	0.60	60.08	10.96	0.32	59.01	25.72	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.4484	7.3000e-004	0.0759	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1574	0.1574	4.6000e-004		0.1669
Energy	0.3658	3.3256	2.7935	0.0200		0.2528	0.2528		0.2528	0.2528		3,990.7107	3,990.7107	0.0765	0.0732	4,014.9975
Mobile	32.0200	69.1414	323.7778	0.5274	39.9329	0.8809	40.8138	10.6455	0.8090	11.4545		47,266.2520	47,266.2520	2.2036		47,312.5273
Total	49.8343	72.4677	326.6472	0.5474	39.9329	1.1340	41.0668	10.6455	1.0620	11.7075		51,257.1201	51,257.1201	2.2805	0.0732	51,327.6917

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.4484	7.3000e-004	0.0759	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1574	0.1574	4.6000e-004		0.1669
Energy	0.3658	3.3256	2.7935	0.0200		0.2528	0.2528		0.2528	0.2528		3,990.7107	3,990.7107	0.0765	0.0732	4,014.9975
Mobile	32.0200	69.1414	323.7778	0.5274	39.9329	0.8809	40.8138	10.6455	0.8090	11.4545		47,266.2520	47,266.2520	2.2036		47,312.5273
Total	49.8343	72.4677	326.6472	0.5474	39.9329	1.1340	41.0668	10.6455	1.0620	11.7075		51,257.1201	51,257.1201	2.2805	0.0732	51,327.6917

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/16/2014	6/27/2014	5	10	
2	Grading	Grading	6/30/2014	1/19/2015	5	146	
3	Building Construction	Building Construction	7/28/2014	7/18/2016	5	516	
4	Paving 1	Paving	1/20/2015	5/28/2015	5	93	
5	Paving 2	Paving	2/2/2016	10/28/2016	5	194	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	2	8.00	200	0.38
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Grading	Excavators	1	8.00	200	0.38
Grading	Graders	0	8.00	174	0.41
Grading	Other Construction Equipment	1	8.00	250	0.42

Grading	Rollers	1	8.00	140	0.38
Grading	Rubber Tired Dozers	0	8.00	255	0.40
Grading	Skid Steer Loaders	5	8.00	80	0.37
Grading	Tractors/Loaders/Backhoes	0	8.00	80	0.37
Building Construction	Aerial Lifts	8	8.00	62	0.31
Building Construction	Cranes	1	8.00	180	0.29
Building Construction	Forklifts	2	8.00	99	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving 1	Excavators	2	6.00	159	0.38
Paving 1	Off-Highway Trucks	2	6.00	250	0.38
Paving 1	Pavers	0	8.00	125	0.42
Paving 1	Paving Equipment	0	8.00	130	0.36
Paving 1	Rollers	0	8.00	80	0.38
Paving 1	Rubber Tired Loaders	1	6.00	225	0.36
Paving 2	Excavators	2	6.00	159	0.38
Paving 2	Off-Highway Trucks	2	6.00	250	0.38
Paving 2	Pavers	0	8.00	125	0.42
Paving 2	Paving Equipment	0	8.00	130	0.36
Paving 2	Rollers	0	8.00	80	0.38
Paving 2	Rubber Tired Loaders	1	6.00	225	0.36

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	2	38.00	0.00	266.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	78.00	0.00	24,760.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	314.00	30.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving 1	5	26.00	3.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving 2	5	26.00	3.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.8722	0.0000	5.8722	0.8891	0.0000	0.8891			0.0000			0.0000
Off-Road	0.7887	11.7255	3.6072	0.0131		0.3720	0.3720		0.3423	0.3423		1,386.8516	1,386.8516	0.4098		1,395.4580
Total	0.7887	11.7255	3.6072	0.0131	5.8722	0.3720	6.2442	0.8891	0.3423	1.2314		1,386.8516	1,386.8516	0.4098		1,395.4580

3.2 Demolition - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8424	10.8908	8.3259	0.0201	0.4633	0.1895	0.6529	0.1269	0.1743	0.3012		2,057.613 2	2,057.613 2	0.0197		2,058.026 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1899	0.2713	2.5143	3.9600e-003	0.3584	3.1600e-003	0.3615	0.0950	2.8800e-003	0.0979		355.5143	355.5143	0.0218		355.9714
Total	1.0323	11.1621	10.8402	0.0240	0.8217	0.1927	1.0144	0.2219	0.1772	0.3991		2,413.127 4	2,413.127 4	0.0414		2,413.997 6

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6425	0.0000	2.6425	0.4001	0.0000	0.4001			0.0000			0.0000
Off-Road	0.2145	3.4583	6.9701	0.0131		0.0215	0.0215		0.0215	0.0215	0.0000	1,386.851 6	1,386.851 6	0.4098		1,395.458 0
Total	0.2145	3.4583	6.9701	0.0131	2.6425	0.0215	2.6639	0.4001	0.0215	0.4215	0.0000	1,386.851 6	1,386.851 6	0.4098		1,395.458 0

3.2 Demolition - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8424	10.8908	8.3259	0.0201	0.4633	0.1895	0.6529	0.1269	0.1743	0.3012		2,057.613 2	2,057.613 2	0.0197		2,058.026 2
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1899	0.2713	2.5143	3.9600e-003	0.3584	3.1600e-003	0.3615	0.0950	2.8800e-003	0.0979		355.5143	355.5143	0.0218		355.9714
Total	1.0323	11.1621	10.8402	0.0240	0.8217	0.1927	1.0144	0.2219	0.1772	0.3991		2,413.127 4	2,413.127 4	0.0414		2,413.997 6

3.3 Grading - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2217	0.0000	0.2217	0.0304	0.0000	0.0304			0.0000			0.0000
Off-Road	1.5332	20.7708	13.3305	0.0239		1.0037	1.0037		0.9234	0.9234		2,527.810 0	2,527.810 0	0.7470		2,543.496 9
Total	1.5332	20.7708	13.3305	0.0239	0.2217	1.0037	1.2254	0.0304	0.9234	0.9539		2,527.810 0	2,527.810 0	0.7470		2,543.496 9

3.3 Grading - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.3710	69.4344	53.0821	0.1278	3.1730	1.2084	4.3814	0.8625	1.1112	1.9738		13,118.3700	13,118.3700	0.1254		13,121.0035
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3898	0.5568	5.1609	8.1400e-003	0.7356	6.4800e-003	0.7421	0.1951	5.9100e-003	0.2010		729.7398	729.7398	0.0447		730.6782
Total	5.7608	69.9912	58.2430	0.1359	3.9086	1.2149	5.1235	1.0576	1.1171	2.1748		13,848.1098	13,848.1098	0.1701		13,851.6817

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0998	0.0000	0.0998	0.0137	0.0000	0.0137			0.0000			0.0000
Off-Road	0.4507	9.3324	16.6147	0.0239		0.0391	0.0391		0.0391	0.0391	0.0000	2,527.8100	2,527.8100	0.7470		2,543.4969
Total	0.4507	9.3324	16.6147	0.0239	0.0998	0.0391	0.1389	0.0137	0.0391	0.0528	0.0000	2,527.8100	2,527.8100	0.7470		2,543.4969

3.3 Grading - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	5.3710	69.4344	53.0821	0.1278	3.1730	1.2084	4.3814	0.8625	1.1112	1.9738		13,118.3700	13,118.3700	0.1254		13,121.0035
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3898	0.5568	5.1609	8.1400e-003	0.7356	6.4800e-003	0.7421	0.1951	5.9100e-003	0.2010		729.7398	729.7398	0.0447		730.6782
Total	5.7608	69.9912	58.2430	0.1359	3.9086	1.2149	5.1235	1.0576	1.1171	2.1748		13,848.1098	13,848.1098	0.1701		13,851.6817

3.3 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2217	0.0000	0.2217	0.0304	0.0000	0.0304			0.0000			0.0000
Off-Road	1.4954	19.8972	13.3171	0.0238		0.9553	0.9553		0.8789	0.8789		2,501.6013	2,501.6013	0.7468		2,517.2847
Total	1.4954	19.8972	13.3171	0.0238	0.2217	0.9553	1.1770	0.0304	0.8789	0.9093		2,501.6013	2,501.6013	0.7468		2,517.2847

3.3 Grading - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.4982	59.6003	48.3170	0.1273	25.8928	0.8774	26.7702	6.4392	0.8069	7.2461		12,939.7897	12,939.7897	0.1098		12,942.0953
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3486	0.4971	4.5907	8.1300e-003	0.7356	6.0100e-003	0.7416	0.1951	5.5000e-003	0.2006		705.7329	705.7329	0.0405		706.5832
Total	4.8468	60.0974	52.9077	0.1354	26.6284	0.8834	27.5118	6.6343	0.8124	7.4467		13,645.5226	13,645.5226	0.1503		13,648.6784

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0998	0.0000	0.0998	0.0137	0.0000	0.0137			0.0000			0.0000
Off-Road	0.4507	9.3324	16.6147	0.0238		0.0391	0.0391		0.0391	0.0391	0.0000	2,501.6013	2,501.6013	0.7468		2,517.2847
Total	0.4507	9.3324	16.6147	0.0238	0.0998	0.0391	0.1389	0.0137	0.0391	0.0528	0.0000	2,501.6013	2,501.6013	0.7468		2,517.2847

3.3 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.4982	59.6003	48.3170	0.1273	25.8928	0.8774	26.7702	6.4392	0.8069	7.2461		12,939.78 97	12,939.78 97	0.1098		12,942.09 53
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3486	0.4971	4.5907	8.1300e-003	0.7356	6.0100e-003	0.7416	0.1951	5.5000e-003	0.2006		705.7329	705.7329	0.0405		706.5832
Total	4.8468	60.0974	52.9077	0.1354	26.6284	0.8834	27.5118	6.6343	0.8124	7.4467		13,645.52 26	13,645.52 26	0.1503		13,648.67 84

3.4 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7119	21.1661	14.0899	0.0211		1.1685	1.1685		1.0750	1.0750		2,238.262 2	2,238.262 2	0.6614		2,252.152 2
Total	1.7119	21.1661	14.0899	0.0211		1.1685	1.1685		1.0750	1.0750		2,238.262 2	2,238.262 2	0.6614		2,252.152 2

3.4 Building Construction - 2014

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.5305	4.0712	5.5975	7.1700e-003	0.1995	0.0779	0.2774	0.0570	0.0716	0.1286		729.9766	729.9766	7.8000e-003			730.1404
Worker	1.5692	2.2416	20.7759	0.0328	2.9611	0.0261	2.9872	0.7854	0.0238	0.8092		2,937.6704	2,937.6704	0.1799			2,941.4480
Total	2.0997	6.3128	26.3735	0.0399	3.1606	0.1040	3.2646	0.8424	0.0954	0.9378		3,667.6470	3,667.6470	0.1877			3,671.5884

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.4759	10.1128	15.0118	0.0211		0.3167	0.3167		0.3167	0.3167	0.0000	2,238.2622	2,238.2622	0.6614			2,252.1522
Total	0.4759	10.1128	15.0118	0.0211		0.3167	0.3167		0.3167	0.3167	0.0000	2,238.2622	2,238.2622	0.6614			2,252.1522

3.4 Building Construction - 2014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.5305	4.0712	5.5975	7.1700e-003	0.1995	0.0779	0.2774	0.0570	0.0716	0.1286		729.9766	729.9766	7.8000e-003			730.1404
Worker	1.5692	2.2416	20.7759	0.0328	2.9611	0.0261	2.9872	0.7854	0.0238	0.8092		2,937.6704	2,937.6704	0.1799			2,941.4480
Total	2.0997	6.3128	26.3735	0.0399	3.1606	0.1040	3.2646	0.8424	0.0954	0.9378		3,667.6470	3,667.6470	0.1877			3,671.5884

3.4 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.6447	20.0702	14.0071	0.0211		1.0957	1.0957		1.0080	1.0080		2,215.5578	2,215.5578	0.6614			2,229.4480
Total	1.6447	20.0702	14.0071	0.0211		1.0957	1.0957		1.0080	1.0080		2,215.5578	2,215.5578	0.6614			2,229.4480

3.4 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.4426	3.4869	5.1088	7.1400e-003	0.1995	0.0565	0.2560	0.0570	0.0519	0.1089		720.2599	720.2599	6.5900e-003			720.3984
Worker	1.4031	2.0012	18.4806	0.0327	2.9611	0.0242	2.9853	0.7854	0.0221	0.8075		2,841.0272	2,841.0272	0.1630			2,844.4501
Total	1.8458	5.4881	23.5893	0.0399	3.1606	0.0807	3.2413	0.8423	0.0741	0.9164		3,561.2871	3,561.2871	0.1696			3,564.8485

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.4759	10.1128	15.0118	0.0211		0.3167	0.3167		0.3167	0.3167	0.0000	2,215.5578	2,215.5578	0.6614			2,229.4480
Total	0.4759	10.1128	15.0118	0.0211		0.3167	0.3167		0.3167	0.3167	0.0000	2,215.5578	2,215.5578	0.6614			2,229.4480

3.4 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.4426	3.4869	5.1088	7.1400e-003	0.1995	0.0565	0.2560	0.0570	0.0519	0.1089		720.2599	720.2599	6.5900e-003			720.3984
Worker	1.4031	2.0012	18.4806	0.0327	2.9611	0.0242	2.9853	0.7854	0.0221	0.8075		2,841.0272	2,841.0272	0.1630			2,844.4501
Total	1.8458	5.4881	23.5893	0.0399	3.1606	0.0807	3.2413	0.8423	0.0741	0.9164		3,561.2871	3,561.2871	0.1696			3,564.8485

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	1.5272	18.5228	13.8679	0.0211		0.9752	0.9752		0.8972	0.8972		2,192.7998	2,192.7998	0.6614			2,206.6897
Total	1.5272	18.5228	13.8679	0.0211		0.9752	0.9752		0.8972	0.8972		2,192.7998	2,192.7998	0.6614			2,206.6897

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.3972	3.0318	4.8385	7.1200e-003	0.1995	0.0452	0.2447	0.0570	0.0415	0.0985		711.9611	711.9611	5.8300e-003			712.0835
Worker	1.2579	1.7917	16.4844	0.0327	2.9611	0.0228	2.9839	0.7854	0.0210	0.8063		2,742.7372	2,742.7372	0.1484			2,745.8532
Total	1.6550	4.8235	21.3229	0.0398	3.1606	0.0680	3.2286	0.8423	0.0625	0.9048		3,454.6983	3,454.6983	0.1542			3,457.9367

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.4759	10.1128	15.0118	0.0211		0.3167	0.3167		0.3167	0.3167	0.0000	2,192.7998	2,192.7998	0.6614			2,206.6897
Total	0.4759	10.1128	15.0118	0.0211		0.3167	0.3167		0.3167	0.3167	0.0000	2,192.7998	2,192.7998	0.6614			2,206.6897

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.3972	3.0318	4.8385	7.1200e-003	0.1995	0.0452	0.2447	0.0570	0.0415	0.0985		711.9611	711.9611	5.8300e-003			712.0835
Worker	1.2579	1.7917	16.4844	0.0327	2.9611	0.0228	2.9839	0.7854	0.0210	0.8063		2,742.7372	2,742.7372	0.1484			2,745.8532
Total	1.6550	4.8235	21.3229	0.0398	3.1606	0.0680	3.2286	0.8423	0.0625	0.9048		3,454.6983	3,454.6983	0.1542			3,457.9367

3.5 Paving 1 - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.2376	26.0903	11.4239	0.0251		1.1198	1.1198		1.0302	1.0302		2,639.4336	2,639.4336	0.7880			2,655.9812
Paving	0.0986					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.3362	26.0903	11.4239	0.0251		1.1198	1.1198		1.0302	1.0302		2,639.4336	2,639.4336	0.7880			2,655.9812

3.5 Paving 1 - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0443	0.3487	0.5109	7.1000e-004	0.0200	5.6500e-003	0.0256	5.7000e-003	5.1900e-003	0.0109		72.0260	72.0260	6.6000e-004			72.0398
Worker	0.1162	0.1657	1.5302	2.7100e-003	0.2452	2.0000e-003	0.2472	0.0650	1.8300e-003	0.0669		235.2443	235.2443	0.0135			235.5277
Total	0.1604	0.5144	2.0411	3.4200e-003	0.2651	7.6500e-003	0.2728	0.0707	7.0200e-003	0.0778		307.2703	307.2703	0.0142			307.5676

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.3827	8.0609	15.2345	0.0251		0.0415	0.0415		0.0415	0.0415	0.0000	2,639.4336	2,639.4336	0.7880			2,655.9812
Paving	0.0986					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	0.4813	8.0609	15.2345	0.0251		0.0415	0.0415		0.0415	0.0415	0.0000	2,639.4336	2,639.4336	0.7880			2,655.9812

3.5 Paving 1 - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0443	0.3487	0.5109	7.1000e-004	0.0200	5.6500e-003	0.0256	5.7000e-003	5.1900e-003	0.0109		72.0260	72.0260	6.6000e-004			72.0398
Worker	0.1162	0.1657	1.5302	2.7100e-003	0.2452	2.0000e-003	0.2472	0.0650	1.8300e-003	0.0669		235.2443	235.2443	0.0135			235.5277
Total	0.1604	0.5144	2.0411	3.4200e-003	0.2651	7.6500e-003	0.2728	0.0707	7.0200e-003	0.0778		307.2703	307.2703	0.0142			307.5676

3.6 Paving 2 - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	2.1132	24.1339	11.1869	0.0251		1.0300	1.0300		0.9476	0.9476		2,612.0909	2,612.0909	0.7879			2,628.6367
Paving	0.0473					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	2.1604	24.1339	11.1869	0.0251		1.0300	1.0300		0.9476	0.9476		2,612.0909	2,612.0909	0.7879			2,628.6367

3.6 Paving 2 - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0397	0.3032	0.4839	7.1000e-004	0.0200	4.5200e-003	0.0245	5.7000e-003	4.1500e-003	9.8500e-003		71.1961	71.1961	5.8000e-004			71.2084
Worker	0.1042	0.1484	1.3650	2.7100e-003	0.2452	1.8900e-003	0.2471	0.0650	1.7400e-003	0.0668		227.1056	227.1056	0.0123			227.3636
Total	0.1439	0.4515	1.8488	3.4200e-003	0.2651	6.4100e-003	0.2716	0.0707	5.8900e-003	0.0766		298.3017	298.3017	0.0129			298.5720

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Off-Road	0.3827	8.0609	15.2345	0.0251		0.0415	0.0415		0.0415	0.0415	0.0000	2,612.0908	2,612.0908	0.7879			2,628.6367
Paving	0.0473					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Total	0.4300	8.0609	15.2345	0.0251		0.0415	0.0415		0.0415	0.0415	0.0000	2,612.0908	2,612.0908	0.7879			2,628.6367

3.6 Paving 2 - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000			0.0000
Vendor	0.0397	0.3032	0.4839	7.1000e-004	0.0200	4.5200e-003	0.0245	5.7000e-003	4.1500e-003	9.8500e-003		71.1961	71.1961	5.8000e-004			71.2084
Worker	0.1042	0.1484	1.3650	2.7100e-003	0.2452	1.8900e-003	0.2471	0.0650	1.7400e-003	0.0668		227.1056	227.1056	0.0123			227.3636
Total	0.1439	0.4515	1.8488	3.4200e-003	0.2651	6.4100e-003	0.2716	0.0707	5.8900e-003	0.0766		298.3017	298.3017	0.0129			298.5720

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Mitigated	32.0200	69.1414	323.7778	0.5274	39.9329	0.8809	40.8138	10.6455	0.8090	11.4545		47,266.25 20	47,266.25 20	2.2036			47,312.52 73
Unmitigated	32.0200	69.1414	323.7778	0.5274	39.9329	0.8809	40.8138	10.6455	0.8090	11.4545		47,266.25 20	47,266.25 20	2.2036			47,312.52 73

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	7,916.19	1,704.03	704.62	14,334,966	14,334,966
Total	7,916.19	1,704.03	704.62	14,334,966	14,334,966

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552608	0.057937	0.185322	0.124470	0.029726	0.004465	0.012479	0.021685	0.001768	0.001276	0.005971	0.000530	0.001762

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.3658	3.3256	2.7935	0.0200		0.2528	0.2528		0.2528	0.2528		3,990.7107	3,990.7107	0.0765	0.0732	4,014.9975
NaturalGas Unmitigated	0.3658	3.3256	2.7935	0.0200		0.2528	0.2528		0.2528	0.2528		3,990.7107	3,990.7107	0.0765	0.0732	4,014.9975

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	33921	0.3658	3.3256	2.7935	0.0200		0.2528	0.2528		0.2528	0.2528		3,990.7107	3,990.7107	0.0765	0.0732	4,014.9975	
Total		0.3658	3.3256	2.7935	0.0200		0.2528	0.2528		0.2528	0.2528		3,990.7107	3,990.7107	0.0765	0.0732	4,014.9975	

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33.921	0.3658	3.3256	2.7935	0.0200		0.2528	0.2528		0.2528	0.2528		3,990.7107	3,990.7107	0.0765	0.0732	4,014.9975
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.3658	3.3256	2.7935	0.0200		0.2528	0.2528		0.2528	0.2528		3,990.7107	3,990.7107	0.0765	0.0732	4,014.9975

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.4484	7.3000e-004	0.0759	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1574	0.1574	4.6000e-004		0.1669
Unmitigated	17.4484	7.3000e-004	0.0759	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1574	0.1574	4.6000e-004		0.1669

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.3866					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5100e-003	7.3000e-004	0.0759	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1574	0.1574	4.6000e-004		0.1669
Total	17.4484	7.3000e-004	0.0759	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1574	0.1574	4.6000e-004		0.1669

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0543					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.3866					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.5100e-003	7.3000e-004	0.0759	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1574	0.1574	4.6000e-004		0.1669
Total	17.4484	7.3000e-004	0.0759	1.0000e-005		2.7000e-004	2.7000e-004		2.7000e-004	2.7000e-004		0.1574	0.1574	4.6000e-004		0.1669

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Haul Truck Mitigation - 2007-Newer Model Year

EMFAC2011 Emission Rates

Region Type: County

Region: Santa Clara

Calendar Year: 2014

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	VMT (miles/day)	Trips (trips/day)	2014 fleet average									
										ROG	RUN	CO	NOX	NO ₂	PM ₁₀	PM _{2.5}	SO ₂	SO _x	RUN _{EX}
Santa Clara	2014	Annual	T7 tractor	DSL	Aggrega	Aggregated	1646.79876	257789.6	0	0.390896	1.798207	10.86176	1755.735	1729.399	0.21609	0.198803	0.016751		

EMFAC2011 Emission Rates

Region Type: County

Region: Santa Clara

Calendar Year: 2014

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	VMT (miles/day)	Trips (trips/day)	Model Years 2007-newer										Weighting								
										ROG	RUN	CO	NOX	NO ₂	PM ₁₀	PM _{2.5}	SO ₂	SO _x	RUN _{EX}	Pop %	ROG	CO	NOX	PM10	PM2.5			
Santa Clara	2014	Annual	T7 tractor	DSL	2007	Aggregated	93.02755489	17234.56	0	0.449827	2.04147	7.771283	1781.155	1754.438	0.097685	0.089871	0.016993	0.175941242	0.079143	0.359179	1.367289	0.017187	0.015812					
Santa Clara	2014	Annual	T7 tractor	DSL	2008	Aggregated	92.80002059	18472.8	0	0.422695	1.918335	7.248222	1781.155	1754.438	0.091857	0.084509	0.016993	0.17551091	0.074188	0.336689	1.272142	0.016122	0.014832					
Santa Clara	2014	Annual	T7 tractor	DSL	2009	Aggregated	60.79448671	12931.89	0	0.390282	1.771235	6.401481	1781.155	1754.438	0.084895	0.078103	0.016993	0.114979454	0.044874	0.203656	0.736039	0.009761	0.00898					
Santa Clara	2014	Annual	T7 tractor	DSL	2010	Aggregated	54.88082666	12370.13	0	0.232817	1.056606	2.464534	1721.643	1695.818	0.075432	0.069397	0.016425	0.103795062	0.024165	0.10967	0.235806	0.007829	0.007203					
Santa Clara	2014	Annual	T7 tractor	DSL	2011	Aggregated	54.195447	12795.4	0	0.211358	0.959217	2.019764	1721.643	1695.818	0.066919	0.061566	0.016425	0.102498816	0.021664	0.098319	0.207023	0.006859	0.00631					
Santa Clara	2014	Annual	T7 tractor	DSL	2012	Aggregated	47.76743029	11636.06	0	0.1908	0.865915	1.525345	1721.643	1695.818	0.058764	0.054063	0.016425	0.090341631	0.017237	0.078228	0.137802	0.005309	0.004884					
Santa Clara	2014	Annual	T7 tractor	DSL	2013	Aggregated	57.02160257	14055.93	0	0.157535	0.716421	1.193929	1717.68	1691.915	0.046448	0.042732	0.016387	0.10784387	0.016989	0.077262	0.128758	0.005009	0.004608					
Santa Clara	2014	Annual	T7 tractor	DSL	2014	Aggregated	68.25480687	16824.93	0	0.144944	0.658599	1.01588	1717.68	1691.915	0.04102	0.037738	0.016387	0.129089015	0.018711	0.085018	0.131139	0.005295	0.004872					
																	Weighted Avg	0.296971	1.34802	4.235999	0.073372	0.067502						
																	Fleet Avg	0.390896	1.798207	10.86176	0.21609	0.198803						
																	reductions	24%	25%	61%	66%	66%						

EMFAC2011 Emission Rates

Region Type: County

Region: Santa Clara

Calendar Year: 2015

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	VMT (miles/day)	Trips (trips/day)	2015 fleet average									
										ROG	RUN	CO	NOX	NO ₂	PM ₁₀	PM _{2.5}	SO ₂	SO _x	RUN _{EX}
Santa Clara	2015	Annual	T7 tractor	DSL	Aggrega	Aggregated	1727.278891	270432.6	0	0.299166	1.347868	9.036634	1747.972	1704.273	0.132868	0.122238	0.016676		

EMFAC2011 Emission Rates

Region Type: County

Region: Santa Clara

Calendar Year: 2015

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Region	CalYr	Season	Veh_Class	Fuel	MdlYr	Speed (miles/hr)	Population (vehicles)	VMT (miles/day)	Trips (trips/day)	Model Years 2007-newer										Weighting								
										ROG	RUN	CO	NOX	NO ₂	PM ₁₀	PM _{2.5}	SO ₂	SO _x	RUN _{EX}	Pop %	ROG	CO	NOX	PM10	PM2.5			
Santa Clara	2015	Annual	T7 tractor	DSL	2007	Aggregated	85.50568256	14662.85	0	0.47501	2.155762	7.957788	1781.155	1736.626	0.103095	0.094847	0.016993	0.119732976	0.056874	0.258116	0.95281	0.012344	0.011356					
Santa Clara	2015	Annual	T7 tractor	DSL	2008	Aggregated	97.96517112	18090.36	0	0.449827	2.04147	7.447033	1781.155	1736.626	0.097685	0.089871	0.016993	0.137179906	0.061707	0.280049	1.021583	0.0134	0.012328					
Santa Clara	2015	Annual	T7 tractor	DSL	2009	Aggregated	69.50435328	13787.2	0	0.422695	1.918335	6.636956	1781.155	1736.626	0.091857	0.084509	0.016993	0.097326433	0.041139	0.186705	0.645951	0.00894	0.008225					
Santa Clara	2015	Annual	T7 tractor	DSL	2010	Aggregated	134.0645078	27572.69	0	0.256674	1.164877	2.749426	1721.643	1678.602	0.084895	0.078103	0.016425	0.18772954	0.048185	0.218682	0.516148	0.015937	0.014662					
Santa Clara	2015	Annual	T7 tractor	DSL	2011	Aggregated	67.2752045	15094.24	0	0.232817	1.056606	2.276022	1721.643	1678.602	0.075432	0.069397	0.016425	0.094204972	0.021933	0.099538	0.214413	0.007106	0.006538					
Santa Clara	2015	Annual	T7 tractor	DSL	2012	Aggregated	62.51557081	14682.65	0	0.211358	0.959217	1.767281	1721.643	1678.602	0.066919	0.061566	0.016425	0.087540092	0.018502	0.08397	0.154708	0.005858	0.005389					
Santa Clara	2015	Annual	T7 tractor	DSL	2013	Aggregated	53.82551278	13040.35	0	0.169977	0.773563	1.36988	1717.68	1674.738	0.051812	0.047667	0.016387	0.075371468	0.012811	0.058305	0.10325	0.003905	0.003593					
Santa Clara	2015	Annual	T7 tractor	DSL	2014	Aggregated	65.98012805	16172.48	0	0.157535	0.716421	1.193929	1717.68	1674.738	0.046448	0.042732	0.016387	0.092391486	0.014555	0.066191	0.110309	0.004291	0.003948					
Santa Clara	2015	Annual	T7 tractor	DSL	2015	Aggregated	77.50032017	18995.78	0	0.144944	0.658599	1.01588	1717.68	1674.738	0.04102	0.037738	0.016387	0.108523126	0.01573	0.071473	0.110247	0.004452	0.004095					
																	Weighted Avg	0.291437	1.323027	3.829418	0.076234	0.070135						
																	Fleet Avg	0.299166	1.347868	9.036634	0.132868	0.122238						
																	reductions	3%	2%	58%	43%	43%						

Appendix B-2

CalEEMod Inputs and Outputs for Operation

Mass Emissions Calculations

Mobile and area sources, as well as onsite natural gas combustion, will generate long-term emissions of ROG, NO_x, CO, PM, CO₂, CH₄, and N₂O. GHG emissions will also be generated by energy and water consumption, wastewater and waste generation, and refrigeration and air conditioning units. A small amount of CO₂ will be sequestered by trees and vegetation planted on the Project site. This appendix discusses the methodology used to estimate operational emissions under both existing and Project conditions.

Mobile Sources

Primary mobile sources associated with existing and Project conditions include visitor trips, waste management trucks, delivery trucks, and employee trips. Criteria pollutant and GHG emissions are generated by these sources through fossil fuel combustion. Land use and trip generation information used in the analysis are based on data described in Section 2, *Project Description* and provided by the traffic engineers (Appendix J). Operational emissions generated by mobile sources were quantified using CalEEMod. It was assumed that the Project would include the following TDM measures, as described in Section 2, *Project Description*.

- Increase job density (248 jobs/acre).
- Increase diversity in travel modes.
- Increase transit accessibility (0.1 mile to nearest stop).
- Improved pedestrian network (Project site only).

Area Sources and Onsite Natural Gas Combustion

Area sources operating under both existing and Project conditions include landscaping equipment, consumer products (i.e., cleaners, personal care products), and periodic emissions from the reapplication of architectural coatings. Emissions generated by these area sources were estimated using CalEEMod default emission factors and land use assumptions. Note that use of low VOC paints was assumed in the emissions modeling for the proposed Project.

Onsite natural gas combustion for space and water heating represents another type of area source that would operate under both existing and Project conditions. All emissions were estimated using CalEEMod default natural gas emission factors.

Energy, Water, Wastewater, and Waste

GHG emissions associated with building energy and water consumption, as well as wastewater and waste generation were analyzed in the operational emissions assessment for both existing and Project conditions. Electricity use in buildings results in indirect emissions from the power plants that produce electricity. Likewise, indirect emissions are generated by energy used to transport,

treat, and pump water and wastewater to the Project site. Waste-related emissions are primarily CH₄, which is released over time as waste decomposes in area landfills.

GHG emissions generated by building energy and water consumption and wastewater and waste generation were estimated using CalEEMod. Model defaults based on land use characteristics were utilized for the Project analysis. It was assumed that the Project would include the following energy, water, and waste efficiency measures, as described in Section 2, *Project Description*.

- 15% exceedence of Title 24 Energy Standard.
- Use low intensity/energy efficient lighting (20% energy reduction).
- Use of energy efficient refrigerators, clothes washers, and dishwashers.
- Use of low-flow faucets, toilets, and showerheads.
- Use of a water-efficient irrigation system.
- Require tenants recycle waste (assume 25%, the same as existing).

Refrigeration and Air Conditioning Units

Refrigeration and air conditioning units are sources of hydrofluorocarbons (HFCs). HFCs are used as substitute refrigerants for chlorofluorocarbons (CFCs), which have been phased out of use under the Montreal Protocol. GHG emissions from refrigerants and air conditioning were calculated for the Project and existing land uses using recent studies of HFC sources and documented refrigerant types, GWPs, charge sizes, and leak rates (Intergovernmental Panel on Climate Change/Technology & Economic Assessment Panel 2005; World Bank 2007). Equation 2-1 was used to estimate annual HFCs emissions associated with refrigeration and air conditioning units.

$$\text{Equation 2-1} \quad \text{Emissions} = CS * LR * GWP * Conv * Units$$

Where

Emissions	=	Equipment emissions, metric tons CO ₂ e per year
CS	=	Charge size
LR	=	Leak rate
GWP	=	HFC global warming potential
Conv	=	Kilograms to metric tons, 1,000
Units	=	Number of units

Urban Forests and Sequestration

Urban forest refers to trees and other vegetation planted within developed areas, including residential trees, urban parks, and median trees. Unlike other sectors described above, urban forests are emissions sinks that actively sequester (i.e., remove) atmospheric CO₂. Forestry emission sinks under existing and Project conditions were estimated using CalEEMod. CO₂ sinks are calculated within CalEEMod assuming a 20-year growth period and are presented in total tons of CO₂ sequestered. Annual CO₂ emissions sequestered were calculated by dividing total CO₂ sequestered by 20.

Mountain View San Antonio Ph2 Project
Operation Emissions for Existing and Proposed Operations

Existing Daily

Represents emissions associated with existing commercial uses currently operating on the Project site.
 Emissions would cease with implementation of the Project.

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
	lb/day									
Area ¹	1.45	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy ²	0.00	0.04	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	8.05	16.42	77.94	0.10	7.58	0.28	7.86	2.02	0.26	2.28
Total	9.50	16.46	77.98	0.10	7.58	0.28	7.86	2.02	0.26	2.28

Proposed Daily

Represents emissions associated with the Project. Emissions are modeled for year 2017.

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
	lb/day									
Area ^{1,2}	16.73	0.00	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy ³	0.66	6.02	5.06	0.04	0.00	0.46	0.46	0.00	0.46	0.46
Mobile	28.91	54.98	271.49	0.49	36.70	0.67	37.38	9.79	0.62	10.40
Total	46.31	61.00	277.05	0.53	36.70	1.13	37.83	9.79	1.08	10.86

Net Daily Increase of Proposed Project

Represents the net Project impact, or the change in emissions relative to existing conditions.

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
	lb/day									
Area ¹	15.28	0.00	0.50	0.00		0.00	0.00		0.00	0.00
Energy ³	0.66	5.98	5.02	0.04		0.45	0.45		0.45	0.45
Mobile	20.87	38.56	193.55	0.39	29.13	0.39	29.52	7.77	0.36	8.13
Total	36.81	44.54	199.07	0.43	29.13	0.85	29.97	7.77	0.82	8.58

BAAQMD Thresholds	54	54	-	-	-	82	-	-	54	-
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Existing Annual

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2	CH4	N2O	HFCs	CO2e
	tons/yr										MT/yr				
Area ¹	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00		0
Energy ³	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	132	0.01	0.00		133
Mobile	1.25	2.66	12.19	0.02	1.24	0.05	1.28	0.33	0.04	0.37	1,457	0.08	0.00		1,459
Waste	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10	0.56	0.00		21
Water	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7	0.14	0.00		11
Refrigeration and Air Conditioning Units														0.02	23
Landscape and Vegetation ³											-53				-53
Total	1.51	2.67	12.19	0.02	1.24	0.05	1.28	0.33	0.04	0.37	1,553	0.80	0.01	0.02	1,595

Mountain View San Antonio Ph2 Project
Operation Emissions for Existing and Proposed Operations

Proposed Annual

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2	CH4	N2O	HFCs	CO2e
	tons/yr										MT/yr				
Area ^{1,2}	3.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0.00	0.00		0
Energy ³	0.12	1.10	0.92	0.01	0.00	0.08	0.08	0.00	0.08	0.08	3,834	0.22	0.06		3,858
Mobile	4.31	8.50	39.97	0.08	5.71	0.11	5.82	1.53	0.10	1.63	6,098	0.26	0.00		6,103
Waste	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87	5.15	0.00		195
Water	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	142	2.86	0.07		223
Refrigeration and Air Conditioning Units														0.10	152
Landscape and Vegetation ⁴											-96				-96
Total	7.48	9.60	40.94	0.09	5.71	0.19	5.90	1.53	0.18	1.71	10,064	8.48	0.13	0.10	10,435

Net Annual Increase of Proposed Project

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	CO2	CH4	N2O	HFCs	CO2e
	tons/yr										MT/yr				
Area ¹	2.79	0.00	0.05	0.00		0.00	0.00		0.00	0.00	0	0.00	0.00		0
Energy ³	0.12	1.09	0.92	0.01		0.08	0.08		0.08	0.08	3,702	0.21	0.06		3,725
Mobile	3.06	5.84	27.78	0.06	4.48	0.06	4.54	1.20	0.06	1.25	4,640	0.18	0.00		4,644
Waste						0.00	0.00		0.00	0.00	78	4.59	0.00		174
Water						0.00	0.00		0.00	0.00	134	2.71	0.07		212
Refrigeration and Air Conditioning Units														0.08	129
Landscape and Vegetation ⁴											-43				-43
Total	5.97	6.93	28.74	0.07	4.48	0.14	4.62	1.20	0.14	1.34	8,511	7.68	0.13	0.08	8,840
Net GHG emission Increase per Service Population (SP) ⁵															3.5

BAAQMD Thresholds	10	10	-	-	-	15	-	-	10	-						4.6 per SP
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Notes:

- Area sources include landscaping equipment, off-gassing during the reapplication of architectural coatings, and consumer products.
- Consumer products ROG emissions for the Project are reduced by 48% from the emissions CalEEMod reports because CalEEMod assumes consumer products will be used in the parking garage. Consumer products will likely not be used in a parking structure, so these emissions were reduced based on the square footage of the parking garage.
- Energy Sources include natural gas use and electricity consumption
- Urban forestry sequester (i.e., remove) atmospheric CO2. Sequestered emissions are show as a negative value and subtracted from the emissions total.
- The Project buildout would have capacity of approximately 2,500 employees. The GHG emissions increase per SP was calculated by dividing net GHG emissions by the number of employees at buildout (8,840 MTCO2e per year/2,500 employees).

Mountain View San Antonio Ph2 Project
HFC Emissions from HVAC Units and Cold Storages

HFC Emission Factors

Equipment Type	Unit	Refrigerant	Average Charge Size (kg)	Leak Rate	Annual HFC Emissions (kg)	Annual CO2e Emissions (MT)		
Cold storage room	per unit	R-404A or R-507A	3953.3	3.0 IPCC/TEAP 2005	8.0%	IPCC/TEAP 2005	0.240	0.949
Stand alone units	per unit	R-404A or R-507A	3953.3	0.6 IPCC/TEAP 2005	0.9%	IPCC/TEAP 2005	0.005	0.021
Display cases	per unit	R-404A or R-507A	3953.3	0.5 IPCC/TEAP 2005	0.9%	IPCC/TEAP 2005	0.005	0.018
Ice machine	per unit	R-134a	1430	0.1 IPCC/TEAP 2005	0.9%	IPCC/TEAP 2005	0.001	0.001
Vending machine	per unit	R-134a	1430	0.6 IPCC/TEAP 2005	0.9%	IPCC/TEAP 2005	0.005	0.008
Refrigerators/freezers	per unit	R-134a	1430	0.1 IPCC/TEAP 2005	0.9%	IPCC/TEAP 2005	0.001	0.001
Centrifugal Chiller	per unit	R-134a	1430	450 IPCC/TEAP 2005	1%	IPCC/TEAP 2005	4.500	6.435
Screw Chiller	per unit	R-134a	1430	330 World Bank 2007	1%	IPCC/TEAP 2005	3.300	4.719
Reciprocating Chiller	per unit	R-134a	1430	150 World Bank 2007	1%	IPCC/TEAP 2005	1.500	2.145
Commercial Unitary AC	per unit	R-410A	2088	10 World Bank 2007	4%	IPCC/TEAP 2005	0.400	0.835

Existing HFC Emissions

Equipment Type	Number of units	Annual HFC	Annual CO2e	Annual HFC	Annual CO2e
		Emissions per unit (kg)	Emissions per unit (MT)	Emissions (MT)	Emissions (MT)
Cold storage room	1	0.240	0.949	0.000	0.949
Stand alone units	4	0.005	0.021	0.000	0.085
Display cases	1	0.005	0.018	0.000	0.018
Ice machine	1	0.001	0.001	0.000	0.001
Vending machine	1	0.005	0.008	0.000	0.008
Reciprocating Chiller	10	1.500	2.145	0.015	21.450
Commercial Unitary AC	1	0.400	0.835	0.000	0.835
Total	-	-	-	0.02	23.35

Project HFC Emissions

Equipment Type	Number of units	Annual HFC	Annual CO2e	Annual HFC	Annual CO2e
		Emissions per unit (kg)	Emissions per unit (MT)	Emissions (MT)	Emissions (MT)
Cold storage room	4	0.240	0.949	0.001	3.795
Stand alone units	10	0.005	0.021	0.000	0.213
Display cases	18	0.005	0.018	0.000	0.320
Ice machine	22	0.001	0.001	0.000	0.028
Vending machine	8	0.005	0.008	0.000	0.062
Refrigerators/freezers	14	0.001	0.001	0.000	0.018
Centrifugal Chiller	20	4.500	6.435	0.090	128.700
Commercial Unitary AC	23	0.400	0.835	0.009	19.205
Total	-	-	-	0.10	152.34

Reference:

Intergovernmental Panel on Climate Change/Technology & Economic Assessment Panel. 2005. Special Report: Safeguarding the Ozone Layer and the Global Climate System. Chapters 4 and 5.

World Bank. 2007. Assessment of HCFC-Based Air Conditioning Equipment and Emerging Alternative Technologies, Exhibit 10. September. Washington, DC.

Mountain View San Antonio Ph2 Project
Existing Operation Data for CalEEMod Modeling and Emission Calculation

CalEEMod Modeling

Parameter	Client Provided	CalEEMod Input
Operational Year	2013	Same as client provided
Site	9.9 acres	Same as client provided
Employees	43	Same as client provided
Land Use - Retail	59,655 SF	Modeled as "Strip Mall"
Weekday Trips ¹	1,644	Same as TIA
Average Trip Length ²	6 miles	Same as TIA
Area Architectural Coatings	n/a	CalEEMod default
CO2 Intensity Factor	n/a	393 lb/MWh ³
Electricity Use	n/a	CalEEMod default
Natural Gas Use	n/a	CalEEMod default
Indoor Water Use	n/a	CalEEMod default
Outdoor Water Use	n/a	CalEEMod default
Solid Waste	n/a	CalEEMod default
Sequestration	75	Model as "Miscellaneous"
Solid Waste Recycling and Composting Rate	25% ⁴	Same as client provided

Note:

1. Net weekday daily trips are provided in the TIA report prepared by Fehr & Peers. The net trips subtract the passby trips that would result from the existing land use. The net trips are modeled as primary trips as the passby trips have been subtracted from the total trips.
2. Average trip length is provided in the TIA report prepared by Fehr & Peers.
3. CO2 Intensity Factor is updated to 393 lb/MWh per PG&E 2011 emission inventory, in the Additional Optional Information tab of the Electric Power Sector (EPS) Report spreadsheet of PG&E's TCR report. PG&E Greenhouse Gas Emission Factors: Guidance for PG&E Customers. April 2013. Available:
http://www.pge.com/includes/docs/pdfs/shared/environment/calculator/pge_ghg_emission_factor_info_sheet.pdf.
4. Village at San Antonio-DataNeeds.docx on 2013-08-20

HVAC Units	Client Provided	ICF Assumptions
5-tons units	10	10 commercial unitary AC units
10-tons units	1	1 reciprocating chiller
Refrigerators/Freezer Units	Client Provided	ICF Assumptions³
Cold storage room	n/a	1
Stand alone unit	n/a	4
Display case	n/a	1
Ice machine	n/a	1
Vending machine	n/a	1

Note:

3. Assumed units for BevMo! and International Market.

Mountain View San Antonio Ph2 Project
Proposed Operation Data for CalEEMod Modeling and Emission Calculation

CalEEMod Modeling

Parameter	Client Provided	CalEEMod Input
Operational Year	2017	Same as client provided
Site	9.9 acres	Same as client provided
Employees	2,500	Same as client provided
Land Use - Retail	54,186 SF	Modeled as "Strip Mall"
Land Use - Commercial	28,502 SF	Modeled as "General Office Building"
Land Use - Office	392,853 SF	Modeled as "Office Park"
Land Use - Restaurant (includes hotel restaurant)	35,358 SF	Modeled as "Quality Restaurant"
Land Use - Hotel (does not include hotel restaurant)	142,084 SF/ 167 rooms	Modeled as "Hotel"
Land Use - Cinema	67,280 SF/ 1,710 seats	Modeled as "Movie Theater"
Land Use - Parking Garage	2,490 spaces/ 800,000 SF (Est. by Site Plan ⁷)	Modeled as "Enclosed parking with elevator"
Weekday Trips - Retail ¹	1,551	Same as TIA
Weekday Trips - Commercial ¹	506	Same as TIA
Weekday Trips - Office ¹	2,448	Same as TIA
Weekday Trips - Restaurant ¹	2,114	Same as TIA
Weekday Trips - Hotel ¹	1,009	Same as TIA
Weekday Trips - Cinema ²	1,370	Same as TIA
Average Trip Length ³	6 miles	Same as TIA
Area Architectural Coatings	n/a	20% of CalEEMod default SF ⁴
CO2 Intensity Factor	393 lb/MWh ⁵	
Electricity Use	n/a	CalEEMod default
Natural Gas Use	n/a	CalEEMod default
Indoor Water Use	n/a	CalEEMod default
Outdoor Water Use	n/a	CalEEMod default
Solid Waste	n/a	CalEEMod default
Sequestration	136	Model as "Miscellaneous"

Mountain View San Antonio Ph2 Project
Proposed Operation Data for CalEEMod Modeling and Emission Calculation

Parameter	Client Provided	CalEEMod Input
<i>Applicant Proposed Green Building Practice & TDM⁶:</i>		
Traffic	Increase job density by 248 jobs/acre	Same as client provided
	Increase diversity	Same as client provided
	Close proximity to transit and bike routes	Increase transit accessibility (0.1 mile to nearest stop).
	Shuttles to public transit	Improved pedestrian network (Project site only).
Energy	Public transit subsidy or passes to be provided to tenants	Not modeled, reflected in the trip rates used in the traffic study.
	California Energy Code requirements would be exceeded by at least 15%	Exceed Title 24 by 15%.
	Low intensity/energy efficient lighting	Use of energy efficient appliances (clothwasher, dishwasher, and refrig) for hotel and restaurants)
Water	Installation of a photovoltaic (PV) array on the roof of the parking garage is anticipated to reduce electricity needs by 25–30 %	20% energy reduction in lighting
	Minimized water usage with low-flow lavatory faucets, water closets, and urinals.	7% sitewide electricity reduction based on the CalEEMod default electricity usage for each land use.
Solid Waste	Watered planted areas with an approved automatic underground irrigation system to make efficient use of water through conservation techniques	Install low-flow faucet, toilet, and shower.
	Tenants will be required to recycle waste	Use of water efficient irrigation systems.
		Assume solid waste recycling and composting rate of 25%, same as existing.

- Note:**
1. Net weekday daily trips are provided in the TIA report prepared by Fehr & Peers. The net trips subtract the passby internal, and TDM trips that would result from the proposed land uses. The net trips are modeled as primary trips as the passby internal, and TDM trips have be subtracted from the total trips.
 2. No daily trips are provided in the TIA. Daily trisp are assumed 10 times of PM peak hour trips.
 3. Average trip length is provided in the TIA report prepared by Fehr & Peers.
 4. Interior and exterior coating area is reduced to account for the use of contemporary materials and detailing such as curtain wall and glazing systems with high performance clear glass, precast concrete, stone, and architectural metal panels, as described in the Project Description.
 5. CO2 Intensity Factor is updated to 393 lb/MWh per PG&E 2011 emission inventory, in the Additional Optional Information tab of the Electric Power Sector (EPS) Report spreadsheet of PG&E’s TCR report. PG&E Greenhouse Gas Emission Factors: Guidance for PG&E Customers. April 2013. Available: http://www.pge.com/includes/docs/pdfs/shared/environment/calculator/pge_ghg_emission_factor_info_sheet.pdf.
 6. See Chapter 2, Project Description.
 7. Estimation including 4 levels of underground parking below Blocks 1 and 2 (110, 700 sf each level) and 6 levels of parking at Block 5 (59,400 each level).

Mountain View San Antonio Ph2 Project
Proposed Operation Data for CalEEMod Modeling and Emission Calculation

HVAC Units	Client Provided⁴	ICF Assumptions
137.5-tons units	20	20 centrifugal chillers
5-tons units	23	23 commercial unitary AC units
Refrigerators/Freezer Units	Client Provided	ICF Assumptions⁵
Cold storage room	n/a	4
Stand alone units	n/a	10
Display cases	n/a	18
Ice machine	n/a	22
Vending machine	n/a	8
Refrigerators/freezer	n/a	14

Note:

4. Provided by the applicant in the EIR-HVAC Requirements email to Margaret Netto (City of Mountain View) on 10/11/2013.

5. Assumptions are based on 4 restaurants, with 1 cold storage room, 2 standard alone units, 1 display unit, and 2 ice machines per restaurant; for one cinema with 2 standard alone units, 4 display unit, 4 ice machines, 4 vending machines, and 4 refrigerators/freezer for cinema; for 20 retail spaces with 0.5 display unit, 0.5 ice machine, and 0.5 refrigerators/freezer per space.

Mountain View San Antonio Ph2 Project
Renewable Energy by Photovoltaic (PV) Array on the Roof of the Parking Garage

Per Project Description, installation of a photovoltaic (PV) array on the roof of the parking garage is anticipated to reduce electricity needs by 25–30 %.

Land Use	Land Use Size		CalEEMod Default Factors (kWh/SF/year)			Electricity Need (kWh)	PV Array Produced Electricity	
			T24E	NT24E	LightingElect		%	(kWh)
Enclosed Parking with Elevator	800	1000SF	3.92	0.19	2.63	5,392,000	25%	1,348,000
General Office Building	29	1000SF	7.46	7.84	4.41	561,735		
Hotel	142	1000SF	2.5	3.22	2.72	1,199,189		
Movie Theater (No Matinee)	67	1000SF	1.81	3.7	3.52	607,538		
Office Park	393	1000SF	8.9	8.4	4.4	8,524,845		
Quality Restaurant	35	1000SF	6.19	22.3	5.8	1,212,494		
Strip Mall	54	1000SF	3.37	2.68	5.64	633,481		
					Total kWh	18,131,283	7%	

**SAP2 Existing Operation
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	59.66	1000sqft	9.90	59,655.00	43

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2013
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	393	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor is updated to 393 lb/MW hr per PG&E 2011 emission factor reported in the EPS Report spreadsheet of PG&E's TCR report.

Land Use - 59.655 kSF of existing retails in the 9.9 acre lot.

Construction Phase - Construction emissions are not considered under operations.

Area Coating -

Energy Use - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Waste Mitigation - 25% of waste is recycled, per Village at San Antonio-DataNeeds.docx on 2013-08-20.

Operational Off-Road Equipment - -

Vehicle Trips - Trip length reduce to 6 miles/trip per TIA report. Use TIA provided 1644 daily trips as 100% primary trips.

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2642	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003
Energy	8.0000e-004	7.2800e-003	6.1200e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	132.2406	132.2406	9.3300e-003	2.0400e-003	133.0698
Mobile	1.2479	2.6600	12.1850	0.0171	1.2370	0.0470	1.2839	0.3307	0.0431	0.3738	0.0000	1,457.3051	1,457.3051	0.0793	0.0000	1,458.9713
Waste						0.0000	0.0000		0.0000	0.0000	12.7154	0.0000	12.7154	0.7515	0.0000	28.4959
Water						0.0000	0.0000		0.0000	0.0000	1.4020	5.9525	7.3545	0.1444	3.4900e-003	11.4699
Total	1.5128	2.6673	12.1917	0.0171	1.2370	0.0475	1.2845	0.3307	0.0436	0.3743	14.1174	1,595.4993	1,609.6167	0.9846	5.5300e-003	1,632.0081

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2642	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003
Energy	8.0000e-004	7.2800e-003	6.1200e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	132.2406	132.2406	9.3300e-003	2.0400e-003	133.0698
Mobile	1.2479	2.6600	12.1850	0.0171	1.2370	0.0470	1.2839	0.3307	0.0431	0.3738	0.0000	1,457.3051	1,457.3051	0.0793	0.0000	1,458.9713
Waste						0.0000	0.0000		0.0000	0.0000	9.5365	0.0000	9.5365	0.5636	0.0000	21.3720

Water						0.0000	0.0000		0.0000	0.0000	1.4020	5.9525	7.3545	0.1444	3.4900e-003	11.4677
Total	1.5128	2.6673	12.1917	0.0171	1.2370	0.0475	1.2845	0.3307	0.0436	0.3743	10.9385	1,595.4993	1,606.4378	0.7967	5.5300e-003	1,624.8819

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.52	0.00	0.20	19.08	0.00	0.44

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	53.1000
Total	53.1000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.2479	2.6600	12.1850	0.0171	1.2370	0.0470	1.2839	0.3307	0.0431	0.3738	0.0000	1,457.3051	1,457.3051	0.0793	0.0000	1,458.9713
Unmitigated	1.2479	2.6600	12.1850	0.0171	1.2370	0.0470	1.2839	0.3307	0.0431	0.3738	0.0000	1,457.3051	1,457.3051	0.0793	0.0000	1,458.9713

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	1,644.23	1,644.23	822.11	3,334,498	3,334,498
Total	1,644.23	1,644.23	822.11	3,334,498	3,334,498

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	6.00	6.00	6.00	16.60	64.40	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551549	0.058315	0.185392	0.126426	0.030237	0.004541	0.012121	0.020184	0.001764	0.001288	0.005875	0.000541	0.001767

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.3139	124.3139	9.1700e-003	1.9000e-003	125.0949
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	124.3139	124.3139	9.1700e-003	1.9000e-003	125.0949
NaturalGas Mitigated	8.0000e-004	7.2800e-003	6.1200e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	7.9267	7.9267	1.5000e-004	1.5000e-004	7.9750
NaturalGas Unmitigated	8.0000e-004	7.2800e-003	6.1200e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	7.9267	7.9267	1.5000e-004	1.5000e-004	7.9750

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	148541	8.0000e-004	7.2800e-003	6.1200e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	7.9267	7.9267	1.5000e-004	1.5000e-004	7.9750
Total		8.0000e-004	7.2800e-003	6.1200e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	7.9267	7.9267	1.5000e-004	1.5000e-004	7.9750

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	148541	8.0000e-004	7.2800e-003	6.1200e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	7.9267	7.9267	1.5000e-004	1.5000e-004	7.9750
Total		8.0000e-004	7.2800e-003	6.1200e-003	4.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	7.9267	7.9267	1.5000e-004	1.5000e-004	7.9750

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			

Strip Mall	697367	124.3139	9.1700e-003	1.9000e-003	125.0949
Total		124.3139	9.1700e-003	1.9000e-003	125.0949

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	697367	124.3139	9.1700e-003	1.9000e-003	125.0949
Total		124.3139	9.1700e-003	1.9000e-003	125.0949

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2642	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003
Unmitigated	0.2642	1.0000e-005	5.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	1.1400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.0311						0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2330						0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	5.8000e-004	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	0.0000	1.1400e-003
Total	0.2642	1.0000e-005	5.8000e-004	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	0.0000	1.1400e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.0311						0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2330						0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	5.8000e-004	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	0.0000	1.1400e-003
Total	0.2642	1.0000e-005	5.8000e-004	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	1.0700e-003	1.0700e-003	0.0000	0.0000	0.0000	1.1400e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.3545	0.1444	3.4900e-003	11.4677
Unmitigated	7.3545	0.1444	3.4900e-003	11.4699

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	4.41917 / 2.70852	7.3545	0.1444	3.4900e-003	11.4699
Total		7.3545	0.1444	3.4900e-003	11.4699

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	4.41917 / 2.70852	7.3545	0.1444	3.4900e-003	11.4677
Total		7.3545	0.1444	3.4900e-003	11.4677

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.5365	0.5636	0.0000	21.3720
Unmitigated	12.7154	0.7515	0.0000	28.4959

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	62.64	12.7154	0.7515	0.0000	28.4959
Total		12.7154	0.7515	0.0000	28.4959

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
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Land Use	tons	MT/yr			
Strip Mall	46.98	9.5365	0.5636	0.0000	21.3720
Total		9.5365	0.5636	0.0000	21.3720

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	53.1000	0.0000	0.0000	53.1000

10.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	75	53.1000	0.0000	0.0000	53.1000
Total		53.1000	0.0000	0.0000	53.1000

SAP2 Existing Operation
Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	59.66	1000sqft	9.90	59,655.00	43

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2013
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	393	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor is updated to 393 lb/MWh per PG&E 2011 emission factor reported in the EPS Report spreadsheet of PG&E's TCR report.

Land Use - 59.655 kSF of existing retails in the 9.9 acre lot.

Construction Phase - Construction emissions are not considered under operations.

Area Coating -

Energy Use - -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Waste Mitigation - 25% of waste is recycled, per Village at San Antonio-DataNeeds.docx on 2013-08-20.

Operational Off-Road Equipment - -

Vehicle Trips - Trip length reduce to 6 miles/trip per TIA report. Use TIA provided 1644 daily trips as 100% primary trips.

2.0 Emissions Summary

**2.2 Overall Operational
Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4477	6.0000e-005	6.4400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	4.0000e-005		0.0139
Energy	4.3900e-003	0.0399	0.0335	2.4000e-004		3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003		47.8778	47.8778	9.2000e-004	8.8000e-004	48.1692
Mobile	8.0472	16.4216	77.9408	0.1003	7.5784	0.2798	7.8582	2.0202	0.2567	2.2768		9,419.0703	9,419.0703	0.5183		9,429.9553
Total	9.4994	16.4615	77.9808	0.1005	7.5784	0.2828	7.8612	2.0202	0.2597	2.2799		9,466.9612	9,466.9612	0.5193	8.8000e-004	9,478.1384

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4477	6.0000e-005	6.4400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	4.0000e-005		0.0139
Energy	4.3900e-003	0.0399	0.0335	2.4000e-004		3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003		47.8778	47.8778	9.2000e-004	8.8000e-004	48.1692
Mobile	8.0472	16.4216	77.9408	0.1003	7.5784	0.2798	7.8582	2.0202	0.2567	2.2768		9,419.0703	9,419.0703	0.5183		9,429.9553
Total	9.4994	16.4615	77.9808	0.1005	7.5784	0.2828	7.8612	2.0202	0.2597	2.2799		9,466.9612	9,466.9612	0.5193	8.8000e-004	9,478.1384

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.0472	16.4216	77.9408	0.1003	7.5784	0.2798	7.8582	2.0202	0.2567	2.2768		9,419.0703	9,419.0703	0.5183		9,429.9553
Unmitigated	8.0472	16.4216	77.9408	0.1003	7.5784	0.2798	7.8582	2.0202	0.2567	2.2768		9,419.0703	9,419.0703	0.5183		9,429.9553

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	1,644.23	1,644.23	822.11	3,334,498	3,334,498
Total	1,644.23	1,644.23	822.11	3,334,498	3,334,498

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	6.00	6.00	6.00	16.60	64.40	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551549	0.058315	0.185392	0.126426	0.030237	0.004541	0.012121	0.020184	0.001764	0.001288	0.005875	0.000541	0.001767

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

NaturalGas Mitigated	4.3900e-003	0.0399	0.0335	2.4000e-004	3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003	47.8778	47.8778	9.2000e-004	8.8000e-004	48.1692
NaturalGas Unmitigated	4.3900e-003	0.0399	0.0335	2.4000e-004	3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003	47.8778	47.8778	9.2000e-004	8.8000e-004	48.1692

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	406.962	4.3900e-003	0.0399	0.0335	2.4000e-004		3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003		47.8778	47.8778	9.2000e-004	8.8000e-004	48.1692
Total		4.3900e-003	0.0399	0.0335	2.4000e-004		3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003		47.8778	47.8778	9.2000e-004	8.8000e-004	48.1692

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	0.406962	4.3900e-003	0.0399	0.0335	2.4000e-004		3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003		47.8778	47.8778	9.2000e-004	8.8000e-004	48.1692
Total		4.3900e-003	0.0399	0.0335	2.4000e-004		3.0300e-003	3.0300e-003		3.0300e-003	3.0300e-003		47.8778	47.8778	9.2000e-004	8.8000e-004	48.1692

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4477	6.0000e-005	6.4400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	4.0000e-005		0.0139
Unmitigated	1.4477	6.0000e-005	6.4400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	4.0000e-005		0.0139

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1705					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.7000e-004	6.0000e-005	6.4400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	4.0000e-005		0.0139
Total	1.4477	6.0000e-005	6.4400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	4.0000e-005		0.0139

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1705					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2766					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.7000e-004	6.0000e-005	6.4400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	4.0000e-005		0.0139

Total	1.4477	6.0000e-005	6.4400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0131	0.0131	4.0000e-005		0.0139
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7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

**SAP2 Proposed Operation
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	28.50	1000sqft	0.65	28,502.00	150
Office Park	392.85	1000sqft	2.95	392,853.00	2000
Enclosed Parking with Elevator	2,490.00	Space	2.00	800,000.00	0
Hotel	167.00	Room	1.65	142,084.00	80
Movie Theater (No Matinee)	1,710.00	Seat	0.60	67,280.00	20
Quality Restaurant	35.36	1000sqft	0.81	35,358.00	100
Strip Mall	54.19	1000sqft	1.24	54,186.00	150

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	393	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Factor is updated to 393 lb/MWh per PG&E 2011 emission factor reported in the EPS Report spreadsheet of PG&E's TCR report.

Land Use - Lot acres are updated to add up to 9.9 acres. Population for office is assumed 2,000 and for other land uses are 500 to add up to 2,500 for the project.

Construction Phase - Construction emissions are not considered under operations.

Area Coating - Coating area is reduced to 20% of default to account for the use of contemporary materials, as described in the Project Description.

Energy Use - -

Sequestration -

Mobile Land Use Mitigation - Increase employees from 43 to 2,500 in the 9.9 acre site.

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation - Exceed California Energy Code by at least 15%, assume 20% lighting energy reduction and the use of energy efficient appliances, and 9% electricity reduction from PV array, per Project Description.

Water Mitigation - Minimized water usage with low-flow faucets and urinals. Watered planted areas with an approved automatic underground irrigation system.

Waste Mitigation - Per Project description, tenants will be required to recycle waste. Assume 25% reduction.

Vehicle Trips - Trip length reduce to 6 miles/trip per TIA report. Use TIA provided net daily trips as 100% primary trips.

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.3117	4.3000e-004	0.0457	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	0.0872	0.0872	2.4000e-004	0.0000	0.0923
Energy	0.1362	1.2378	1.0397	7.4300e-003		0.0941	0.0941		0.0941	0.0941	0.0000	4,579.5960	4,579.5960	0.2643	0.0741	4,608.1022
Mobile	4.4317	9.3171	42.9453	0.0889	6.4114	0.1192	6.5306	1.7141	0.1097	1.8238	0.0000	6,810.9128	6,810.9128	0.2817	0.0000	6,816.8277
Waste						0.0000	0.0000		0.0000	0.0000	116.2042	0.0000	116.2042	6.8675	0.0000	260.4211
Water						0.0000	0.0000		0.0000	0.0000	34.6831	136.9588	171.6419	3.5724	0.0862	273.3855
Total	10.8796	10.5553	44.0307	0.0964	6.4114	0.2135	6.6248	1.7141	0.2040	1.9181	150.8873	11,527.5547	11,678.4421	10.9861	0.1603	11,958.8288

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.8678	4.3000e-004	0.0457	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	0.0872	0.0872	2.4000e-004	0.0000	0.0923

Energy	0.1209	1.0990	0.9231	6.5900e-003		0.0835	0.0835		0.0835	0.0835	0.0000	3,833.7563	3,833.7563	0.2176	0.0622	3,857.6065
Mobile	4.3089	8.4993	39.9663	0.0796	5.7126	0.1075	5.8201	1.5273	0.0989	1.6262	0.0000	6,097.5171	6,097.5171	0.2552	0.0000	6,102.8753
Waste						0.0000	0.0000		0.0000	0.0000	87.1532	0.0000	87.1532	5.1506	0.0000	195.3158
Water						0.0000	0.0000		0.0000	0.0000	27.7465	113.9467	141.6932	2.8577	0.0689	223.0714
Total	10.2976	9.5987	40.9351	0.0862	5.7126	0.1912	5.9037	1.5273	0.1826	1.7099	114.8997	10,045.3073	10,160.2070	8.4813	0.1311	10,378.9613

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	5.35	9.06	7.03	10.52	10.90	10.43	10.88	10.90	10.46	10.85	23.85	12.86	13.00	22.80	18.18	13.21

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	96.2880
Total	96.2880

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.3089	8.4993	39.9663	0.0796	5.7126	0.1075	5.8201	1.5273	0.0989	1.6262	0.0000	6,097.5171	6,097.5171	0.2552	0.0000	6,102.8753
Unmitigated	4.4317	9.3171	42.9453	0.0889	6.4114	0.1192	6.5306	1.7141	0.1097	1.8238	0.0000	6,810.9128	6,810.9128	0.2817	0.0000	6,816.8277

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	505.88	108.87	45.03	837,182	745,929
Hotel	1,008.68	1,008.68	734.80	2,117,507	1,886,698
Movie Theater (No Matinee)	1,368.00	1,368.00	1368.00	2,987,712	2,662,051
Office Park	2,282.46	326.07	153.21	3,710,170	3,305,761
Quality Restaurant	2,114.17	2,217.78	1701.88	4,521,045	4,028,251
Strip Mall	1,550.92	1,471.26	714.77	3,101,471	2,763,411
Total	8,830.11	6,500.65	4,717.68	17,275,086	15,392,102

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	6.00	6.00	6.00	0.00	0.00	0.00	0	0	0
General Office Building	6.00	6.00	6.00	33.00	48.00	19.00	100	0	0
Hotel	6.00	6.00	6.00	19.40	61.60	19.00	100	0	0
Movie Theater (No Matinee)	6.00	6.00	6.00	1.80	79.20	19.00	100	0	0
Office Park	6.00	6.00	6.00	33.00	48.00	19.00	100	0	0
Quality Restaurant	6.00	6.00	6.00	12.00	69.00	19.00	100	0	0
Strip Mall	6.00	6.00	6.00	16.60	64.40	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551854	0.058218	0.185395	0.123453	0.029544	0.004438	0.012761	0.022956	0.001780	0.001269	0.006045	0.000523	0.001763

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,637.3985	2,637.3985	0.1946	0.0403	2,653.9678
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	3,232.1132	3,232.1132	0.2385	0.0494	3,252.4188
NaturalGas Mitigated	0.1209	1.0990	0.9231	6.5900e-003		0.0835	0.0835		0.0835	0.0835	0.0000	1,196.3578	1,196.3578	0.0229	0.0219	1,203.6387
NaturalGas Unmitigated	0.1362	1.2378	1.0397	7.4300e-003		0.0941	0.0941		0.0941	0.0941	0.0000	1,347.4828	1,347.4828	0.0258	0.0247	1,355.6834

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	490804	2.6500e-003	0.0241	0.0202	1.4000e-004		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003	0.0000	26.1912	26.1912	5.0000e-004	4.8000e-004	26.3506
Hotel	6.58986e+006	0.0355	0.3230	0.2714	1.9400e-003		0.0246	0.0246		0.0246	0.0246	0.0000	351.6598	351.6598	6.7400e-003	6.4500e-003	353.8000
Movie Theater (No Matinee)	1.84414e+006	9.9400e-003	0.0904	0.0759	5.4000e-004		6.8700e-003	6.8700e-003		6.8700e-003	6.8700e-003	0.0000	98.4106	98.4106	1.8900e-003	1.8000e-003	99.0095
Office Park	8.72919e+006	0.0471	0.4279	0.3594	2.5700e-003		0.0325	0.0325		0.0325	0.0325	0.0000	465.8230	465.8230	8.9300e-003	8.5400e-003	468.6579
Quality Restaurant	7.46195e+006	0.0402	0.3658	0.3073	2.1900e-003		0.0278	0.0278		0.0278	0.0278	0.0000	398.1982	398.1982	7.6300e-003	7.3000e-003	400.6216

Strip Mall	134923	7.3000e-004	6.6100e-003	5.5600e-003	4.0000e-005	5.0000e-004	5.0000e-004	5.0000e-004	5.0000e-004	0.0000	7.2000	7.2000	1.4000e-004	1.3000e-004	7.2438
Total		0.1362	1.2378	1.0398	7.4200e-003	0.0941	0.0941	0.0941	0.0941	0.0000	1,347.4828	1,347.4828	0.0258	0.0247	1,355.6834

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	417440	2.2500e-003	0.0205	0.0172	1.2000e-004		1.5600e-003	1.5600e-003		1.5600e-003	1.5600e-003	0.0000	22.2762	22.2762	4.3000e-004	4.1000e-004	22.4118
Hotel	5.70261e+006	0.0308	0.2795	0.2348	1.6800e-003		0.0213	0.0213		0.0213	0.0213	0.0000	304.3131	304.3131	5.8300e-003	5.5800e-003	306.1651
Movie Theater (No Matinee)	1.63484e+006	8.8200e-003	0.0801	0.0673	4.8000e-004		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	87.2411	87.2411	1.6700e-003	1.6000e-003	87.7721
Office Park	7.42453e+006	0.0400	0.3640	0.3057	2.1800e-003		0.0277	0.0277		0.0277	0.0277	0.0000	396.2011	396.2011	7.5900e-003	7.2600e-003	398.6124
Quality Restaurant	7.1248e+006	0.0384	0.3493	0.2934	2.1000e-003		0.0265	0.0265		0.0265	0.0265	0.0000	380.2063	380.2063	7.2900e-003	6.9700e-003	382.5201
Strip Mall	114685	6.2000e-004	5.6200e-003	4.7200e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	6.1200	6.1200	1.2000e-004	1.1000e-004	6.1573
Total		0.1209	1.0990	0.9231	6.5900e-003		0.0835	0.0835		0.0835	0.0835	0.0000	1,196.3578	1,196.3578	0.0229	0.0219	1,203.6387

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	5.392e+006	961.1876	0.0709	0.0147	967.2262
General Office Building	561774	100.1429	7.3900e-003	1.5300e-003	100.7721
Hotel	1.19919e+006	213.7696	0.0158	3.2600e-003	215.1126

Movie Theater (No Matinee)	607538	108.3009	7.9900e-003	1.6500e-003	108.9813
Office Park	8.52491e+006	1,519.6658	0.1121	0.0232	1,529.2130
Quality Restaurant	1.21243e+006	216.1292	0.0160	3.3000e-003	217.4870
Strip Mall	633434	112.9172	8.3300e-003	1.7200e-003	113.6265
Total		3,232.1132	0.2385	0.0493	3,252.4188

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	4.18574e+006	746.1583	0.0551	0.0114	750.8460
General Office Building	469410	83.6779	6.1700e-003	1.2800e-003	84.2036
Hotel	993811	177.1585	0.0131	2.7000e-003	178.2715
Movie Theater (No Matinee)	503973	89.8392	6.6300e-003	1.3700e-003	90.4036
Office Park	7.11891e+006	1,269.0295	0.0936	0.0194	1,277.0021
Quality Restaurant	1.01646e+006	181.1962	0.0134	2.7700e-003	182.3345
Strip Mall	506777	90.3390	6.6700e-003	1.3800e-003	90.9065
Total		2,637.3985	0.1946	0.0403	2,653.9678

6.0 Area Detail

6.1 Mitigation Measures Area

- Use Low VOC Paint - Non-Residential Interior
- Use Low VOC Paint - Non-Residential Exterior
- Use Low VOC Cleaning Supplies

Landscaping	4.4100e-003	4.3000e-004	0.0457	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	0.0872	0.0872	2.4000e-004	0.0000	0.0923
Total	5.8678	4.3000e-004	0.0457	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	0.0872	0.0872	2.4000e-004	0.0000	0.0923

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	141.6932	2.8577	0.0689	223.0714
Unmitigated	171.6419	3.5724	0.0862	273.3855

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	5.06541 / 3.10461	8.4300	0.1656	4.0000e-003	13.1472
Hotel	4.23625 / 0.470695	5.7238	0.1384	3.3300e-003	9.6606
Movie Theater (No Matinee)	15.4516 / 0.986273	20.4217	0.5046	0.0121	34.7779

Office Park	69.8227 / 42.7946	116.2010	2.2821	0.0552	181.2242
Quality Restaurant	10.733 / 0.685082	14.1852	0.3505	8.4200e- 003	24.1573
Strip Mall	4.01399 / 2.46019	6.6802	0.1312	3.1700e- 003	10.4183
Total		171.6419	3.5724	0.0862	273.3855

Mitigated

	Indoor/Out door Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	4.05233 / 2.91523	7.0133	0.1324	3.2000e- 003	10.7867
Hotel	3.389 / 0.441982	4.6199	0.1107	2.6600e- 003	7.7678
Movie Theater (No Matinee)	12.3613 / 0.926111	16.4229	0.4036	9.6900e- 003	27.9022
Office Park	55.8582 / 40.1841	96.6721	1.8256	0.0441	148.6858
Quality Restaurant	8.58636 / 0.643292	11.4076	0.2804	6.7300e- 003	19.3813
Strip Mall	3.21119 / 2.31012	5.5575	0.1050	2.5400e- 003	8.5477
Total		141.6932	2.8577	0.0689	223.0714

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
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	MT/yr			
Mitigated	87.1532	5.1506	0.0000	195.3158
Unmitigated	116.2042	6.8675	0.0000	260.4211

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	26.51	5.3813	0.3180	0.0000	12.0598
Hotel	91.43	18.5595	1.0968	0.0000	41.5930
Office Park	365.35	74.1628	4.3829	0.0000	166.2035
Quality Restaurant	32.27	6.5505	0.3871	0.0000	14.6801
Strip Mall	56.9	11.5502	0.6826	0.0000	25.8847
Total		116.2042	6.8675	0.0000	260.4211

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	19.8825	4.0360	0.2385	0.0000	9.0449

Hotel	68.5725	13.9196	0.8226	0.0000	31.1947
Office Park	274.013	55.6221	3.2872	0.0000	124.6526
Quality Restaurant	24.2025	4.9129	0.2903	0.0000	11.0101
Strip Mall	42.675	8.6626	0.5120	0.0000	19.4135
Total		87.1532	5.1506	0.0000	195.3158

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	96.2880	0.0000	0.0000	96.2880

10.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	136	96.2880	0.0000	0.0000	96.2880
Total		96.2880	0.0000	0.0000	96.2880

**SAP2 Proposed Operation
Santa Clara County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	28.50	1000sqft	0.65	28,502.00	150
Office Park	392.85	1000sqft	2.95	392,853.00	2000
Enclosed Parking with Elevator	2,490.00	Space	2.00	800,000.00	0
Hotel	167.00	Room	1.65	142,084.00	80
Movie Theater (No Matinee)	1,710.00	Seat	0.60	67,280.00	20
Quality Restaurant	35.36	1000sqft	0.81	35,358.00	100
Strip Mall	54.19	1000sqft	1.24	54,186.00	150

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	393	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity Facor is updated to 393 lb/MWh per PG&E 2011 emission factor reported in the EPS Report spreadsheet of PG&E's TCR report.

Land Use - Lot acres are updated to add up to 9.9 acres. Population for office is assumed 2,000 and for other land uses are 500 to add up to 2,500 for the project.

Construction Phase - Construction emissions are not considered under operations.

Area Coating - Coating area is reduced to 20% of default to account for the use of contemporary materials, as described in the Project Description.

Energy Use - -

Sequestration -

Mobile Land Use Mitigation - Increase employees from 43 to 2,500 in the 9.9 acre site.

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation - Exceed California Energy Code by at least 15%, assume 20% lighting energy reduction and the use of energy efficient appliances, and 9% electricity reduction from PV array, per Project Description.

Water Mitigation - Minimized water usage with low-flow faucets and urinals. Watered planted areas with an approved automatic underground irrigation

Waste Mitigation - Per Project description, tenants will be required to recycle waste. Assume 25% reduction.

Vehicle Trips - Trip length reduce to 6 miles/trip per TIA report. Use TIA provided net daily trips as 100% primary trips.

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	34.6097	4.8100e-003	0.5074	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.0675	1.0675	2.9700e-003		1.1300
Energy	0.7461	6.7824	5.6972	0.0407		0.5155	0.5155		0.5155	0.5155		8,138.8797	8,138.8797	0.1560	0.1492	8,188.4116
Mobile	29.6835	60.2848	290.0464	0.5472	41.1950	0.7431	41.9381	10.9827	0.6839	11.6666		46,174.8329	46,174.8329	1.9301		46,215.3654
Total	65.0392	67.0720	296.2510	0.5879	41.1950	1.2604	42.4554	10.9827	1.2012	12.1839		54,314.7801	54,314.7801	2.0891	0.1492	54,404.9069

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	32.1772	4.8100e-003	0.5074	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.0675	1.0675	2.9700e-003		1.1300
Energy	0.6624	6.0217	5.0583	0.0361		0.4577	0.4577		0.4577	0.4577		7,226.0754	7,226.0754	0.1385	0.1325	7,270.0521
Mobile	28.9138	54.9769	271.4889	0.4900	36.7048	0.6703	37.3751	9.7856	0.6169	10.4025		41,336.5186	41,336.5186	1.7486		41,373.2382

Total	61.7534	61.0034	277.0545	0.5262	36.7048	1.1298	37.8345	9.7856	1.0764	10.8620		48,563.66 16	48,563.661 6	1.8900	0.1325	48,644.42 03
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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	5.05	9.05	6.48	10.50	10.90	10.36	10.88	10.90	10.39	10.85	0.00	10.59	10.59	9.53	11.21	10.59

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Increase Transit Accessibility

Improve Pedestrian Network

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	28.9138	54.9769	271.4889	0.4900	36.7048	0.6703	37.3751	9.7856	0.6169	10.4025		41,336.51 86	41,336.518 6	1.7486		41,373.23 82
Unmitigated	29.6835	60.2848	290.0464	0.5472	41.1950	0.7431	41.9381	10.9827	0.6839	11.6666		46,174.83 29	46,174.832 9	1.9301		46,215.36 54

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	505.88	108.87	45.03	837,182	745,929
Hotel	1,008.68	1,008.68	734.80	2,117,507	1,886,698
Movie Theater (No Matinee)	1,368.00	1,368.00	1,368.00	2,987,712	2,662,051
Office Park	2,282.46	326.07	153.21	3,710,170	3,305,761
Quality Restaurant	2,114.17	2,217.78	1,701.88	4,521,045	4,028,251
Strip Mall	1,550.92	1,471.26	714.77	3,101,471	2,763,411
Total	8,830.11	6,500.65	4,717.68	17,275,086	15,392,102

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	6.00	6.00	6.00	0.00	0.00	0.00	0	0	0
General Office Building	6.00	6.00	6.00	33.00	48.00	19.00	100	0	0
Hotel	6.00	6.00	6.00	19.40	61.60	19.00	100	0	0
Movie Theater (No Matinee)	6.00	6.00	6.00	1.80	79.20	19.00	100	0	0
Office Park	6.00	6.00	6.00	33.00	48.00	19.00	100	0	0
Quality Restaurant	6.00	6.00	6.00	12.00	69.00	19.00	100	0	0
Strip Mall	6.00	6.00	6.00	16.60	64.40	19.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551854	0.058218	0.185395	0.123453	0.029544	0.004438	0.012761	0.022956	0.001780	0.001269	0.006045	0.000523	0.001763

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Percent of Electricity Use Generated with Renewable Energy

Install Energy Efficient Appliances

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day											lb/day					
NaturalGas Mitigated	0.6624	6.0217	5.0583	0.0361		0.4577	0.4577		0.4577	0.4577		7,226.0754	7,226.0754	0.1385	0.1325	7,270.0521
NaturalGas Unmitigated	0.7461	6.7824	5.6972	0.0407		0.5155	0.5155		0.5155	0.5155		8,138.8797	8,138.8797	0.1560	0.1492	8,188.4116

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1344.67	0.0145	0.1318	0.1107	7.9000e-004		0.0100	0.0100		0.0100	0.0100		158.1964	158.1964	3.0300e-003	2.9000e-003	159.1592
Hotel	18054.4	0.1947	1.7700	1.4868	0.0106		0.1345	0.1345		0.1345	0.1345		2,124.0470	2,124.0470	0.0407	0.0389	2,136.9736
Movie Theater (No Matinee)	5052.45	0.0545	0.4953	0.4161	2.9700e-003		0.0377	0.0377		0.0377	0.0377		594.4061	594.4061	0.0114	0.0109	598.0235
Office Park	23915.6	0.2579	2.3447	1.9695	0.0141		0.1782	0.1782		0.1782	0.1782		2,813.5999	2,813.5999	0.0539	0.0516	2,830.7230
Quality Restaurant	20443.7	0.2205	2.0043	1.6836	0.0120		0.1523	0.1523		0.1523	0.1523		2,405.1418	2,405.1418	0.0461	0.0441	2,419.7791
Strip Mall	369.652	3.9900e-003	0.0362	0.0304	2.2000e-004		2.7500e-003	2.7500e-003		2.7500e-003	2.7500e-003		43.4885	43.4885	8.3000e-004	8.0000e-004	43.7532
Total		0.7461	6.7824	5.6972	0.0407		0.5155	0.5155		0.5155	0.5155		8,138.8797	8,138.8797	0.1560	0.1492	8,188.4116

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.14367	0.0123	0.1121	0.0942	6.7000e-004		8.5200e-003	8.5200e-003		8.5200e-003	8.5200e-003		134.5497	134.5497	2.5800e-003	2.4700e-003	135.3685
Hotel	15.6236	0.1685	1.5317	1.2867	9.1900e-003		0.1164	0.1164		0.1164	0.1164		1,838.0701	1,838.0701	0.0352	0.0337	1,849.2563
Movie Theater (No Matinee)	4.479	0.0483	0.4391	0.3689	2.6300e-003		0.0334	0.0334		0.0334	0.0334		526.9417	526.9417	0.0101	9.6600e-003	530.1486
Office Park	20.3412	0.2194	1.9942	1.6752	0.0120		0.1516	0.1516		0.1516	0.1516		2,393.0794	2,393.0794	0.0459	0.0439	2,407.6433
Quality Restaurant	19.52	0.2105	1.9137	1.6075	0.0115		0.1454	0.1454		0.1454	0.1454		2,296.4693	2,296.4693	0.0440	0.0421	2,310.4453

Strip Mall	0.314205	3.3900e-003	0.0308	0.0259	1.8000e-004		2.3400e-003	2.3400e-003		2.3400e-003	2.3400e-003		36.9652	36.9652	7.1000e-004	6.8000e-004	37.1902
Total		0.6624	6.0217	5.0583	0.0361		0.4576	0.4576		0.4576	0.4576		7,226.0754	7,226.0754	0.1385	0.1325	7,270.0521

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	32.1772	4.8100e-003	0.5074	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.0675	1.0675	2.9700e-003		1.1300
Unmitigated	34.6097	4.8100e-003	0.5074	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.0675	1.0675	2.9700e-003		1.1300

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0271					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	32.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0490	4.8100e-003	0.5074	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.0675	1.0675	2.9700e-003		1.1300
Total	34.6097	4.8100e-003	0.5074	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003		1.0675	1.0675	2.9700e-003		1.1300

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	lb/day										lb/day						
Architectural Coating	2.0271					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Consumer Products	30.1012					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Landscaping	0.0490	4.8100e-003	0.5074	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003			1.0675	1.0675	2.9700e-003		1.1300
Total	32.1772	4.8100e-003	0.5074	4.0000e-005		1.8300e-003	1.8300e-003		1.8300e-003	1.8300e-003			1.0675	1.0675	2.9700e-003		1.1300

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Screening-Level Health Risk Assessment

Project-Level Assessment

Exposure to diesel particulate matter (DPM) was assessed by predicting health risks in terms of excess cancer risk, non-cancer hazard indexes, and elevated PM2.5 concentrations. Consistent with the BAAQMD's (2010 and 2012) *CEQA Guidelines and Recommended Methods for Screening and Modeling Local Risks and Hazards*, average hourly PM10 and PM2.5 exhaust emissions for each construction period were quantified by converting daily emissions estimated by CalEEMod (see Appendix B-1). The EPA's AERSCREEN model, which is the screening-level model for AERMOD, was then used to predict PM10 and PM2.5 hourly concentrations at sensitive land uses within 25 to 50,000 meters of the Project site. Worst-case wind angle and atmospheric stability classes were assumed.

Project-level cancer risk for each construction period was calculated consistent with BAAQMD's (2012) *Recommended Methods for Screening and Modeling Local Risks and Hazards*. Cancer risk occurs exclusively through the inhalation pathway and was calculated according to Equation 3-1.

$$\text{Equation 3-1} \quad \text{Risk} = \text{Cair} * (\text{EH} / \text{AH}) * (\text{EF} * \text{ED} / \text{AT}) * \text{DBR} * \text{Conv}_1 * \text{ASF} * \text{CF} * \text{Conv}_2$$

Where

- Risk = DPM cancer risk (per million)
- Cair = Concentration in the air ($\mu\text{g}/\text{m}^3$), annual average from AERSCREEN
- EH = Exposure hours/day
- AH = Hours per day, 24
- EF = Exposure frequency in days/year
- ED = Exposure duration in years
- AT = Average lift time (25,550 days or 70 years)
- DBR = Daily breathing rate (L/kg body weight-day), 302 for adult and 581 for child
- Conv₁ = Conversion factor, $([\text{mg}/\mu\text{g}] * [\text{m}^3/\text{L}])$, 1×10^6
- ASF = Average age sensitivity factor, 1.7 for resident, 3 for student, 1 for worker
- CF = Cancer potency factor $([\text{mg}/\text{kg}\text{-day}]^{-1})$, 1.1
- Conv₂ = Risk per million people, 1×10^6

Project-level increases in the non-cancer hazard index (HI) were estimated by dividing the average annual DPM concentration predicted by AERSCREEN by the DPM Chronic Reference Exposure Level (REL) of 5 (California Air Resources Board 2012). Project-level increases in annual PM2.5 concentrations were calculated according to Equation 3-2.

$$\text{Equation 3-2} \quad \text{Concentration} = \text{Cair} * \text{Conv}_1 * (\text{OH} / \text{AH}) * (\text{OD} / \text{AD})$$

Where

Concentration	=	Average annual PM2.5 concentration ($\mu\text{g}/\text{m}^3$)
Cair	=	Concentration in air ($\mu\text{g}/\text{m}^3$), annual hourly from AERSCREEN
Conv ₁	=	Hourly to annual concentration conversion factor, 0.1
OH	=	Source operating hours/day
AH	=	Hours per day, 24
OD	=	Source operating days/year
AD	=	Days per year, 365
ED	=	Exposure duration in years

Cumulative Assessment

The cumulative health risk assessment considers background sources within 1,000 feet of the Project site. Background stationary and highway sources within 1,000 feet of the Project site were identified using Google Earth map files provided by the BAAQMD. In addition to BAAQMD data, health risks associated with Caltrain locomotive and Santa Clara Valley Transportation Authority (VTA) bus activity at the Caltrain station were quantified using daily schedule information and emissions factors provided by the EPA (2009) for locomotives and EMFAC2011 for bus idling.

Health risks associated with Caltrain locomotives were quantified using daily schedule information and published emissions factors. DPM emissions generated by both locomotive movement and idling and train idling at the VTA facility were estimated according to the following methodology.

- Locomotive Idling:** Online Caltrain schedules indicate that trains stop at the San Antonio Caltrain Station 46 times per weekday, 32 times per Saturday, and 28 times per Sunday (Caltrain 2013). Train idling was translated to grams of PM10 using the default EPA emission factor of 0.17 grams per horsepower hour, assuming a calendar year 2014 fleet average emission rate for commuter/passenger trains. PM2.5 emissions were scaled from PM10 by 0.97 (EPA 2009). Locomotive activity was based on a 40-second idle time for each stop, a weighted average horsepower rating based on Caltrain's existing fleet (Caltrain 2013), and a 0.004 idling load factor based on EPA guidance (U.S. Environmental Protection Agency 2010). DPM emissions calculated for locomotive idling were converted to an emissions rate based on the daily idle time (1,840 seconds). The AERSCREEN model was then used to predict PM10 and PM2.5 hourly concentrations at sensitive land uses within 10 to 50,000 meters of the Project site. Cancer risk and increases in the non-cancer HI were calculated using the AERSCREEN outputs and equations 3-1 and 3-2 (see above).
- Locomotive Movement:** Caltrain schedules indicate that a maximum of 27,456 annual train trips are made along the Project Area (91 weekday; 36 Saturday; and 32 Sunday). Annual PM10 emissions associated with locomotives operating on a 1,000-foot segment near the Project site were quantified using the same EPA default emission factors and horsepower used for idling in conjunction with a movement load factor of 0.438 based on EPA guidance (EPA 2010). DPM emissions calculated for locomotive operation were converted to an emissions rate (grams per second) assuming an average train speed of 49.1 miles per hour along the 1,000 foot segment (average speed reported in the CEP EIR) (U.S. Environmental Protection Agency and Federal

Transit Administration 2009). The AERSCREEN model was then used to predict PM10 and PM2.5 hourly concentrations at sensitive land uses within 10 to 50,000 meters of the Project site. Cancer risk and increases in the non-cancer HI were calculated using the AERSCREEN outputs and equations 3-1 and 3-2 (see above).

Note that the calculations herein do not take into account potential future emission reductions associated with the Caltrain Electrification Program (CEP), which is anticipated to convert the majority of Caltrain locomotives from diesel to electric power in the coming decades.

- **Bus Idling:** Health risks associated with bus connections at the Caltrain station were estimated using daily schedule information, the California Air Resource Board's (ARB's) EMFAC2011 model, and the EPA's AERSCREEN. Online VTA bus schedules indicate that Routes 32, 34, and 35 make routine connections at the Caltrain station. Collectively, these routes make a total of 116 stops at the facility on an average weekday, 43 stops on an average Saturday, and 23 stops on an average Sunday (Santa Clara Valley Transportation Authority 2013). Based on the existing VTA fleet, it was conservatively assumed that all buses would be diesel powered and would idle for an average of 1 minute per stop (Santa Clara Valley Transportation Authority 2010). Since 116 daily stops are made at the Caltrain station, on the maximum day this equates to a 110 vehicle-idle minutes per day. DPM emissions generated by vehicle idling were estimated using EMFAC2011. The AERSCREEN model was then used to predict PM10 and PM2.5 hourly concentrations at the Project site based on the maximum daily idling emissions estimated for the bus stops. Cancer risk and increases in the non-cancer HI were calculated using the AERSCREEN outputs and equations 3-1 and 3-2 (see above).

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Mountain View San Antonio Ph2 Project
Screen Level Health Risk Assessment - Construction

Construction Emissions and Emission Rates

Construction Phase	DPM* Emissions (tons/year)	PM2.5 Emissions (tons/year)	Construction hours/day	Construction days/period	DPM Emission Rate (g/s)	PM2.5 Emission Rate (g/s)
2014 Demolition/ Excavation and Grading/ Building Construction	0.13	0.12	8	143	0.030	0.027
2015 Excavation and Grading/ Building Construction/ Paving	0.20	0.19	8	261	0.024	0.022
2016 Building Construction/ Paving	0.17	0.16	8	216	0.025	0.023

*DPM emissions are assumed to be equal to PM10 exhaust emission

Construction Health Risk

At multi-family residences to the northeast of Project site

Construction Phase	Average Distance (m)	Project-Level			Background Source			Cumulative-Level					
		Hourly DPM Concentration (ug/m3)	Hourly PM2.5 Concentration (ug/m3)	Annual DPM Concentration (ug/m3)	Chronic Non-Cancer Hazard Index (HI)	DPM Cancer Risk (per Million)	Annual PM2.5 Concentration (ug/m3)	Chronic Non-Cancer Hazard Index (HI)	DPM Cancer Risk (per Million)	Annual PM2.5 Concentration (ug/m3)			
2014 Demolition/ Excavation and Grading/ Building Construction	150	24.13	21.72	0.32	0.06	2.44	0.28			0.08	44.29	0.39	
2015 Excavation and Grading/ Building Construction/ Paving	150	19.30	17.70	0.46	0.092	3.56	0.42	0.02	41.86	0.10	0.11	45.41	0.53
2016 Building Construction/ Paving	250	10.47	9.64	0.21	0.04	1.60	0.19				0.06	43.45	0.29
BAAQMD Thresholds					1	10	0.3				10	100	0.8

At apartments to the south of Project Site

Construction Phase	Average Distance (m)	Project-Level			Background Source			Cumulative-Level					
		Hourly DPM Concentration (ug/m3)	Hourly PM2.5 Concentration (ug/m3)	Annual DPM Concentration (ug/m3)	Chronic Non-Cancer Hazard Index (HI)	DPM Cancer Risk (per Million)	Annual PM2.5 Concentration (ug/m3)	Chronic Non-Cancer Hazard Index (HI)	DPM Cancer Risk (per Million)	Annual PM2.5 Concentration (ug/m3)			
2014 Demolition/ Excavation and Grading/ Building Construction	125	30.83	27.74	0.40	0.08	1.78	0.36			0.10	46.0	0.49	
2015 Excavation and Grading/ Building Construction/ Paving	125	24.66	22.61	0.59	0.118	2.60	0.54	0.02	44.22	0.13	0.14	46.8	0.67
2016 Building Construction/ Paving	125	25.69	23.64	0.51	0.10	2.24	0.47				0.12	46.5	0.60
BAAQMD Thresholds					1	10	0.3				10	100	0.8

Mountain View San Antonio Ph2 Project
Screen Level Health Risk Assessment - Construction

Construction Health Risk with Tailpipe Emission Reduction Mitigation

Note:

Based on the Mitigation Measure AQ-1 (Implement Tailpipe Emission Reduction for Project Construction), the following emission reductions are applied to PM for on-site exhaust emissions.
 On-Site PM Exhaust 45%

At multi-Family residences to the northeast of Project site

Construction Phase	Average Distance (m)	Project-Level			Background Source			Cumulative Level			
		Hourly DPM Concentration (ug/m ³)	Hourly PM2.5 Concentration (ug/m ³)	Annual DPM Concentration (ug/m ³)	Chronic Non-Cancer Hazard Index (HI)	DPM Cancer Risk (per Million)	Annual PM2.5 Concentration (ug/m ³)	Chronic Non-Cancer Hazard Index (HI)	DPM Cancer Risk (per Million)	Annual PM2.5 Concentration (ug/m ³)	
2014 Demolition/ Excavation and Grading/ Building Construction	150	13.27	11.95	0.17	0.03	1.94	0.16	0.05	43.20	0.26	
2015 Excavation and Grading/ Building Construction/ Paving	150	10.62	9.74	0.25	0.051	1.96	0.23	0.02	41.86	0.10	
2016 Building Construction/ Paving	250	5.76	5.30	0.11	0.02	0.88	0.10	0.04	42.73	0.21	
BAAQMD Thresholds					1	10	0.3		10	100	0.8

At apartments to the south of Project Site

Construction Phase	Average Distance (m)	Project-Level			Background Source			Cumulative Level		
		Hourly DPM Concentration (ug/m ³)	Hourly PM2.5 Concentration (ug/m ³)	Annual DPM Concentration (ug/m ³)	Chronic Non-Cancer Hazard Index (HI)	DPM Cancer Risk (per Million)	Annual PM2.5 Concentration (ug/m ³)	Chronic Non-Cancer Hazard Index (HI)	DPM Cancer Risk (per Million)	Annual PM2.5 Concentration (ug/m ³)
2014 Demolition/ Excavation and Grading/ Building Construction	125	16.96	15.26	0.22	0.04	1.71	0.20	0.07	45.93	0.33
2015 Excavation and Grading/ Building Construction/ Paving	125	13.56	12.44	0.32	0.065	2.50	0.30	0.02	44.22	0.13
2016 Building Construction/ Paving	125	14.13	13.00	0.28	0.06	2.16	0.26	0.08	46.37	0.39

BAAQMD Thresholds

Health Risk Calculation Factors

Hourly to Annual Concentration scaling factor	0.1	(per BAAQMD 2007 guidance)	
Chronic Reference Exposure Level	5	(per OEHHA)	
Daily Breath Rate - adult (L/kg-day)	302		
Daily Breath Rate - child (L/kg-day)	581		
Conversion Factor (mg/ug)	0.001		
Conversion Factor (m ³ /L)	0.001		
DPM Cancer Potency Factor [(mg/kg-day) ⁻¹]	1.1		
Average Age Sensitivity Factor - residence	1.7		
Average Age Sensitivity Factor - office	1		
Average Age Sensitivity Factor - school	3		
Average Life Time (years)	70		
Average Life Time (days)	25550		
Exposure Frequency	Hours/day	Days/year	
Residence	24	350	70
School	8	200	6
Office	12	280	30

Mountain View San Antonio Ph2 Project
Screen Level Health Risk Assessment - Background Sources

Background Sources Risk and Hazard

At multi-family residences to the northeast of Project site

Source	Distance (m)	Background Chronic	Background DPM Cancer	Background Annual
		Non-Cancer Hazard Index (HI)	Risk (per Million)	PM2.5 Concentration (ug/m3)
11312: San Antonio Cleaners	730	0.00	0.00	0.00
G914: San Antonio Gas & Service	985	0.00	0.41	0.00
State-Route 82	2000	0.00	2.76	0.03
Caltrain idling	25	0.00	0.05	0.00
Caltrain Movement	150	0.01	38.54	0.07
VTA Bus Idling	25	0.00	0.09	0.00
Total Background Sources		0.02	41.86	0.10

At apartments to the south of Project Site

Source	Distance (m)	Background Chronic	Background DPM Cancer	Background Annual
		Non-Cancer Hazard Index (HI)	Risk (per Million)	PM2.5 Concentration (ug/m3)
11312: San Antonio Cleaners	1,010	0.00	0.00	0.00
G914: San Antonio Gas & Service	840	0.00	0.53	0.00
State-Route 82	500	0.01	5.00	0.06
Caltrain idling	25	0.00	0.05	0.00
Caltrain Movement	150	0.01	38.54	0.07
VTA Bus Idling	25	0.00	0.09	0.00
Total Background Sources		0.02	44.22	0.13

At Project site

Source	Distance (m)	Background Chronic	Background DPM Cancer	Background Annual
		Non-Cancer Hazard Index (HI)	Risk (per Million)	PM2.5 Concentration (ug/m3)
11312: San Antonio Cleaners	250	0.00	0.00	0.00
G914: San Antonio Gas & Service	300	0.01	2.85	0.00
State-Route 82	1000	2.76	0.03	0.00
Caltrain idling	25	0.00	0.05	0.00
Caltrain Movement	150	0.01	38.54	0.07
VTA Bus Idling	25	0.00	0.09	0.00
Total Background Sources		2.78	41.57	0.07

BAAQMD Stationary Source Risk and Hazard

Source	Type	Background Chronic	Background DPM Cancer	Background Annual
		Non-Cancer Hazard Index (HI)	Risk (per Million)	PM2.5 Concentration (ug/m3)
11312: San Antonio Cleaners	Cleaner	0.0000	0.00	0.0000
G914: San Antonio Gas & Service	Gasoline Dispensing Facility	0.0730	27.30	0.0000

Mountain View San Antonio Ph2 Project
Screen Level Health Risk Assessment - Background Sources

Gasoline Dispensing Facilities (GDF) Distance Multiplier

Distance meters	Distance feet	Distance adjustment multiplier
20	66	1
25	82	0.7282
30	98	0.5590
35	115	0.4451
40	131	0.3647
45	148	0.3053
50	164	0.2600
55	180	0.2248
60	197	0.1965
65	213	0.1737
70	230	0.1547
75	246	0.1390
80	262	0.1256
85	279	0.1142
90	295	0.1043
95	312	0.0958
100	328	0.0883
105	344	0.0817
110	361	0.0759
115	377	0.0707
120	394	0.0660
125	410	0.0619
130	426.4	0.0581
135	442.8	0.0547
140	459.2	0.0516
145	475.6	0.0487
150	492	0.0461
155	508.4	0.0438
160	524.8	0.0416
165	541.2	0.0396
170	557.6	0.0377
175	574	0.0360
180	590.4	0.0343
185	606.8	0.0328
190	623.2	0.0315
195	639.6	0.0302
200	656	0.0289
205	672.4	0.0278
210	688.8	0.0267
215	705.2	0.0257
220	721.6	0.0248
225	738	0.0239
230	754.4	0.0231
235	770.8	0.0223
240	787.2	0.0215
245	803.6	0.0208
250	820	0.0201
255	836.4	0.0195
260	852.8	0.0189
265	869.2	0.0183
270	885.6	0.0178
275	902	0.0172
280	918.4	0.0167
285	934.8	0.0163
290	951.2	0.0158
295	967.6	0.0154
300	984	0.0150

Mountain View San Antonio Ph2 Project

Screen Level Health Risk Assessment - AERScreen Inputs for Construction

<u>AERScreen inputs for Construction</u>	input	unit	
Source Type		Area	
Source release height		5.00 m	
larger side length		110 m	Assume 3 acres of construction area per day.
smaller side length		110 m	
initial vertical dimension		1.50 m	

<u>AERScreen general inputs</u>	input	unit	
Urban or Rural		U	
Urban Area Population	74,066		City of Mountain View
min distance to ambient air	1.00 m		Default
NO2/NO chemistry	1, No		
max distance to probe	5,000 m		Default
discrete receptors	No		
flagpole receptors	Yes		
flagpole height	1.50 m		
source elevation	0.00 m		Default
min temp (K)	250 k		Default
max temp (K)	310 k		Default
min wind speed (m/s)	0.5 m/s		Default
anemometer height (m)	10 m		Default

Surface characteristics

AERMET Seasonal Tables	2
Urban	7
Average Weather Conditions	1

Link 245 (6ft elevation)

	PM2.5	Risk	Chron.HI	Acute.HI
10 ft S	0.535	39.73	0.058	0.045
25 ft S	0.454	33.613	0.049	0.038
50 ft S	0.365	26.927	0.039	0.029
75 ft S	0.308	22.695	0.033	0.024
100 ft S	0.268	19.742	0.029	0.021
200 ft S	0.181	13.256	0.019	0.016
300 ft S	0.137	10.041	0.014	0.011
400 ft S	0.11	8.062	0.011	0.009
500 ft S	0.092	6.74	0.01	0.009
750 ft S	0.065	4.802	0.007	0.007
1000 ft S	0.05	3.733	0.005	0.005
10 ft N	0.296	24.106	0.033	0.031
25 ft N	0.24	19.597	0.027	0.024
50 ft N	0.191	15.62	0.021	0.021
75 ft N	0.163	13.332	0.018	0.02
100 ft N	0.144	11.784	0.016	0.019
200 ft N	0.103	8.495	0.011	0.018
300 ft N	0.082	6.855	0.009	0.02
400 ft N	0.069	5.783	0.007	0.023
500 ft N	0.059	5.001	0.006	0.023
750 ft N	0.042	3.621	0.004	0.012
1000 ft N	0.032	2.762	0.003	0.007

Link 244 (6ft elevation)

	PM2.5	Risk	Chron.HI	Acute.HI
10 ft W	0.578	44.278	0.063	0.053
25 ft W	0.477	36.66	0.052	0.044
50 ft W	0.373	28.715	0.041	0.036
75 ft W	0.31	23.824	0.034	0.03
100 ft W	0.266	20.477	0.029	0.026
200 ft W	0.174	13.467	0.019	0.016
300 ft W	0.132	10.213	0.014	0.01
400 ft W	0.107	8.292	0.011	0.008
500 ft W	0.091	7.028	0.01	0.006
750 ft W	0.067	5.15	0.007	0.005
1000 ft W	0.054	4.111	0.005	0.004
10 ft E	0.387	31.1	0.043	0.056
25 ft E	0.308	24.898	0.034	0.047
50 ft E	0.239	19.366	0.026	0.038
75 ft E	0.199	16.17	0.022	0.033
100 ft E	0.171	13.989	0.019	0.03
200 ft E	0.113	9.36	0.012	0.024
300 ft E	0.086	7.175	0.009	0.025
400 ft E	0.069	5.807	0.007	0.025
500 ft E	0.057	4.833	0.006	0.022
750 ft E	0.038	3.289	0.004	0.012
1000 ft E	0.028	2.423	0.003	0.007

Link 245 (20ft elevation)

	PM2.5	Risk	Chron.HI	Acute.HI
10 ft S	0.291	21.809	0.031	0.037
25 ft S	0.286	21.352	0.031	0.033
50 ft S	0.269	19.922	0.029	0.026
75 ft S	0.247	18.287	0.026	0.022
100 ft S	0.227	16.749	0.024	0.02
200 ft S	0.167	12.254	0.018	0.015
300 ft S	0.131	9.556	0.014	0.01
400 ft S	0.106	7.783	0.011	0.008
500 ft S	0.089	6.559	0.009	0.009
750 ft S	0.064	4.719	0.006	0.007
1000 ft S	0.05	3.686	0.005	0.005
10 ft N	0.195	15.81	0.021	0.025
25 ft N	0.18	14.609	0.02	0.021
50 ft N	0.158	12.894	0.017	0.02
75 ft N	0.142	11.567	0.015	0.019
100 ft N	0.129	10.528	0.014	0.018
200 ft N	0.097	7.981	0.01	0.018
300 ft N	0.079	6.561	0.008	0.019
400 ft N	0.067	5.589	0.007	0.023
500 ft N	0.058	4.863	0.006	0.023
750 ft N	0.041	3.55	0.004	0.012
1000 ft N	0.031	2.72	0.003	0.007

Link 244 (20ft elevation)

	PM2.5	Risk	Chron.HI	Acute.HI
10 ft W	0.353	27.184	0.039	0.048
25 ft W	0.332	25.565	0.036	0.042
50 ft W	0.295	22.705	0.032	0.034
75 ft W	0.262	20.156	0.028	0.029
100 ft W	0.234	18.031	0.025	0.025
200 ft W	0.164	12.657	0.018	0.016
300 ft W	0.127	9.809	0.014	0.01
400 ft W	0.104	8.049	0.011	0.008
500 ft W	0.089	6.863	0.009	0.006
750 ft W	0.066	5.067	0.007	0.005
1000 ft W	0.053	4.06	0.005	0.004
10 ft E	0.254	20.392	0.028	0.05
25 ft E	0.23	18.507	0.025	0.044
50 ft E	0.197	15.949	0.022	0.036
75 ft E	0.172	14.001	0.019	0.031
100 ft E	0.153	12.48	0.017	0.028
200 ft E	0.107	8.797	0.012	0.023
300 ft E	0.082	6.874	0.009	0.024
400 ft E	0.067	5.618	0.007	0.025
500 ft E	0.055	4.705	0.006	0.021
750 ft E	0.037	3.229	0.004	0.012
1000 ft E	0.027	2.388	0.003	0.007

SAN ANTONIO CALTRAIN STATION DPM

Background Average Annual PM2.5 Concentration

	<u>Train Idle</u>	<u>Train Movement</u>	<u>Transit</u>
Max 1-hour PM2.5 Concentration (ug/m3)	9.53E-04	0.71	1.72E-03
Max 24-hour PM2.5 Concentration (ug/m3)	0.000	0.285	0.001
Max Annual PM2.5 Concentration (ug/m3)	0.000	0.071	0.000
Max Distance (m)	25	150	50

max receptor
 0.4 scaling factor from BAAQMD 2007 guidance
 0.1 scaling factor from BAAQMD 2007 guidance

Background DPM Cancer

Lifetime Years	70	Train Idle MAX	0.05
Days per Year	350	Train Movement MAX	38.5
Daily Breath Rate (L/kg)	302	Transit MAX	0.09
Conversion Factor ([mg/ug] * [m3/L])	1.E-06		
Average Age Sensitivity Factor (ASF) for Resident	1.7		
Cancer Potency Factor ([mg/kg-day] ⁻¹)	1.1		
Averaging Time (days)	25550		
Per Million	1.E+06		
Inhalation factor	1		

Background DPM Non-Cancer

Chronic Reference Exposure Level (REL) per OEHHA	5	Train Idle MAX	0.00002
		Train Movement MAX	0.01423
		Transit MAX	0.00003

Caltrain Calcs

Idle

<u>peak</u>		<u>24hr</u>		<u>annual</u>	
4	trains/hr	46	trains/day	15080	trains/yr
0.00028	1/secs per hr	0.00001	1/secs per day	3.17098E-08	1/secs per year
40	secs per train	40	secs per train	40	secs per train
3282.76	HP	3282.76	HP	3282.76	HP
0.4%	LF	0.4%	LF	0.4%	LF
0.1731	PM g/hp-hr, 2014 fleet avg	0.1731	M g/hp-hr, 2014 fleet avg	0.1731	M g/hp-hr, 2014 fleet avg
0.00028	1/secs per hr	0.00028	1/secs per hr	0.00028	1/secs per hr
0.97	pm2.5 fraction	0.97	pm2.5 fraction	0.97	pm2.5 fraction
0.00003	peak hour g/sec	0.000013	24-hr avg g/sec	0.000004	annual avg g/sec

Movement

<u>peak</u>		<u>24hr</u>		<u>annual</u>	
4	trains/hr	91	trains/day	27196	trains/yr
0.00028	1/secs per hr	0.00001	1/secs per day	3.17098E-08	1/secs per year
13.88631735	secs per train	13.88631735	secs per train	13.88631735	secs per train
3282.76	HP	3282.76	HP	3282.76	HP
43.8%	LF	43.8%	LF	43.8%	LF
0.1731	PM g/hp-hr, 2014 fleet avg	0.1731	M g/hp-hr, 2014 fleet avg	0.1731	M g/hp-hr, 2014 fleet avg
0.00028	1/secs per hr	0.00028	1/secs per hr	0.00028	1/secs per hr
0.97	pm2.5 fraction	0.97	pm2.5 fraction	0.97	pm2.5 fraction
0.00103	peak hour g/sec	0.00098	24-hr avg g/sec	0.0002	annual avg g/sec

assumptions:

train activity from Caltrain website: <http://www.caltrain.com/schedules/weekdaytimetable.html>

40 seconds idle/each stop

LF's from EPA Quan. Hotspot Guidance, Exhibit I-1, for idle and movement

PM10 EF from EPA 2009 for commuter/passenger rail for year 2014, converted from g/gal to g/hp-hr

HP weighted average of existing Caltrain fleet (<http://www.caltrain.com/about/statsandreports/commutefleets.html>)

Train speed calculated from Table 3.11-7 of Caltrain Electrification Program EA/FEIR (http://www.caltrain.com/Assets/Peninsula+Rail+Program/Electrification+2025/Caltrain_Electrification_EA-FEIR_Vol-I_July_2009-WEB.pdf)

M-F	Sat	Sun	
46	32	28	
5	1	1	
230	32	28	290 trains/week
			15080 trains/year

0.189393939	mi project length (1,000 ft)
49.1	mph
0.020366599	hour per mile
0.00385731	hour per segment/train
13.88631735	seconds per segment/train

M-F	Sat	Sun	
91	36	32	
5	1	1	
455	36	32	523 trains/week
			27196 trains/year

in Existing Diesel Locos	29
train 2015 Diesel Locos	9
% Reduction	69%

Transit Calcs

	<u>Wk day</u>	<u>Saturday</u>	<u>Sunday</u>	
Stops per day	116	43	23	
Average idle time (hr)	0.02	0.02	0.02	
Idle-hour/day	1.9	0.7	0.4	
Days per year	253	54	58	
Idle-hour/yr	489	39	22	550.1

	PM10	PM2.5	
2012 Idle D EF (g/hr-veh)	0.71	0.65	(from EMFAC idling rates, 2014, SF Bay Area, OBUS)

	<u>Wk day</u>	<u>Saturday</u>	<u>Sunday</u>
Daily PM10 Emissions (g)	1.36	0.51	0.27
Annual PM10 Emissions (g)	344.96	27.29	15.68

	<u>Wk day</u>	<u>Saturday</u>	<u>Sunday</u>	
Daily PM2.5 Emissions (g)	1.25	0.46	0.25	
Annual PM2.5 Emissions (g)	317.37	25.11	14.43	356.90

Max Daily PM2.5 (g)	1
Total Annual PM2.5 (g)	357

Annual Idling (hr)	550.1
Annual PM2.5 (g/hr)	356.90
Annual Avg PM2.5 (g/sec)	0.00027
Scaling factor for modeling	0.00042
Max Daily PM2.5 (g/sec)	1.14E-07

AERMOD inputs for Train Movement

	input	metric	source
emissions rate	2.49E-04	g/s, avg annual	
Source Type	Area		
source release height	4.52	m	BNSF SB Rail Yard HRA
larger side length	304.8	m	1000 ft length
smaller side length	11.00	m	11 meters wide from Google Earth
initial vertical dimension	2.06	m	Table 4-1 ENVIRON 2007
Urban or Rural	U		
Urban Area Population	75232		City of Mountain View Pop
min distance to ambient air	1.00	m	Default
NO2/NO chemistry	1, No		
max distance to probe	5000.00	m	Default
discrete receptors	No		
flagpole receptors	no		
source elevation	0.00	m	Default
min temp	276.48	k	Average winter low (38)
max temp	299.82	k	Average summer high (80)
min wind speed	0.50	m/s	Default
anemometer height	10.00	m	Default
<u>Surface characteristics</u>			
	2		Seasonal Tables
	7		Urban
	1		Average Conditions

AERMOD inputs for Train Idling

	input	metric	source
emissions rate	3.64E-06	g/s, avg annual	
source type	P		
Stack Height	4.52	m	BNSF SB Rail Yard HRA
Stack Diameter	0.62	m	BNSF SB Rail Yard HRA
stack gas exity temp (K)	373.22		BNSF SB Rail Yard HRA
Option	1		
stack gas exit velocity	5.48	m/s	BNSF SB Rail Yard HRA
urban/rural setting?	U		
urban pop	75,232		City of Mountain View Pop
min distance to ambient air	1	m	default
No NO2 chem	1		
building downash?	N		
terrain heights	N		
max distance to probe	5000.00	m	Default
use discrete receptors?	N		
flagpole receptors	N		
source elevation	0.00	m	Default
min temp	276.48	k	Average winter low (38)
max temp	299.82	k	Average summer high (80)
min wind speed	0.50	m/s	Default
anemometer height	10.00	m	Default
<u>Surface characteristics</u>			
	2		Seasonal Tables
	7		Urban
	1		Average Conditions

AERMOD inputs for Transit Idle

	input	metric	source
emissions rate	1.137E-07	g/s, avg annual	
Source Type	Area		
source release height	4.00	m	ARB Risk Reduction Plan cites bus stack height at 0.6m (page VII-7); Table 4-3 from environ modeled this stack height and determined release height as 4m
larger side length	40.00	m	Side of facility from Google Earth
smaller side length	3.00	m	Side of facility from Google Earth
initial vertical dimension	0.93	m	Release height divided by 4.3, EPA guidance
Urban or Rural	U		
Urban Area Population	75232		City of Mountain View Pop
min distance to ambient air	1.00	m	Default
NO2/NO chemistry	1, No		
max distance to probe	5000.00	m	Default
discrete receptors	No		
flagpole receptors	no		
source elevation	0.00	m	Default
min temp	276.48	k	Average winter low (38)
max temp	299.82	k	Average summer high (80)
min wind speed	0.50	m/s	Default
anemometer height	10.00	m	Default
<u>Surface characteristics</u>			
	2		Seasonal Tables
	7		Urban
	1		Average Conditions

AERSCREEN RUNS FOR CONSTRUCTION

TITLE: 2014 Construction DPM

***** AREA PARAMETERS *****

SOURCE EMISSION RATE: 0.0300 g/s 0.238 lb/hr

AREA EMISSION RATE: 0.248E-05 g/(s-m2) 0.197E-04 lb/(hr-m2)

AREA HEIGHT: 5.00 meters 16.40 feet

AREA SOURCE LONG SIDE: 110.00 meters 360.89 feet

AREA SOURCE SHORT SIDE: 110.00 meters 360.89 feet

INITIAL VERTICAL DIMENSION: 1.50 meters 4.92 feet

RURAL OR URBAN: URBAN

POPULATION: 74066

FLAGPOLE RECEPTOR HEIGHT: 1.50 meters 4.92 feet

INITIAL PROBE DISTANCE = 5000. meters 16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****

25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	58.74	45	75.0	WIN

* = worst case diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 10 10 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	1.50	0.35	0.50	

HT	REF	TA	HT
10.0	310.0	2.0	

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 10 10 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	1.50	0.35	0.50	

HT	REF	TA	HT
10.0	310.0	2.0	

***** AERSCREEN AUTOMATED DISTANCES *****
 OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	37.68	2525.00	0.8120
25.00	45.73	2550.00	0.8062
50.01	52.95	2575.00	0.8004
75.00	58.74	2600.00	0.7948
100.00	42.96	2625.00	0.7892
125.00	30.83	2650.00	0.7838
150.01	24.13	2675.00	0.7785
174.99	19.78	2700.00	0.7733
200.00	16.69	2725.00	0.7681
225.00	14.37	2749.99	0.7631
250.00	12.57	2775.00	0.7581

274.99	11.12	2800.00	0.7533
300.00	9.948	2824.99	0.7485
325.00	8.975	2850.00	0.7438
350.00	8.154	2875.00	0.7391
375.01	7.454	2900.00	0.7346
400.00	6.852	2925.00	0.7301
425.00	6.332	2950.00	0.7257
450.00	5.875	2975.00	0.7213
475.01	5.471	2999.99	0.7171
500.00	5.113	3025.00	0.7129
525.00	4.796	3050.00	0.7087
549.99	4.510	3074.99	0.7046
575.00	4.252	3100.00	0.7006
600.00	4.017	3125.00	0.6966
625.00	3.805	3150.00	0.6927
650.00	3.612	3175.00	0.6889
675.00	3.435	3200.00	0.6851
700.00	3.273	3225.00	0.6813
725.00	3.124	3250.00	0.6776
750.00	2.986	3275.00	0.6740
775.00	2.858	3300.00	0.6704
800.00	2.740	3325.00	0.6668
825.00	2.631	3350.00	0.6633
850.00	2.529	3375.00	0.6598
875.00	2.434	3400.00	0.6564
900.00	2.344	3425.00	0.6530
924.99	2.261	3450.00	0.6497
950.00	2.184	3475.00	0.6464
975.00	2.112	3500.00	0.6432
1000.00	2.044	3525.00	0.6400
1025.00	1.980	3550.00	0.6368
1050.00	1.919	3575.00	0.6337
1075.00	1.863	3600.00	0.6306
1100.00	1.809	3625.00	0.6275
1125.01	1.759	3650.00	0.6245
1150.00	1.712	3675.00	0.6215
1175.00	1.667	3699.99	0.6186
1200.00	1.625	3725.00	0.6157
1225.00	1.585	3750.00	0.6128
1250.00	1.548	3775.00	0.6099
1275.00	1.512	3800.00	0.6071
1300.00	1.478	3825.00	0.6043
1325.00	1.446	3849.99	0.6016
1350.00	1.415	3875.00	0.5989
1375.00	1.387	3900.00	0.5962
1400.00	1.359	3925.00	0.5935
1425.00	1.333	3950.00	0.5909
1450.00	1.309	3975.00	0.5883
1475.00	1.285	4000.00	0.5857
1500.00	1.263	4025.00	0.5831
1525.00	1.241	4050.00	0.5806
1550.00	1.221	4075.00	0.5781
1575.00	1.201	4100.00	0.5756
1600.00	1.182	4125.00	0.5732
1625.00	1.164	4150.00	0.5708
1650.00	1.147	4175.00	0.5684
1675.00	1.131	4200.00	0.5660
1700.00	1.115	4225.00	0.5637
1725.00	1.100	4250.00	0.5613
1750.00	1.085	4275.00	0.5590
1775.00	1.071	4300.00	0.5568
1800.00	1.058	4325.00	0.5545
1825.00	1.045	4350.00	0.5523

1850.00	1.032	4375.00	0.5501
1875.00	1.029	4400.00	0.5479
1900.00	1.017	4425.00	0.5457
1925.00	1.006	4450.00	0.5435
1950.00	0.9950	4475.00	0.5414
1975.00	0.9843	4500.00	0.5393
2000.00	0.9739	4525.00	0.5372
2025.00	0.9639	4550.00	0.5351
2050.00	0.9542	4575.00	0.5331
2075.00	0.9448	4600.00	0.5311
2100.00	0.9356	4625.00	0.5291
2125.00	0.9268	4650.00	0.5271
2150.00	0.9181	4675.00	0.5251
2175.00	0.9097	4700.00	0.5231
2200.00	0.9016	4725.00	0.5212
2225.00	0.8936	4750.00	0.5193
2250.00	0.8859	4775.00	0.5174
2275.00	0.8784	4800.00	0.5155
2300.00	0.8710	4825.00	0.5136
2325.00	0.8638	4850.00	0.5117
2350.00	0.8568	4875.00	0.5099
2375.00	0.8500	4899.99	0.5081
2400.00	0.8433	4925.00	0.5063
2425.00	0.8368	4950.00	0.5045
2450.00	0.8304	4975.00	0.5027
2475.00	0.8241	4999.99	0.5009
2500.00	0.8180		

***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled concentrations are equal to the 1-hour concentration as referenced in SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4) Report number EPA-454/R-92-019 http://www.epa.gov/scram001/guidance_permit.htm under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	59.16	59.16	59.16	59.16	N/A

DISTANCE FROM SOURCE 76.00 meters

IMPACT AT THE AMBIENT BOUNDARY	37.68	37.68	37.68	37.68	N/A
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DISTANCE FROM SOURCE 1.00 meters

AERSCREEN 11126 / AERMOD 1234

11/09/13
16:17:45

TITLE: 2014 Construction PM2.5

 ***** AREA PARAMETERS *****

SOURCE EMISSION RATE: 0.0270 g/s 0.214 lb/hr

AREA EMISSION RATE: 0.223E-05 g/(s-m2) 0.177E-04 lb/(hr-m2)

AREA HEIGHT: 5.00 meters 16.40 feet

AREA SOURCE LONG SIDE: 110.00 meters 360.89 feet

AREA SOURCE SHORT SIDE: 110.00 meters 360.89 feet

INITIAL VERTICAL DIMENSION: 1.50 meters 4.92 feet

RURAL OR URBAN: URBAN

POPULATION: 74066

FLAGPOLE RECEPTOR HEIGHT: 1.50 meters 4.92 feet

INITIAL PROBE DISTANCE = 5000. meters 16404. feet

 ***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

 ***** FLOW SECTOR ANALYSIS *****
 25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo	SURFACE	1-HR CONC	RADIAL	DIST	TEMPORAL
SECTOR	ROUGHNESS	(ug/m3)	(deg)	(m)	PERIOD
1*	1.000	52.86	45	75.0	WIN

* = worst case diagonal

 ***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban

DOMINANT CLIMATE TYPE: Average Moisture

DOMINANT SEASON: Winter

ALBEDO: 0.35

BOWEN RATIO: 1.50

ROUGHNESS LENGTH: 1.000 (meters)

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR

10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS
-1.30 0.043 -9.000 0.020 -999. 21. 6.0 1.000 1.50 0.35 0.50

HT REF TA HT
10.0 310.0 2.0

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR

10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS
-1.30 0.043 -9.000 0.020 -999. 21. 6.0 1.000 1.50 0.35 0.50

HT REF TA HT
10.0 310.0 2.0

***** AERSCREEN AUTOMATED DISTANCES *****
OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	33.91	2525.00	0.7308
25.00	41.16	2550.00	0.7255
50.01	47.65	2575.00	0.7203
75.00	52.86	2600.00	0.7153
100.00	38.66	2625.00	0.7103
125.00	27.74	2650.00	0.7054
150.01	21.72	2675.00	0.7006
174.99	17.80	2700.00	0.6959
200.00	15.02	2725.00	0.6913
225.00	12.93	2749.99	0.6867
250.00	11.31	2775.00	0.6823
274.99	10.01	2800.00	0.6779
300.00	8.953	2824.99	0.6736
325.00	8.077	2849.99	0.6694
350.00	7.338	2875.00	0.6652
375.01	6.709	2900.00	0.6611
400.00	6.167	2925.00	0.6571

425.00	5.698	2950.00	0.6531
450.00	5.287	2975.00	0.6492
475.01	4.924	3000.00	0.6453
500.00	4.602	3025.00	0.6415
525.00	4.316	3050.00	0.6378
549.99	4.059	3075.00	0.6341
575.00	3.827	3100.00	0.6305
600.00	3.616	3125.00	0.6269
625.00	3.424	3150.00	0.6234
650.00	3.251	3174.99	0.6199
675.00	3.092	3200.00	0.6165
700.00	2.946	3225.00	0.6131
725.00	2.812	3250.00	0.6098
750.00	2.688	3275.00	0.6065
775.00	2.572	3300.00	0.6033
800.00	2.466	3325.00	0.6001
825.00	2.367	3350.00	0.5969
850.00	2.276	3375.00	0.5938
875.00	2.190	3400.00	0.5908
900.00	2.110	3425.00	0.5877
925.00	2.035	3450.00	0.5847
950.00	1.966	3475.00	0.5818
975.00	1.901	3500.00	0.5788
1000.00	1.839	3525.00	0.5760
1025.00	1.782	3550.00	0.5731
1050.00	1.727	3575.00	0.5703
1075.00	1.676	3600.00	0.5675
1100.00	1.628	3625.00	0.5648
1125.01	1.583	3650.00	0.5620
1150.00	1.540	3675.00	0.5594
1175.00	1.500	3699.99	0.5567
1200.00	1.462	3725.00	0.5541
1225.00	1.427	3750.00	0.5515
1250.00	1.393	3775.00	0.5489
1275.00	1.361	3800.00	0.5464
1300.00	1.330	3825.00	0.5439
1325.00	1.301	3850.00	0.5414
1350.00	1.274	3875.00	0.5390
1375.00	1.248	3900.00	0.5365
1400.00	1.223	3925.00	0.5341
1425.00	1.200	3950.00	0.5318
1450.00	1.178	3975.00	0.5294
1475.00	1.157	4000.00	0.5271
1500.00	1.137	4024.99	0.5248
1525.00	1.117	4050.00	0.5225
1550.00	1.099	4075.00	0.5203
1575.00	1.081	4100.00	0.5181
1600.00	1.064	4125.00	0.5159
1625.00	1.048	4150.00	0.5137
1650.00	1.033	4175.00	0.5115
1675.00	1.018	4200.00	0.5094
1700.00	1.004	4225.00	0.5073
1725.00	0.9899	4250.00	0.5052
1750.00	0.9768	4275.00	0.5031
1775.00	0.9642	4300.00	0.5011
1800.00	0.9520	4325.00	0.4990
1825.00	0.9403	4350.00	0.4970
1850.00	0.9292	4375.00	0.4950
1875.00	0.9263	4400.00	0.4931
1900.00	0.9157	4425.00	0.4911
1925.00	0.9054	4450.00	0.4892
1950.00	0.8954	4475.00	0.4872
1975.00	0.8858	4500.00	0.4854

2000.00	0.8765	4525.00	0.4835
2025.00	0.8675	4550.00	0.4816
2050.00	0.8587	4575.00	0.4798
2075.00	0.8503	4600.00	0.4779
2100.00	0.8420	4625.00	0.4761
2125.00	0.8340	4650.00	0.4743
2150.00	0.8263	4675.00	0.4726
2175.00	0.8187	4700.00	0.4708
2200.00	0.8114	4725.00	0.4690
2225.00	0.8042	4750.00	0.4673
2250.00	0.7973	4775.00	0.4656
2275.00	0.7905	4800.00	0.4639
2300.00	0.7839	4825.00	0.4622
2325.00	0.7774	4850.00	0.4606
2350.00	0.7711	4875.00	0.4589
2375.00	0.7650	4900.00	0.4573
2400.00	0.7589	4925.00	0.4556
2425.00	0.7531	4950.00	0.4540
2450.00	0.7473	4975.00	0.4524
2475.00	0.7417	4999.99	0.4508
2500.00	0.7362		

***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled concentrations are equal to the 1-hour concentration as referenced in SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4) Report number EPA-454/R-92-019 http://www.epa.gov/scram001/guidance_permit.htm under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	53.24	53.24	53.24	53.24	N/A

DISTANCE FROM SOURCE 76.00 meters

IMPACT AT THE AMBIENT BOUNDARY	33.91	33.91	33.91	33.91	N/A
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DISTANCE FROM SOURCE 1.00 meters

AERSCREEN 11126 / AERMOD 1234 11/09/13 16:23:32

TITLE: 2015 Construction DPM

***** AREA PARAMETERS *****

SOURCE EMISSION RATE: 0.0240 g/s 0.190 lb/hr

AREA EMISSION RATE: 0.198E-05 g/(s-m2) 0.157E-04 lb/(hr-m2)
 AREA HEIGHT: 5.00 meters 16.40 feet
 AREA SOURCE LONG SIDE: 110.00 meters 360.89 feet
 AREA SOURCE SHORT SIDE: 110.00 meters 360.89 feet
 INITIAL VERTICAL DIMENSION: 1.50 meters 4.92 feet
 RURAL OR URBAN: URBAN
 POPULATION: 74066

 FLAGPOLE RECEPTOR HEIGHT: 1.50 meters 4.92 feet
 INITIAL PROBE DISTANCE = 5000. meters 16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****
 25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	46.98	45	75.0	WIN

* = worst case diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

 METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS
 - - - - -
 -1.30 0.043 -9.000 0.020 -999. 21. 6.0 1.000 1.50 0.35 0.50

HT REF TA HT
 - - - - -
 10.0 310.0 2.0

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS
 - - - - -
 -1.30 0.043 -9.000 0.020 -999. 21. 6.0 1.000 1.50 0.35 0.50

HT REF TA HT
 - - - - -
 10.0 310.0 2.0

***** AERSCREEN AUTOMATED DISTANCES *****
 OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	30.14	2525.00	0.6496
25.00	36.58	2550.00	0.6449
50.01	42.36	2575.00	0.6403
75.00	46.98	2600.00	0.6357
100.00	34.37	2625.00	0.6313
125.00	24.66	2650.00	0.6270
150.01	19.30	2675.00	0.6227
174.99	15.82	2700.00	0.6185
200.00	13.35	2725.00	0.6144
225.00	11.49	2750.00	0.6104
250.00	10.05	2775.00	0.6064
274.99	8.898	2800.00	0.6025
300.00	7.958	2825.00	0.5987
325.00	7.179	2850.00	0.5950
350.00	6.522	2875.00	0.5912
375.01	5.963	2900.00	0.5876
400.00	5.481	2925.00	0.5840
425.00	5.065	2950.00	0.5805
450.00	4.700	2975.00	0.5770
475.01	4.376	3000.00	0.5736
500.00	4.090	3025.00	0.5702
525.00	3.836	3050.00	0.5669
549.99	3.608	3075.00	0.5636

575.00	3.401	3100.00	0.5604
600.00	3.214	3125.00	0.5572
625.00	3.044	3150.00	0.5541
650.00	2.889	3175.00	0.5510
675.00	2.748	3200.00	0.5480
700.00	2.619	3225.00	0.5450
725.00	2.499	3250.00	0.5420
750.00	2.389	3274.99	0.5391
775.00	2.286	3300.00	0.5362
800.00	2.192	3325.00	0.5334
825.00	2.104	3350.00	0.5306
850.00	2.023	3375.00	0.5278
875.00	1.947	3400.00	0.5251
900.00	1.875	3425.00	0.5224
924.99	1.809	3450.00	0.5197
950.00	1.747	3475.00	0.5171
975.00	1.689	3500.00	0.5145
1000.00	1.635	3525.00	0.5119
1025.00	1.584	3550.00	0.5094
1050.00	1.535	3575.00	0.5069
1075.00	1.490	3600.00	0.5044
1100.00	1.447	3625.00	0.5020
1125.01	1.407	3650.00	0.4996
1150.00	1.369	3675.00	0.4972
1175.00	1.333	3699.99	0.4948
1200.00	1.300	3725.00	0.4925
1225.00	1.268	3750.00	0.4902
1250.00	1.238	3775.00	0.4879
1275.00	1.209	3800.00	0.4856
1300.00	1.182	3825.00	0.4834
1325.00	1.157	3849.99	0.4812
1350.00	1.132	3875.00	0.4790
1375.00	1.109	3900.00	0.4769
1400.00	1.087	3925.00	0.4748
1425.00	1.067	3950.00	0.4726
1450.00	1.047	3975.00	0.4706
1475.00	1.028	4000.00	0.4685
1500.00	1.010	4025.00	0.4665
1525.00	0.9930	4050.00	0.4644
1550.00	0.9766	4074.99	0.4624
1575.00	0.9608	4100.00	0.4605
1600.00	0.9458	4125.00	0.4585
1625.00	0.9315	4150.00	0.4566
1650.00	0.9178	4175.00	0.4547
1675.00	0.9046	4200.00	0.4528
1700.00	0.8920	4225.00	0.4509
1725.00	0.8799	4249.99	0.4490
1750.00	0.8682	4275.00	0.4472
1775.00	0.8570	4300.00	0.4454
1800.00	0.8462	4325.00	0.4436
1825.00	0.8358	4350.00	0.4418
1850.00	0.8259	4375.00	0.4400
1875.00	0.8234	4400.00	0.4382
1900.00	0.8139	4425.00	0.4365
1925.00	0.8047	4450.00	0.4348
1950.00	0.7959	4475.00	0.4331
1975.00	0.7873	4500.00	0.4314
2000.00	0.7791	4525.00	0.4297
2025.00	0.7710	4550.00	0.4281
2050.00	0.7633	4575.00	0.4264
2075.00	0.7557	4600.00	0.4248
2100.00	0.7484	4625.00	0.4232
2125.00	0.7413	4650.00	0.4216

2150.00	0.7344	4675.00	0.4200
2175.00	0.7277	4700.00	0.4185
2200.00	0.7212	4725.00	0.4169
2225.00	0.7148	4750.00	0.4154
2250.00	0.7086	4775.00	0.4138
2275.00	0.7026	4800.00	0.4123
2300.00	0.6967	4825.00	0.4108
2325.00	0.6910	4850.00	0.4094
2350.00	0.6854	4875.00	0.4079
2375.00	0.6799	4900.00	0.4064
2400.00	0.6746	4925.00	0.4050
2425.00	0.6694	4950.00	0.4035
2450.00	0.6642	4975.00	0.4021
2475.00	0.6592	5000.00	0.4007
2500.00	0.6543		

***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled concentrations are equal to the 1-hour concentration as referenced in SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4) Report number EPA-454/R-92-019 http://www.epa.gov/scram001/guidance_permit.htm under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	47.32	47.32	47.32	47.32	N/A

DISTANCE FROM SOURCE 76.00 meters

IMPACT AT THE AMBIENT BOUNDARY	30.14	30.14	30.14	30.14	N/A
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DISTANCE FROM SOURCE 1.00 meters

AERSCREEN 11126 / AERMOD 1234 11/09/13 16:35:23

TITLE: 2015 Construction 2.5

***** AREA PARAMETERS *****

SOURCE EMISSION RATE:	0.0220 g/s	0.175 lb/hr
AREA EMISSION RATE:	0.182E-05 g/(s-m2)	0.144E-04 lb/(hr-m2)
AREA HEIGHT:	5.00 meters	16.40 feet
AREA SOURCE LONG SIDE:	110.00 meters	360.89 feet
AREA SOURCE SHORT SIDE:	110.00 meters	360.89 feet
INITIAL VERTICAL DIMENSION:	1.50 meters	4.92 feet

RURAL OR URBAN: URBAN
 POPULATION: 74066
 FLAGPOLE RECEPTOR HEIGHT: 1.50 meters 4.92 feet
 INITIAL PROBE DISTANCE = 5000. meters 16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****

25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	43.08	45	75.0	WIN

* = worst case diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS

-1.30 0.043 -9.000 0.020 -999. 21. 6.0 1.000 1.50 0.35 0.50

HT REF TA HT
- - - - -
10.0 310.0 2.0

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR
-- -- -- -- --
10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS
- - - - -
-1.30 0.043 -9.000 0.020 -999. 21. 6.0 1.000 1.50 0.35 0.50

HT REF TA HT
- - - - -
10.0 310.0 2.0

***** AERSCREEN AUTOMATED DISTANCES *****
OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	27.64	2525.00	0.5955
25.00	33.54	2550.00	0.5912
50.01	38.83	2575.00	0.5870
75.00	43.08	2600.00	0.5828
100.00	31.51	2625.00	0.5788
125.00	22.61	2650.00	0.5748
150.01	17.70	2675.00	0.5709
174.99	14.50	2700.00	0.5671
200.00	12.24	2725.00	0.5633
225.00	10.54	2750.00	0.5596
250.00	9.215	2775.00	0.5560
274.99	8.157	2800.00	0.5524
300.00	7.296	2824.99	0.5489
325.00	6.582	2850.00	0.5454
350.00	5.979	2875.00	0.5421
375.01	5.467	2900.00	0.5387
400.00	5.025	2925.00	0.5354
425.00	4.644	2950.00	0.5322
450.00	4.309	2975.00	0.5290
475.01	4.012	2999.99	0.5259
500.00	3.750	3025.00	0.5228
525.00	3.517	3050.00	0.5197
549.99	3.308	3075.00	0.5167
575.00	3.118	3100.00	0.5138
600.00	2.946	3125.00	0.5109
625.00	2.791	3150.00	0.5080
650.00	2.649	3174.99	0.5052
675.00	2.519	3200.00	0.5024
700.00	2.401	3225.00	0.4996

725.00	2.291	3250.00	0.4969
750.00	2.190	3274.99	0.4943
775.00	2.096	3300.00	0.4916
800.00	2.010	3325.00	0.4890
825.00	1.929	3350.00	0.4864
850.00	1.854	3375.00	0.4839
875.00	1.785	3400.00	0.4814
900.00	1.719	3425.00	0.4789
925.00	1.658	3450.00	0.4765
950.00	1.602	3475.00	0.4741
975.00	1.549	3500.00	0.4717
1000.00	1.499	3525.00	0.4693
1025.00	1.452	3550.00	0.4670
1050.00	1.408	3575.00	0.4647
1075.00	1.366	3600.00	0.4624
1100.00	1.327	3625.00	0.4602
1125.01	1.290	3650.00	0.4580
1150.00	1.255	3675.00	0.4558
1175.00	1.223	3699.99	0.4536
1200.00	1.192	3725.00	0.4515
1225.00	1.162	3750.00	0.4494
1250.00	1.135	3775.00	0.4473
1275.00	1.109	3800.00	0.4452
1300.00	1.084	3825.00	0.4432
1325.00	1.060	3850.00	0.4412
1350.00	1.038	3875.00	0.4392
1375.00	1.017	3900.00	0.4372
1400.00	0.9969	3925.00	0.4353
1425.00	0.9779	3950.00	0.4333
1450.00	0.9598	3975.00	0.4314
1475.00	0.9426	4000.00	0.4295
1500.00	0.9261	4025.00	0.4276
1525.00	0.9104	4050.00	0.4258
1550.00	0.8953	4075.00	0.4240
1575.00	0.8809	4100.00	0.4221
1600.00	0.8671	4125.00	0.4204
1625.00	0.8540	4150.00	0.4186
1650.00	0.8414	4175.00	0.4168
1675.00	0.8293	4200.00	0.4151
1700.00	0.8178	4225.00	0.4134
1725.00	0.8067	4250.00	0.4117
1750.00	0.7960	4275.00	0.4100
1775.00	0.7857	4300.00	0.4083
1800.00	0.7758	4325.00	0.4066
1825.00	0.7663	4350.00	0.4050
1850.00	0.7572	4375.00	0.4034
1875.00	0.7549	4400.00	0.4018
1900.00	0.7462	4425.00	0.4002
1925.00	0.7378	4450.00	0.3986
1950.00	0.7297	4475.00	0.3970
1975.00	0.7218	4500.00	0.3955
2000.00	0.7142	4525.00	0.3940
2025.00	0.7069	4550.00	0.3925
2050.00	0.6998	4575.00	0.3910
2075.00	0.6929	4599.99	0.3895
2100.00	0.6862	4625.00	0.3880
2125.00	0.6796	4650.00	0.3865
2150.00	0.6733	4675.00	0.3851
2175.00	0.6672	4700.00	0.3836
2200.00	0.6612	4725.00	0.3822
2225.00	0.6554	4750.00	0.3808
2250.00	0.6497	4774.99	0.3794
2275.00	0.6442	4800.00	0.3780

2300.00	0.6388	4825.00	0.3767
2325.00	0.6335	4850.00	0.3753
2350.00	0.6284	4875.00	0.3739
2375.00	0.6234	4900.00	0.3726
2400.00	0.6184	4924.99	0.3713
2425.00	0.6137	4950.00	0.3700
2450.00	0.6090	4975.00	0.3687
2475.00	0.6044	5000.00	0.3674
2500.00	0.5999		

***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled concentrations are equal to the 1-hour concentration as referenced in SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4) Report number EPA-454/R-92-019 http://www.epa.gov/scram001/guidance_permit.htm under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	43.38	43.38	43.38	43.38	N/A

DISTANCE FROM SOURCE 76.00 meters

IMPACT AT THE AMBIENT BOUNDARY	27.64	27.64	27.64	27.64	N/A
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DISTANCE FROM SOURCE 1.00 meters

AERSCREEN 11126 / AERMOD 1234 11/09/13 16:40:15

TITLE: 2016 Construction DPM

***** AREA PARAMETERS *****

SOURCE EMISSION RATE:	0.0250 g/s	0.198 lb/hr
AREA EMISSION RATE:	0.207E-05 g/(s-m2)	0.164E-04 lb/(hr-m2)
AREA HEIGHT:	5.00 meters	16.40 feet
AREA SOURCE LONG SIDE:	110.00 meters	360.89 feet
AREA SOURCE SHORT SIDE:	110.00 meters	360.89 feet
INITIAL VERTICAL DIMENSION:	1.50 meters	4.92 feet
RURAL OR URBAN:	URBAN	
POPULATION:	74066	
FLAGPOLE RECEPTOR HEIGHT:	1.50 meters	4.92 feet
INITIAL PROBE DISTANCE =	5000. meters	16404. feet

 ***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

 ***** FLOW SECTOR ANALYSIS *****
 25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	48.95	45	75.0	WIN

* = worst case diagonal

 ***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 10 10 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50

HT	REF TA	HT
10.0	310.0	2.0

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR
 -- -- -- --- --
 10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS
 - - - - -
 -1.30 0.043 -9.000 0.020 -999. 21. 6.0 1.000 1.50 0.35 0.50

HT REF TA HT
 - - - - -
 10.0 310.0 2.0

***** AERSCREEN AUTOMATED DISTANCES *****
 OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	31.41	2525.00	0.6767
25.00	38.11	2550.00	0.6719
50.01	44.13	2575.00	0.6671
75.00	48.95	2600.00	0.6624
100.00	35.80	2625.00	0.6577
125.00	25.69	2650.00	0.6532
150.01	20.11	2675.00	0.6488
174.99	16.48	2700.00	0.6444
200.00	13.91	2725.00	0.6402
225.00	11.97	2750.00	0.6360
250.00	10.47	2775.00	0.6318
274.99	9.270	2800.00	0.6278
300.00	8.291	2824.99	0.6238
325.00	7.480	2850.00	0.6199
350.00	6.795	2875.00	0.6160
375.01	6.213	2900.00	0.6122
400.00	5.711	2925.00	0.6085
425.00	5.277	2950.00	0.6048
450.00	4.896	2975.00	0.6012
475.01	4.560	3000.00	0.5976
500.00	4.262	3025.00	0.5941
525.00	3.997	3050.00	0.5906
549.99	3.759	3075.00	0.5872
575.00	3.544	3100.00	0.5839
600.00	3.348	3125.00	0.5806
625.00	3.171	3150.00	0.5773
650.00	3.010	3174.99	0.5741
675.00	2.863	3199.99	0.5709
700.00	2.728	3225.00	0.5678
725.00	2.604	3250.00	0.5647
750.00	2.489	3275.00	0.5617
775.00	2.382	3300.00	0.5587
800.00	2.284	3325.00	0.5557
825.00	2.192	3350.00	0.5528
850.00	2.107	3375.00	0.5499

875.00	2.028	3400.00	0.5471
900.00	1.954	3425.00	0.5442
925.00	1.885	3450.00	0.5415
950.00	1.821	3475.00	0.5387
975.00	1.760	3500.00	0.5360
1000.00	1.703	3525.00	0.5334
1025.00	1.650	3550.00	0.5307
1050.00	1.600	3575.00	0.5281
1075.00	1.552	3600.00	0.5255
1100.00	1.508	3625.00	0.5230
1125.01	1.466	3650.00	0.5205
1150.00	1.426	3675.00	0.5180
1175.00	1.389	3699.99	0.5155
1200.00	1.354	3724.99	0.5131
1225.00	1.321	3750.00	0.5107
1250.00	1.290	3775.00	0.5083
1275.00	1.260	3800.00	0.5060
1300.00	1.232	3825.00	0.5037
1325.00	1.205	3850.00	0.5014
1350.00	1.180	3875.00	0.4991
1375.00	1.156	3900.00	0.4968
1400.00	1.133	3925.00	0.4946
1425.00	1.111	3950.00	0.4924
1450.00	1.091	3975.00	0.4903
1475.00	1.071	4000.00	0.4881
1500.00	1.052	4025.00	0.4860
1525.00	1.035	4050.00	0.4839
1550.00	1.017	4074.99	0.4818
1575.00	1.001	4100.00	0.4797
1600.00	0.9854	4125.00	0.4777
1625.00	0.9705	4150.00	0.4757
1650.00	0.9562	4175.00	0.4737
1675.00	0.9425	4200.00	0.4717
1700.00	0.9293	4225.00	0.4698
1725.00	0.9167	4250.00	0.4678
1750.00	0.9046	4275.00	0.4659
1775.00	0.8929	4300.00	0.4640
1800.00	0.8816	4325.00	0.4621
1825.00	0.8708	4350.00	0.4603
1850.00	0.8604	4375.00	0.4584
1875.00	0.8578	4400.00	0.4566
1900.00	0.8480	4425.00	0.4548
1925.00	0.8384	4450.00	0.4530
1950.00	0.8292	4475.00	0.4512
1975.00	0.8203	4499.99	0.4495
2000.00	0.8117	4525.00	0.4477
2025.00	0.8033	4550.00	0.4460
2050.00	0.7952	4575.00	0.4443
2075.00	0.7874	4599.99	0.4426
2100.00	0.7798	4625.00	0.4409
2125.00	0.7724	4650.00	0.4393
2150.00	0.7652	4674.99	0.4376
2175.00	0.7582	4700.00	0.4360
2200.00	0.7514	4725.00	0.4344
2225.00	0.7448	4750.00	0.4328
2250.00	0.7383	4775.00	0.4312
2275.00	0.7320	4800.00	0.4296
2300.00	0.7259	4825.00	0.4280
2325.00	0.7199	4850.00	0.4265
2350.00	0.7141	4875.00	0.4250
2375.00	0.7084	4900.00	0.4234
2400.00	0.7028	4924.99	0.4219
2425.00	0.6974	4950.00	0.4204

2450.00	0.6920	4975.00	0.4190
2475.00	0.6868	5000.00	0.4175
2500.00	0.6817		

***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled concentrations are equal to the 1-hour concentration as referenced in SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4) Report number EPA-454/R-92-019 http://www.epa.gov/scram001/guidance_permit.htm under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
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FLAT TERRAIN	49.30	49.30	49.30	49.30	N/A
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DISTANCE FROM SOURCE 76.00 meters

IMPACT AT THE AMBIENT BOUNDARY	31.41	31.41	31.41	31.41	N/A
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DISTANCE FROM SOURCE 1.00 meters

AERSCREEN 11126 / AERMOD 1234 11/09/13 16:43:21

TITLE: 2016 Construction PM2.5

***** AREA PARAMETERS *****

SOURCE EMISSION RATE:	0.0230 g/s	0.183 lb/hr
AREA EMISSION RATE:	0.190E-05 g/(s-m2)	0.151E-04 lb/(hr-m2)
AREA HEIGHT:	5.00 meters	16.40 feet
AREA SOURCE LONG SIDE:	110.00 meters	360.89 feet
AREA SOURCE SHORT SIDE:	110.00 meters	360.89 feet
INITIAL VERTICAL DIMENSION:	1.50 meters	4.92 feet
RURAL OR URBAN:	URBAN	
POPULATION:	74066	
FLAGPOLE RECEPTOR HEIGHT:	1.50 meters	4.92 feet
INITIAL PROBE DISTANCE =	5000. meters	16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****
 25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo SECTOR	SURFACE ROUGHNESS	1-HR CONC (ug/m3)	RADIAL (deg)	DIST (m)	TEMPORAL PERIOD
1*	1.000	45.04	45	75.0	WIN

* = worst case diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 250.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR

10 01 10 10 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	1.50	0.35	0.50		

HT REF TA HT

10.0 310.0 2.0

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR

10 01 10 10 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
-1.30	0.043	-9.000	0.020	-999.	21.		6.0	1.000	1.50	0.35		0.50

HT	REF	TA	HT
10.0	310.0		2.0

***** AERSCREEN AUTOMATED DISTANCES *****
 OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	28.90	2525.00	0.6227
25.00	35.07	2550.00	0.6182
50.01	40.60	2575.00	0.6138
75.00	45.04	2600.00	0.6095
100.00	32.94	2625.00	0.6052
125.00	23.64	2650.00	0.6011
150.01	18.51	2675.00	0.5970
174.99	15.17	2700.00	0.5930
200.00	12.80	2725.00	0.5890
225.00	11.02	2750.00	0.5852
250.00	9.636	2775.00	0.5814
274.99	8.530	2800.00	0.5776
300.00	7.629	2824.99	0.5740
325.00	6.882	2850.00	0.5703
350.00	6.252	2875.00	0.5668
375.01	5.716	2900.00	0.5633
400.00	5.255	2925.00	0.5599
425.00	4.856	2950.00	0.5565
450.00	4.505	2975.00	0.5532
475.01	4.195	3000.00	0.5499
500.00	3.921	3025.00	0.5466
525.00	3.678	3050.00	0.5435
549.99	3.459	3075.00	0.5403
575.00	3.261	3100.00	0.5372
600.00	3.081	3125.00	0.5342
625.00	2.918	3150.00	0.5312
650.00	2.770	3175.00	0.5282
675.00	2.634	3200.00	0.5253
700.00	2.510	3225.00	0.5225
725.00	2.396	3250.00	0.5196
750.00	2.290	3274.99	0.5168
775.00	2.192	3300.00	0.5141
800.00	2.101	3325.00	0.5113
825.00	2.017	3350.00	0.5086
850.00	1.939	3375.00	0.5060
875.00	1.866	3400.00	0.5034
900.00	1.798	3425.00	0.5008
924.99	1.734	3450.00	0.4982
950.00	1.675	3475.00	0.4957
975.00	1.620	3500.00	0.4932
1000.00	1.567	3525.00	0.4908

1025.00	1.518	3550.00	0.4883
1050.00	1.472	3575.00	0.4859
1075.00	1.428	3600.00	0.4836
1100.00	1.387	3625.00	0.4812
1125.01	1.349	3650.00	0.4789
1150.00	1.313	3675.00	0.4766
1175.00	1.278	3700.00	0.4744
1200.00	1.246	3725.00	0.4721
1225.00	1.216	3750.00	0.4699
1250.00	1.187	3775.00	0.4677
1275.00	1.159	3800.00	0.4656
1300.00	1.133	3825.00	0.4634
1325.00	1.109	3849.99	0.4613
1350.00	1.085	3875.00	0.4592
1375.00	1.063	3900.00	0.4572
1400.00	1.042	3925.00	0.4551
1425.00	1.023	3950.00	0.4531
1450.00	1.004	3975.00	0.4511
1475.00	0.9856	4000.00	0.4491
1500.00	0.9684	4025.00	0.4472
1525.00	0.9520	4050.00	0.4452
1550.00	0.9362	4075.00	0.4433
1575.00	0.9211	4100.00	0.4414
1600.00	0.9067	4125.00	0.4395
1625.00	0.8930	4150.00	0.4377
1650.00	0.8798	4175.00	0.4359
1675.00	0.8672	4200.00	0.4340
1700.00	0.8551	4225.00	0.4322
1725.00	0.8435	4250.00	0.4305
1750.00	0.8323	4275.00	0.4287
1775.00	0.8216	4300.00	0.4269
1800.00	0.8112	4325.00	0.4252
1825.00	0.8013	4350.00	0.4235
1850.00	0.7917	4375.00	0.4218
1875.00	0.7893	4400.00	0.4201
1900.00	0.7802	4425.00	0.4185
1925.00	0.7715	4450.00	0.4168
1950.00	0.7630	4475.00	0.4152
1975.00	0.7548	4500.00	0.4136
2000.00	0.7468	4525.00	0.4120
2025.00	0.7392	4550.00	0.4104
2050.00	0.7317	4575.00	0.4088
2075.00	0.7245	4600.00	0.4072
2100.00	0.7175	4625.00	0.4057
2125.00	0.7107	4650.00	0.4042
2150.00	0.7041	4675.00	0.4027
2175.00	0.6976	4700.00	0.4012
2200.00	0.6914	4725.00	0.3997
2225.00	0.6853	4750.00	0.3982
2250.00	0.6793	4774.99	0.3967
2275.00	0.6736	4800.00	0.3953
2300.00	0.6679	4825.00	0.3939
2325.00	0.6624	4850.00	0.3924
2350.00	0.6571	4875.00	0.3910
2375.00	0.6518	4900.00	0.3896
2400.00	0.6467	4925.00	0.3882
2425.00	0.6417	4950.00	0.3869
2450.00	0.6368	4975.00	0.3855
2475.00	0.6320	5000.00	0.3841
2500.00	0.6273		

 ***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled
 concentrations are equal to the 1-hour concentration as referenced in
 SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY
 IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
 Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
 under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	45.36	45.36	45.36	45.36	N/A
DISTANCE FROM SOURCE	76.00 meters				
IMPACT AT THE AMBIENT BOUNDARY	28.90	28.90	28.90	28.90	N/A
DISTANCE FROM SOURCE	1.00 meters				

AERSCREEN RUN FOR TRAIN IDLING

TITLE: Caltrain IDLE

***** STACK PARAMETERS *****

SOURCE EMISSION RATE: 0.364E-05 g/s 0.289E-04 lb/hr
 STACK HEIGHT: 4.52 meters 14.83 feet
 STACK INNER DIAMETER: 0.620 meters 24.41 inches
 PLUME EXIT TEMPERATURE: 373.2 K 212.1 Deg F
 PLUME EXIT VELOCITY: 5.480 m/s 17.98 ft/s
 STACK AIR FLOW RATE: 3506 ACFM
 RURAL OR URBAN: URBAN
 POPULATION: 75232

INITIAL PROBE DISTANCE = 5000. meters 16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

NO BUILDING DOWNWASH HAS BEEN REQUESTED FOR THIS ANALYSIS

***** PROBE ANALYSIS *****

25 meter receptor spacing: 1. meters - 5000. meters

Zo SECTOR	ROUGHNESS LENGTH	1-HR CONC (ug/m3)	DIST (m)	TEMPORAL PERIOD
1*	1.000	0.9531E-03	25.0	WIN

* = worst case flow sector

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 276.5 / 299.8 (K)
 MINIMUM WIND SPEED: 0.5 m/s
 ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
 -- -- -- --- --
 10 05 01 1 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
-9.18	1.736	-9.000	0.020	-999.	4000.	8888.0	1.000	1.50	0.35	10.00		
HT	REF	TA	HT									
10.0	299.8	2.0										

ESTIMATED FINAL PLUME HEIGHT (non-downwash): 8.5 meters

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR
 -- -- -- --- --
 10 01 18 1 12

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
58.75	0.155	0.600	0.020	125.	141.	-5.4	1.000	1.50	0.35	0.50		
HT	REF	TA	HT									
10.0	276.5	2.0										

ESTIMATED FINAL PLUME HEIGHT (non-downwash): 99.7 meters

***** AERSCREEN AUTOMATED DISTANCES *****
 OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	0.4478E-06	2525.00	0.3590E-04
25.00	0.9531E-03	2550.00	0.3546E-04
50.00	0.7010E-03	2575.00	0.3503E-04
75.00	0.5750E-03	2600.00	0.3460E-04
100.00	0.4381E-03	2625.00	0.3419E-04
125.00	0.3473E-03	2650.00	0.3378E-04
150.00	0.2901E-03	2675.00	0.3338E-04
175.00	0.2513E-03	2700.00	0.3299E-04
200.00	0.2302E-03	2725.00	0.3261E-04
225.00	0.2150E-03	2750.00	0.3223E-04
250.00	0.2277E-03	2775.00	0.3186E-04
275.00	0.2373E-03	2800.00	0.3150E-04
300.00	0.2345E-03	2825.00	0.3115E-04
325.00	0.2298E-03	2850.00	0.3080E-04
350.00	0.2240E-03	2875.00	0.3050E-04

375.00	0.2174E-03	2900.00	0.3019E-04
400.00	0.2104E-03	2925.00	0.2990E-04
425.00	0.2040E-03	2950.00	0.2961E-04
450.00	0.1987E-03	2975.00	0.2933E-04
475.00	0.1932E-03	3000.00	0.2905E-04
500.00	0.1877E-03	3025.00	0.2877E-04
525.00	0.1822E-03	3050.00	0.2851E-04
550.00	0.1767E-03	3075.00	0.2824E-04
575.00	0.1714E-03	3100.00	0.2799E-04
600.00	0.1662E-03	3125.00	0.2774E-04
625.00	0.1612E-03	3150.00	0.2749E-04
650.00	0.1563E-03	3175.00	0.2725E-04
675.00	0.1516E-03	3200.00	0.2701E-04
700.00	0.1471E-03	3225.00	0.2677E-04
725.00	0.1427E-03	3250.00	0.2655E-04
750.00	0.1386E-03	3275.00	0.2632E-04
775.00	0.1346E-03	3300.00	0.2610E-04
800.00	0.1307E-03	3325.00	0.2588E-04
825.00	0.1270E-03	3350.00	0.2567E-04
850.00	0.1235E-03	3375.00	0.2546E-04
875.00	0.1201E-03	3400.00	0.2526E-04
900.00	0.1169E-03	3425.00	0.2506E-04
925.00	0.1138E-03	3450.00	0.2486E-04
950.00	0.1108E-03	3475.00	0.2466E-04
975.00	0.1079E-03	3500.00	0.2447E-04
1000.00	0.1052E-03	3525.00	0.2429E-04
1025.00	0.1025E-03	3550.00	0.2410E-04
1050.00	0.1000E-03	3575.00	0.2392E-04
1075.00	0.9758E-04	3600.00	0.2374E-04
1100.00	0.9524E-04	3625.00	0.2357E-04
1125.00	0.9299E-04	3650.00	0.2340E-04
1150.00	0.9082E-04	3675.00	0.2323E-04
1175.00	0.8873E-04	3700.00	0.2306E-04
1200.00	0.8673E-04	3725.00	0.2290E-04
1225.00	0.8479E-04	3750.00	0.2274E-04
1250.00	0.8293E-04	3775.00	0.2258E-04
1275.00	0.8113E-04	3800.00	0.2242E-04
1300.00	0.7939E-04	3825.00	0.2227E-04
1325.00	0.7772E-04	3850.00	0.2212E-04
1350.00	0.7610E-04	3875.00	0.2197E-04
1375.00	0.7454E-04	3900.00	0.2182E-04
1400.00	0.7303E-04	3925.00	0.2168E-04
1425.00	0.7157E-04	3950.00	0.2154E-04
1450.00	0.7016E-04	3975.00	0.2140E-04
1475.00	0.6880E-04	4000.00	0.2126E-04
1500.00	0.6748E-04	4025.00	0.2113E-04
1525.00	0.6620E-04	4050.00	0.2100E-04
1550.00	0.6496E-04	4075.00	0.2086E-04
1575.00	0.6376E-04	4100.00	0.2074E-04
1600.00	0.6259E-04	4125.00	0.2061E-04
1625.00	0.6146E-04	4150.00	0.2048E-04
1650.00	0.6037E-04	4175.00	0.2036E-04
1675.00	0.5931E-04	4200.00	0.2024E-04
1700.00	0.5828E-04	4225.00	0.2012E-04
1725.00	0.5727E-04	4250.00	0.2000E-04
1750.00	0.5630E-04	4275.00	0.1989E-04
1775.00	0.5536E-04	4300.00	0.1977E-04
1800.00	0.5444E-04	4325.00	0.1966E-04
1825.00	0.5354E-04	4350.00	0.1955E-04
1850.00	0.5268E-04	4375.00	0.1944E-04
1875.00	0.5183E-04	4400.00	0.1933E-04
1900.00	0.5101E-04	4425.00	0.1922E-04
1925.00	0.5021E-04	4450.00	0.1912E-04

1950.00	0.4943E-04	4475.00	0.1901E-04
1975.00	0.4867E-04	4500.00	0.1891E-04
2000.00	0.4793E-04	4525.00	0.1881E-04
2025.00	0.4721E-04	4550.00	0.1871E-04
2050.00	0.4650E-04	4575.00	0.1861E-04
2075.00	0.4582E-04	4600.00	0.1851E-04
2100.00	0.4515E-04	4625.00	0.1842E-04
2125.00	0.4450E-04	4650.00	0.1832E-04
2150.00	0.4386E-04	4675.00	0.1823E-04
2175.00	0.4324E-04	4700.00	0.1814E-04
2200.00	0.4264E-04	4725.00	0.1804E-04
2225.00	0.4204E-04	4750.00	0.1795E-04
2250.00	0.4147E-04	4775.00	0.1787E-04
2275.00	0.4090E-04	4800.00	0.1778E-04
2300.00	0.4035E-04	4825.00	0.1769E-04
2325.00	0.3981E-04	4850.00	0.1761E-04
2350.00	0.3928E-04	4875.00	0.1752E-04
2375.00	0.3877E-04	4900.00	0.1744E-04
2400.00	0.3826E-04	4925.00	0.1735E-04
2425.00	0.3777E-04	4950.00	0.1727E-04
2450.00	0.3729E-04	4975.00	0.1719E-04
2475.00	0.3682E-04	5000.00	0.1711E-04
2500.00	0.3636E-04		

***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	0.2294E-02	0.2294E-02	0.2064E-02	0.1376E-02	0.2294E-03
DISTANCE FROM SOURCE		7.00 meters			
IMPACT AT THE AMBIENT BOUNDARY	0.4478E-06	0.4478E-06	0.4031E-06	0.2687E-06	0.4478E-07
DISTANCE FROM SOURCE		1.00 meters			

AERSCREEN RUN FOR TRAIN MOVEMENT

TITLE: Caltrain MOVEMENT

***** AREA PARAMETERS *****

SOURCE EMISSION RATE:	0.249E-03 g/s	0.198E-02 lb/hr
AREA EMISSION RATE:	0.743E-07 g/(s-m2)	0.589E-06 lb/(hr-m2)
AREA HEIGHT:	4.52 meters	14.83 feet
AREA SOURCE LONG SIDE:	304.80 meters	1000.00 feet
AREA SOURCE SHORT SIDE:	11.00 meters	36.09 feet
INITIAL VERTICAL DIMENSION:	2.06 meters	6.76 feet
RURAL OR URBAN:	URBAN	
POPULATION:	75232	
INITIAL PROBE DISTANCE =	5000. meters	16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****
25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo	SURFACE	1-HR CONC	RADIAL	DIST	TEMPORAL
SECTOR	ROUGHNESS	(ug/m3)	(deg)	(m)	PERIOD
1*	1.000	0.7117	0	150.0	WIN

* = worst case diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 276.5 / 299.8 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS
 - - - - -
 -1.28 0.043 -9.000 0.020 -999. 21. 5.9 1.000 1.50 0.35 0.50

HT REF TA HT
 - - - - -
 10.0 299.8 2.0

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 10 10 01

H0 U* W* DT/DZ ZICNV ZIMCH M-O LEN Z0 BOWEN ALBEDO REF WS
 - - - - -
 -1.28 0.043 -9.000 0.020 -999. 21. 5.9 1.000 1.50 0.35 0.50

HT REF TA HT
 - - - - -
 10.0 299.8 2.0

***** AERSCREEN AUTOMATED DISTANCES *****
 OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	0.6425	2525.00	0.6861E-02
25.00	0.6576	2550.00	0.6811E-02
50.00	0.6707	2575.00	0.6763E-02
75.00	0.6822	2600.00	0.6716E-02
100.00	0.7014	2625.00	0.6669E-02
125.00	0.7046	2650.00	0.6623E-02
150.00	0.7117	2675.00	0.6579E-02
175.00	0.4028	2700.00	0.6535E-02
200.00	0.2553	2725.00	0.6491E-02
225.00	0.1775	2750.00	0.6449E-02
250.00	0.1452	2775.00	0.6407E-02
275.00	0.1223	2800.00	0.6366E-02
300.00	0.1053	2825.00	0.6326E-02
325.00	0.9211E-01	2850.00	0.6286E-02

350.00	0.8166E-01	2875.00	0.6247E-02
375.00	0.7318E-01	2900.00	0.6209E-02
400.00	0.6617E-01	2925.00	0.6171E-02
425.00	0.6027E-01	2950.00	0.6134E-02
450.00	0.5526E-01	2975.00	0.6097E-02
475.00	0.5095E-01	3000.00	0.6061E-02
500.00	0.4720E-01	3025.00	0.6025E-02
525.00	0.4392E-01	3050.00	0.5990E-02
550.00	0.4102E-01	3075.00	0.5956E-02
575.00	0.3844E-01	3100.00	0.5922E-02
600.00	0.3614E-01	3125.00	0.5888E-02
625.00	0.3407E-01	3150.00	0.5855E-02
650.00	0.3215E-01	3175.00	0.5823E-02
675.00	0.3046E-01	3200.00	0.5791E-02
700.00	0.2893E-01	3225.00	0.5759E-02
725.00	0.2753E-01	3250.00	0.5728E-02
750.00	0.2624E-01	3275.00	0.5697E-02
775.00	0.2506E-01	3300.00	0.5666E-02
800.00	0.2397E-01	3325.00	0.5636E-02
825.00	0.2296E-01	3350.00	0.5607E-02
850.00	0.2203E-01	3375.00	0.5578E-02
875.00	0.2117E-01	3400.00	0.5549E-02
900.00	0.2036E-01	3425.00	0.5520E-02
925.00	0.1961E-01	3450.00	0.5492E-02
950.01	0.1891E-01	3475.00	0.5464E-02
975.00	0.1826E-01	3500.00	0.5437E-02
1000.00	0.1765E-01	3525.00	0.5410E-02
1025.00	0.1708E-01	3550.00	0.5383E-02
1050.00	0.1638E-01	3575.00	0.5357E-02
1075.00	0.1590E-01	3600.00	0.5330E-02
1100.00	0.1544E-01	3625.00	0.5305E-02
1125.00	0.1500E-01	3650.00	0.5279E-02
1150.00	0.1459E-01	3675.00	0.5254E-02
1175.00	0.1421E-01	3700.00	0.5229E-02
1200.00	0.1385E-01	3725.00	0.5204E-02
1225.00	0.1351E-01	3750.00	0.5180E-02
1250.00	0.1318E-01	3775.00	0.5156E-02
1275.00	0.1288E-01	3800.00	0.5132E-02
1300.00	0.1259E-01	3825.00	0.5109E-02
1325.00	0.1231E-01	3850.00	0.5085E-02
1350.00	0.1205E-01	3875.00	0.5062E-02
1375.00	0.1181E-01	3900.00	0.5040E-02
1400.00	0.1157E-01	3925.00	0.5017E-02
1425.00	0.1135E-01	3950.00	0.4995E-02
1450.00	0.1114E-01	3975.00	0.4973E-02
1475.00	0.1093E-01	4000.00	0.4951E-02
1500.00	0.1074E-01	4025.00	0.4929E-02
1525.00	0.1056E-01	4050.00	0.4908E-02
1550.00	0.1038E-01	4075.00	0.4887E-02
1575.00	0.1022E-01	4100.00	0.4866E-02
1600.00	0.1006E-01	4125.00	0.4845E-02
1625.00	0.9906E-02	4150.00	0.4825E-02
1650.00	0.9759E-02	4175.00	0.4805E-02
1675.00	0.9619E-02	4200.00	0.4785E-02
1700.00	0.9485E-02	4225.00	0.4765E-02
1725.00	0.9356E-02	4250.00	0.4745E-02
1750.00	0.9233E-02	4275.00	0.4726E-02
1775.00	0.9114E-02	4300.00	0.4706E-02
1800.00	0.8999E-02	4325.00	0.4687E-02
1825.00	0.8889E-02	4350.00	0.4668E-02
1850.00	0.8783E-02	4375.00	0.4650E-02
1875.00	0.8680E-02	4400.00	0.4631E-02
1900.00	0.8581E-02	4425.00	0.4613E-02

1924.99	0.8486E-02	4450.00	0.4595E-02
1950.00	0.8394E-02	4475.00	0.4577E-02
1975.00	0.8304E-02	4500.00	0.4559E-02
2000.00	0.8218E-02	4525.00	0.4541E-02
2025.00	0.8134E-02	4550.00	0.4524E-02
2050.00	0.8053E-02	4575.00	0.4506E-02
2075.00	0.7974E-02	4600.00	0.4489E-02
2100.00	0.7898E-02	4625.00	0.4472E-02
2125.00	0.7823E-02	4650.00	0.4455E-02
2150.00	0.7751E-02	4675.00	0.4439E-02
2175.00	0.7681E-02	4700.00	0.4422E-02
2200.00	0.7613E-02	4725.00	0.4406E-02
2225.00	0.7546E-02	4750.00	0.4390E-02
2250.00	0.7481E-02	4775.00	0.4373E-02
2275.00	0.7418E-02	4800.00	0.4357E-02
2300.00	0.7356E-02	4825.00	0.4342E-02
2325.00	0.7296E-02	4850.00	0.4326E-02
2350.00	0.7237E-02	4875.00	0.4310E-02
2375.00	0.7180E-02	4900.00	0.4295E-02
2400.00	0.7124E-02	4925.00	0.4280E-02
2425.00	0.7069E-02	4950.00	0.4265E-02
2450.00	0.7015E-02	4975.00	0.4250E-02
2475.00	0.6963E-02	5000.00	0.4235E-02
2500.00	0.6911E-02		

 ***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled
 concentrations are equal to the 1-hour concentration as referenced in
 SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY
 IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
 Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
 under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	0.7125	0.7125	0.7125	0.7125	N/A
DISTANCE FROM SOURCE	153.00 meters				
IMPACT AT THE AMBIENT BOUNDARY	0.6425	0.6425	0.6425	0.6425	N/A
DISTANCE FROM SOURCE	1.00 meters				

AERSCREEN RUN FOR BUS IDLING

TITLE: VTA Bus Idle

***** AREA PARAMETERS *****

SOURCE EMISSION RATE:	0.114E-06 g/s	0.902E-06 lb/hr
AREA EMISSION RATE:	0.947E-09 g/(s-m2)	0.752E-08 lb/(hr-m2)
AREA HEIGHT:	4.00 meters	13.12 feet
AREA SOURCE LONG SIDE:	40.00 meters	131.23 feet
AREA SOURCE SHORT SIDE:	3.00 meters	9.84 feet
INITIAL VERTICAL DIMENSION:	0.93 meters	3.05 feet
RURAL OR URBAN:	URBAN	
POPULATION:	75232	
INITIAL PROBE DISTANCE =	5000. meters	16404. feet

***** BUILDING DOWNWASH PARAMETERS *****

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

***** FLOW SECTOR ANALYSIS *****
25 meter receptor spacing: 1. meters - 5000. meters

MAXIMUM IMPACT RECEPTOR

Zo	SURFACE	1-HR CONC	RADIAL	DIST	TEMPORAL
SECTOR	ROUGHNESS	(ug/m3)	(deg)	(m)	PERIOD
1*	1.000	0.1715E-02	0	25.0	WIN

* = worst case diagonal

***** MAKEMET METEOROLOGY PARAMETERS *****

MIN/MAX TEMPERATURE: 276.5 / 299.8 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
 DOMINANT CLIMATE TYPE: Average Moisture
 DOMINANT SEASON: Winter

ALBEDO: 0.35
 BOWEN RATIO: 1.50
 ROUGHNESS LENGTH: 1.000 (meters)

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 31 31 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
-0.83	0.043	-9.000	0.020	-999.	21.	9.1	1.000	1.50	0.35	0.50		

HT	REF	TA	HT
10.0	299.8	2.0	

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR MO DY JDY HR
 -- -- -- -- --
 10 01 31 31 01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O	LEN	Z0	BOWEN	ALBEDO	REF	WS
-0.83	0.043	-9.000	0.020	-999.	21.	9.1	1.000	1.50	0.35	0.50		

HT	REF	TA	HT
10.0	299.8	2.0	

***** AERSCREEN AUTOMATED DISTANCES *****
 OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
1.00	0.1218E-02	2525.00	0.3249E-05
25.00	0.1715E-02	2550.00	0.3226E-05
50.00	0.5837E-03	2575.00	0.3203E-05
75.00	0.3130E-03	2600.00	0.3181E-05
100.00	0.2047E-03	2625.00	0.3159E-05
125.00	0.1482E-03	2650.00	0.3137E-05
150.00	0.1142E-03	2675.00	0.3116E-05
175.00	0.9135E-04	2700.00	0.3095E-05
200.00	0.7580E-04	2725.00	0.3074E-05
225.00	0.6432E-04	2750.00	0.3054E-05
250.00	0.5555E-04	2775.00	0.3034E-05
275.00	0.4865E-04	2800.00	0.3015E-05
300.00	0.4312E-04	2825.00	0.2996E-05
325.00	0.3859E-04	2850.00	0.2977E-05

350.00	0.3482E-04	2875.00	0.2959E-05
375.00	0.3165E-04	2900.00	0.2941E-05
400.00	0.2895E-04	2925.00	0.2923E-05
425.00	0.2662E-04	2950.00	0.2905E-05
450.00	0.2460E-04	2975.00	0.2888E-05
475.00	0.2283E-04	3000.00	0.2871E-05
500.00	0.2127E-04	3025.00	0.2854E-05
525.00	0.1989E-04	3050.00	0.2837E-05
550.00	0.1865E-04	3075.00	0.2821E-05
575.00	0.1754E-04	3100.00	0.2805E-05
600.00	0.1654E-04	3125.00	0.2789E-05
625.00	0.1564E-04	3150.00	0.2773E-05
650.00	0.1482E-04	3175.00	0.2758E-05
675.00	0.1407E-04	3200.00	0.2743E-05
700.00	0.1338E-04	3225.00	0.2728E-05
725.00	0.1275E-04	3250.00	0.2713E-05
750.00	0.1218E-04	3275.00	0.2698E-05
775.00	0.1164E-04	3300.00	0.2684E-05
800.00	0.1115E-04	3325.00	0.2670E-05
825.00	0.1069E-04	3350.00	0.2656E-05
850.00	0.1027E-04	3375.00	0.2642E-05
875.00	0.9871E-05	3400.00	0.2628E-05
900.00	0.9504E-05	3425.00	0.2615E-05
925.00	0.9161E-05	3450.00	0.2601E-05
950.00	0.8841E-05	3475.00	0.2588E-05
975.00	0.8542E-05	3500.00	0.2575E-05
1000.00	0.8261E-05	3525.00	0.2562E-05
1025.00	0.7999E-05	3550.00	0.2550E-05
1050.00	0.7752E-05	3575.00	0.2537E-05
1075.00	0.7521E-05	3600.00	0.2525E-05
1100.00	0.7303E-05	3625.00	0.2512E-05
1125.00	0.7098E-05	3650.00	0.2500E-05
1150.00	0.6906E-05	3675.00	0.2488E-05
1175.00	0.6724E-05	3700.00	0.2477E-05
1200.00	0.6552E-05	3725.00	0.2465E-05
1225.00	0.6391E-05	3750.00	0.2453E-05
1250.00	0.6238E-05	3775.00	0.2442E-05
1275.00	0.6093E-05	3800.00	0.2431E-05
1300.00	0.5956E-05	3825.00	0.2420E-05
1325.00	0.5826E-05	3850.00	0.2409E-05
1350.00	0.5703E-05	3875.00	0.2398E-05
1375.00	0.5587E-05	3900.00	0.2387E-05
1400.00	0.5476E-05	3925.00	0.2376E-05
1425.00	0.5371E-05	3950.00	0.2366E-05
1450.00	0.5270E-05	3975.00	0.2355E-05
1475.00	0.5175E-05	4000.00	0.2345E-05
1500.00	0.5084E-05	4025.00	0.2335E-05
1525.00	0.4998E-05	4050.00	0.2325E-05
1550.00	0.4915E-05	4075.00	0.2315E-05
1575.00	0.4836E-05	4100.00	0.2305E-05
1600.00	0.4761E-05	4125.00	0.2295E-05
1625.00	0.4689E-05	4150.00	0.2285E-05
1650.00	0.4620E-05	4175.00	0.2276E-05
1675.00	0.4554E-05	4200.00	0.2266E-05
1700.00	0.4490E-05	4225.00	0.2257E-05
1725.00	0.4429E-05	4250.00	0.2248E-05
1750.00	0.4371E-05	4275.00	0.2238E-05
1775.00	0.4315E-05	4300.00	0.2229E-05
1800.00	0.4260E-05	4325.00	0.2220E-05
1825.00	0.4208E-05	4350.00	0.2211E-05
1850.00	0.4158E-05	4375.00	0.2202E-05
1875.00	0.4110E-05	4400.00	0.2194E-05
1900.00	0.4063E-05	4425.00	0.2185E-05

1924.99	0.4018E-05	4450.00	0.2176E-05
1950.00	0.3974E-05	4475.00	0.2168E-05
1975.00	0.3932E-05	4500.00	0.2159E-05
2000.00	0.3891E-05	4525.00	0.2151E-05
2025.00	0.3852E-05	4550.00	0.2143E-05
2050.00	0.3813E-05	4575.00	0.2134E-05
2075.00	0.3776E-05	4600.00	0.2126E-05
2100.00	0.3740E-05	4625.00	0.2118E-05
2125.00	0.3705E-05	4650.00	0.2110E-05
2150.00	0.3670E-05	4675.00	0.2102E-05
2175.00	0.3637E-05	4700.00	0.2095E-05
2200.00	0.3605E-05	4725.00	0.2087E-05
2225.00	0.3573E-05	4750.00	0.2079E-05
2250.00	0.3543E-05	4775.00	0.2071E-05
2275.00	0.3513E-05	4800.00	0.2064E-05
2300.00	0.3484E-05	4825.00	0.2056E-05
2325.00	0.3455E-05	4850.00	0.2049E-05
2350.00	0.3427E-05	4875.00	0.2042E-05
2375.00	0.3400E-05	4900.00	0.2034E-05
2400.00	0.3374E-05	4925.00	0.2027E-05
2425.00	0.3348E-05	4950.00	0.2020E-05
2450.00	0.3322E-05	4975.00	0.2013E-05
2475.00	0.3297E-05	5000.00	0.2006E-05
2500.00	0.3273E-05		

 ***** AERSCREEN MAXIMUM IMPACT SUMMARY *****

3-hour, 8-hour, and 24-hour scaled
 concentrations are equal to the 1-hour concentration as referenced in
 SCREENING PROCEDURES FOR ESTIMATING THE AIR QUALITY
 IMPACT OF STATIONARY SOURCES, REVISED (Section 4.5.4)
 Report number EPA-454/R-92-019
http://www.epa.gov/scram001/guidance_permit.htm
 under Screening Guidance

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	0.1866E-02	0.1866E-02	0.1866E-02	0.1866E-02	N/A
DISTANCE FROM SOURCE	22.00 meters				
IMPACT AT THE AMBIENT BOUNDARY	0.1218E-02	0.1218E-02	0.1218E-02	0.1218E-02	N/A
DISTANCE FROM SOURCE	1.00 meters				

Appendix C
Arborist Report



Mayne Tree Expert Company, Inc.

ESTABLISHED 1931

STATE CONTRACTOR'S LICENSE NO. 276793

CERTIFIED FORESTER • CERTIFIED ARBORISTS • PEST CONTROL • ADVISORS AND OPERATORS

RICHARD L. HUNTINGTON
PRESIDENT

JEROMEY INGALLS
CONSULTANT/ESTIMATOR

535 BRAGATO ROAD, STE. A
SAN CARLOS, CA 94070-6311

TELEPHONE: (650) 593-4400

FACSIMILE: (650) 593-4443

EMAIL: info@maynetree.com

October 15, 2013

Mr. David Geiser
Merlone Geier Management, LLC
3580 Carmel Mountain Rd.
Suite 260
San Diego, CA 92130

Dear Mr. Geiser,

RE: SAN ANTONIO CENTER II, MOUNTAIN VIEW – HERITAGE TREE REPORT

The enclosed report discusses only heritage trees at the above-referenced site. These are trees that have a circumference of 48 inches (15.3 inches in diameter), or a combined diameter of multi-stemmed trees, at 54 inches above existing grade.

Tree numbers and circumferences were taken off the site plan as were tree names. Tree condition is a combination of general tree health and structure with general comments given for each tree. These trees were then appraised per Council of Tree & Landscape Appraisers, *Guide for Plant Appraisal*, 9th ed. Champaign, IL: International Society of Arboriculture, 2000. Using Carlson, R.E. (2000). *Tree Tracker, Tree inventory and Appraisal Software for Arborists*. (Version 3.33).

My report containing the information, appraisals, and tree protection measures is enclosed.

Please call with any questions regarding the report. I think this report is accurate and based on sound arboricultural principles and practices.

Sincerely,

Richard L. Huntington
Certified Arborist WE #0119A
Certified Forester #1925



RLH:pmd
cc: Mr. Keith Mitemeyer, Urban Arena, LLC

Report on:

San Antonio Center II
California Street at San Antonio Road
Mountain View CA 94040

Prepared for:

David Geiser

Merlone Geier Management, LLC

3580 Carmel Mountain Road, Suite 260

San Diego CA 92130

Telephone: (858) 259-9909

Facsimile: (858) 259-8886

Prepared by:

Richard L. Huntington

Mayne Tree Expert Company, Inc.

535 Bragato Road, Suite A

San Carlos CA 94070

Telephone: (650) 593-4400

October 15, 2013

Site:

The project is located along California Street at San Antonio Road in Mountain View. The site is an existing commercial parking lot for Ross Dress for Less™ and BevMo! All trees are in smaller sites surrounded by paving at various distances.

There are 75 total trees on this site. Their species are 25 *Jacaranda mimosifolia*; 27 *Platanus x acerifolia*; 11 *Liquidambar styraciflua*, 9 *Cinnamomum camphora*, 2 *Eucalyptus sp.*, and 1 *Podocarpus gracilior*. Fifteen (15) trees are basically street trees.

Of the 75 trees, only 7 are considered heritage trees. Though I inspected 75 trees, appraisals are for the 7 heritage trees.

Report:

This report includes only the 7 heritage trees. All trees were assigned a number; the heritage trees being numbered 14, 17, 19, 44, 53, 73, and 75.

Tree appraisals start with basic values based on tree species and circumference at 54 inches above natural grade. Then deductions are made based on tree condition rating (a combination of present tree health and structure); location factor is based on the tree's contribution to the site; placement in the site in relation to utilities, structures, hardscape, etc. Finally, for most sites, it is good to have a tree there. See the attached appraisals. If there are multiple trunks, they are added together to get a single trunk number by using the circumference of the largest trunk plus one-half the circumferences of the remaining trunks. This gives a good representative number.

Conclusion:

I do not have a proposed construction site plan and, therefore, do not know which trees might be removed or not. Most of the trees are in parking lot strips or are surrounded by hardscape. If the paving and curbs are to be replaced, then tree impacts will occur.

Protecting the trees to remain should be done by erecting chain link fencing along the existing planting area edges. These areas need to be posted as off limits to all construction activity and materials. See the enclosed sheets.

The total appraised value of the 7 heritage trees is **\$30,560**.

SAN ANTONIO CENTER II EXISTING TREE LIST				
ON-SITE TREES				
TREE #	BOTANICAL NAME	COMMON NAME	TRUNK CIR.	REMARKS
1	JACARANDA MIMOSIFOLIA	JACARANDA	28'	
2	JACARANDA MIMOSIFOLIA	JACARANDA	36'	
3	JACARANDA MIMOSIFOLIA	JACARANDA	38'	
4	JACARANDA MIMOSIFOLIA	JACARANDA	35'	
5	JACARANDA MIMOSIFOLIA	JACARANDA	30'	
6	PLATANUS ACERIFOLIA	LONDON PLANE TREE	30'	
7	JACARANDA MIMOSIFOLIA	JACARANDA	42'	
8	JACARANDA MIMOSIFOLIA	JACARANDA	42'	
9	JACARANDA MIMOSIFOLIA	JACARANDA	35'	
10	PLATANUS ACERIFOLIA	LONDON PLANE TREE	34'	
11	PLATANUS ACERIFOLIA	LONDON PLANE TREE	45'	
12	PLATANUS ACERIFOLIA	LONDON PLANE TREE	30'	
13	PLATANUS ACERIFOLIA	LONDON PLANE TREE	45'	
14	PLATANUS ACERIFOLIA	LONDON PLANE TREE	51'	HERITAGE TREE
15	PLATANUS ACERIFOLIA	LONDON PLANE TREE	16'	
16	JACARANDA MIMOSIFOLIA	JACARANDA	45'	
17	JACARANDA MIMOSIFOLIA	JACARANDA	55'	HERITAGE TREE
18	JACARANDA MIMOSIFOLIA	JACARANDA	45'	
19	JACARANDA MIMOSIFOLIA	JACARANDA	49'	HERITAGE TREE
20	JACARANDA MIMOSIFOLIA	JACARANDA	35'	
21	JACARANDA MIMOSIFOLIA	JACARANDA	42'	
22	PLATANUS ACERIFOLIA	LONDON PLANE TREE	29'	
23	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	18'	
24	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	25'	
25	CINNAMOMUM CAMPHORA	CAMPHOR TREE	24'	
26	CINNAMOMUM CAMPHORA	CAMPHOR TREE	28'	
27	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	25'	
28	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	24'	
29	CINNAMOMUM CAMPHORA	CAMPHOR TREE	25'	
30	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	25'	
31	CINNAMOMUM CAMPHORA	CAMPHOR TREE	31'	
32	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	20'	
33	CINNAMOMUM CAMPHORA	CAMPHOR TREE	32'	
34	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	24'	
35	CINNAMOMUM CAMPHORA	CAMPHOR TREE	35'	
36	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	33'	
37	CINNAMOMUM CAMPHORA	CAMPHOR TREE	28'	
38	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	35'	
39	CINNAMOMUM CAMPHORA	CAMPHOR TREE	25'	
40	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	31'	
41	CINNAMOMUM CAMPHORA	CAMPHOR TREE	32'	
42	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	32'	
43	PLATANUS ACERIFOLIA	LONDON PLANE TREE	40'	
44	EUCALYPTUS SP	EUCALYPTUS	55'	HERITAGE TREE
45	EUCALYPTUS SP	EUCALYPTUS	47'	
46	JACARANDA MIMOSIFOLIA	JACARANDA	29'	
47	JACARANDA MIMOSIFOLIA	JACARANDA	28'	
48	PLATANUS ACERIFOLIA	LONDON PLANE TREE	44'	
49	JACARANDA MIMOSIFOLIA	JACARANDA	41'	
50	JACARANDA MIMOSIFOLIA	JACARANDA	45'	
51	JACARANDA MIMOSIFOLIA	JACARANDA	20'	
52	JACARANDA MIMOSIFOLIA	JACARANDA	30'	
53	PODOCARPUS GRACILIOR	FERN PINE	09'	HERITAGE TREE
54	JACARANDA MIMOSIFOLIA	JACARANDA	45'	
55	JACARANDA MIMOSIFOLIA	JACARANDA	40'	
56	PLATANUS ACERIFOLIA	LONDON PLANE TREE	44'	
57	PLATANUS ACERIFOLIA	LONDON PLANE TREE	33'	
58	PLATANUS ACERIFOLIA	LONDON PLANE TREE	25'	
59	PLATANUS ACERIFOLIA	LONDON PLANE TREE	25'	
60	PLATANUS ACERIFOLIA	LONDON PLANE TREE	22 & 22"	
61	PLATANUS ACERIFOLIA	LONDON PLANE TREE	21'	
62	PLATANUS ACERIFOLIA	LONDON PLANE TREE	23'	
63	PLATANUS ACERIFOLIA	LONDON PLANE TREE	30'	
64	PLATANUS ACERIFOLIA	LONDON PLANE TREE	37'	
65	JACARANDA MIMOSIFOLIA	JACARANDA	37'	
66	PLATANUS ACERIFOLIA	LONDON PLANE TREE	22'	
67	PLATANUS ACERIFOLIA	LONDON PLANE TREE	25'	
68	PLATANUS ACERIFOLIA	LONDON PLANE TREE	25'	
69	PLATANUS ACERIFOLIA	LONDON PLANE TREE	28'	
70	PLATANUS ACERIFOLIA	LONDON PLANE TREE	32'	
71	PLATANUS ACERIFOLIA	LONDON PLANE TREE	25'	
72	PLATANUS ACERIFOLIA	LONDON PLANE TREE	33'	
73	PLATANUS ACERIFOLIA	LONDON PLANE TREE	50'	HERITAGE TREE
74	JACARANDA MIMOSIFOLIA	JACARANDA	40'	
75	JACARANDA MIMOSIFOLIA	JACARANDA	25'	HERITAGE TREE

*NOTE: HERITAGE TREES ARE NOTED BASED ON CRITERIA GIVEN BY THE CITY OF MOUNTAIN VIEW AS ANY TREE HAVING A TRUNK CIRCUMFERENCE OF 45" OR GREATER @ 54" ABOVE GROUND, OR ANY OAK SPECIES HAVING A TRUNK CIRCUMFERENCE OF 12" OR GREATER @ 54" ABOVE GROUND.



Heritage Tree Survey & Appraisals



Inventory Summary

Client Totals				Value Total	\$30,560.00
Project: San Antonio Center II		Arborist: R.L. Huntington	Tree Record Count: 7	Value Total	\$30,560.00
14	London plane	Circumference: 51 in	Oct 15, 2013		<u>\$ 3820.00</u>
	SpeciesRating: 70	Condition: 70	Location: 80		
	Site: 90	Contribution: 85	Placement: 65		
17	Jacaranda	Circumference: 58 in	Oct 15, 2013		<u>\$ 2960.00</u>
	SpeciesRating: 30	Condition: 60	Location: 78.3		
	Site: 90	Contribution: 75	Placement: 70		
19	Jacaranda	Circumference: 49 in	Oct 15, 2013		<u>\$ 2300.00</u>
	SpeciesRating: 30	Condition: 65	Location: 78.3		
	Site: 90	Contribution: 75	Placement: 70		
44	Gum, River Red	Circumference: 68 in	Oct 15, 2013		<u>\$ 2940.00</u>
	SpeciesRating: 30	Condition: 65	Location: 88.3		
	Site: 90	Contribution: 85	Placement: 90		
53	Pine, Fern	Circumference: 69 in	Oct 15, 2013		<u>\$ 13100.00</u>
	SpeciesRating: 90	Condition: 80	Location: 61.7		
	Site: 70	Contribution: 75	Placement: 40		
73	London plane	Circumference: 50 in	Oct 15, 2013		<u>\$ 2890.00</u>
	SpeciesRating: 70	Condition: 60	Location: 73.3		
	Site: 90	Contribution: 70	Placement: 60		

Inventory Summary

October 15, 2013

Tree

75	Jacaranda	Circumference: 55 in	Oct 15, 2013	<u>\$ 2550.00</u>
	SpeciesRating: 30	Condition: 60	Location: 75	
	Site: 90	Contribution: 65	Placement: 70	



October 15, 2013

Trunk Formula Summary

Tree Num **14**

Platanus x acerifolia

London plane

Inspection Date 10.15.2013

Arborist Name R.L. Huntington

Region WC-NoCal Coastal

Trunk Formula Notes

Field Data

Diameter	16.2 in	Species Rating	70 %	Site	90 %
Circumference	51 in	Condition Rating	70 %	Contribution	85 %
		Loss %	0 %	Placement	65 %
				Location	80 %

Regional Data

Replacement Diameter	2.2 in	Unit Tree Cost	\$45.46 /sq in
Replacement Cost	\$172.73	Installation Cost	\$345.46
		Total Installed Cost	\$518.19

Calculated Values

Appraised Tree Value (before loss)	\$3,823.86	Loss in Value	
Appraised Tree Value (after loss)	\$3,823.86	Loss in Value (Rounded)	



October 15, 2013

Trunk Formula Summary

Tree Num **17**

Jacaranda mimosifolia acutifolia

Jacaranda

Inspection Date 10.15.2013

Arborist Name R.L. Huntington

Region WC-NoCal Coastal

Trunk Formula Notes

Field Data

Diameter	18.5 in	Species Rating	30 %	Site	90 %
Circumference	58 in	Condition Rating	60 %	Contribution	75 %
		Loss %	0 %	Placement	70 %
				Location	78 %

Regional Data

Replacement Diameter	1.7 in	Unit Tree Cost	\$77.04 /sq in
Replacement Cost	\$172.73	Installation Cost	\$345.46
		Total Installed Cost	\$518.19

Calculated Values

Appraised Tree Value (before loss)	\$2,955.06	Loss in Value	
Appraised Tree Value (after loss)	\$2,955.06	Loss in Value (Rounded)	



October 15, 2013

Trunk Formula Summary

Tree Num **19**

Jacaranda mimosifolia acutifolia

Jacaranda

Inspection Date **10.15.2013**

Arborist Name **R.L. Huntington**

Region **WC-NoCal Coastal**

Trunk Formula Notes

Field Data

Diameter	15.6 in	Species Rating	30 %	Site	90 %
Circumference	49 in	Condition Rating	65 %	Contribution	75 %
		Loss %	0 %	Placement	70 %
				Location	78 %

Regional Data

Replacement Diameter	1.7 in	Unit Tree Cost	\$77.04 /sq in
Replacement Cost	\$172.73	Installation Cost	\$345.46
		Total Installed Cost	\$518.19

Calculated Values

Appraised Tree Value (before loss)	\$2,299.90	Loss in Value
Appraised Tree Value (after loss)	\$2,299.90	Loss in Value (Rounded)



October 15, 2013

Trunk Formula Summary

Tree Num **44**

Eucalyptus camaldulensis

Gum, River Red

Inspection Date 10.15.2013

Arborist Name R.L. Huntington

Region WC-NoCal Coastal

Trunk Formula Notes

Field Data

Diameter	21.6 in	Species Rating	30 %	Site	90 %
Circumference	68 in	Condition Rating	65 %	Contribution	85 %
		Loss %	0 %	Placement	90 %
				Location	88 %

Regional Data

Replacement Diameter	2.2 in	Unit Tree Cost	\$45.46 /sq in
Replacement Cost	\$172.73	Installation Cost	\$345.46
		Total Installed Cost	\$518.19

Calculated Values

Appraised Tree Value (before loss)	\$2,939.74	Loss in Value	
Appraised Tree Value (after loss)	\$2,939.74	Loss in Value (Rounded)	



October 15, 2013

Trunk Formula Summary

Tree Num **53**

Podocarpus gracillior

Pine, Fern

Inspection Date 10.15.2013

Arborist Name R.L. Huntington

Region WC-NoCal Coastal

Trunk Formula Notes

Field Data

Diameter	22.0 in	Species Rating	90 %	Site	70 %
Circumference	69 in	Condition Rating	80 %	Contribution	75 %
		Loss %	0 %	Placement	40 %
				Location	62 %

Regional Data

Replacement Diameter	1.7 in	Unit Tree Cost	\$77.04 /sq in
Replacement Cost	\$172.73	Installation Cost	\$345.46
		Total Installed Cost	\$518.19

Calculated Values

Appraised Tree Value (before loss)	\$13,119.00	Loss in Value	
Appraised Tree Value (after loss)	\$13,119.00	Loss in Value (Rounded)	



October 15, 2013

Trunk Formula Summary

Tree Num **73**

Platanus x acerifolia

London plane

Inspection Date **10.15.2013**

Arborist Name **R.L. Huntington**

Region **WC-NoCal Coastal**

Trunk Formula Notes

Field Data

Diameter	15.9 in	Species Rating	70 %	Site	90 %
Circumference	50 in	Condition Rating	60 %	Contribution	70 %
		Loss %	0 %	Placement	60 %
				Location	73 %

Regional Data

Replacement Diameter	2.2 in	Unit Tree Cost	\$45.46 /sq in
Replacement Cost	\$172.73	Installation Cost	\$345.46
		Total Installed Cost	\$518.19

Calculated Values

Appraised Tree Value (before loss)	\$2,890.61	Loss in Value	
Appraised Tree Value (after loss)	\$2,890.61	Loss in Value (Rounded)	



October 15, 2013

Trunk Formula Summary

Tree Num **75**

Jacaranda mimosifolia acutifolia

Jacaranda

Inspection Date 10.15.2013

Arborist Name R.L. Huntington

Region WC-NoCal Coastal

Trunk Formula Notes

Field Data

Diameter	17.5 in	Species Rating	30 %	Site	90 %
Circumference	55 in	Condition Rating	60 %	Contribution	65 %
		Loss %	0 %	Placement	70 %
				Location	75 %

Regional Data

Replacement Diameter	1.7 in	Unit Tree Cost	\$77.04 /sq in
Replacement Cost	\$172.73	Installation Cost	\$345.46
		Total Installed Cost	\$518.19

Calculated Values

Appraised Tree Value (before loss)	\$2,549.95	Loss in Value	
Appraised Tree Value (after loss)	\$2,549.95	Loss in Value (Rounded)	

Appendix:

THE TRUNK FORMULA METHOD FOR APPRAISING THE VALUE OF A TREE IN NORTHERN CALIFORNIA

Established by the International Society of Arboriculture

The appraisal of a tree is based on four factors: tree diameter in inches, measured at four and one-half feet, or 54 inches, above natural grade (also known as Diameter at Breast Height, or DBH); tree species, as compared to the ideal tree; tree condition; and tree location. Guidelines for these factors are provided in the publication: *A Guide for Plant Appraisal, 9th Edition, 2000*.

Included with your report are computer-generated summary printouts using *Tree Tracker, Tree Inventory and Appraisal Software for Arborists, 2000* by Russell E. Carlson, RCA, with all the necessary information to calculate the value of your tree(s). The following should help to make this information more clear. This method is for trees that are not replaceable with a similar size.

The basic value of a tree is a set value, based on the cross section in square inches figured from the DBH. This value is found by multiplying the basal square inches of the subject tree by the value per square inch of a 24-inch boxed specimen of like species. These figures will vary depending on whether the tree is more or less than 30 inches in diameter.

A 24-inch boxed specimen is the largest commonly available transplantable size, and its costs and cross sections were standardized for convenience. Since the basic value cross section is the difference between the tree being appraised and a 24-inch specimen, the average cost to purchase and plant the 24-inch specimen is added back before the species condition and location factors are used.

The species percent factor relates to how the tree compares to an ideal and perfect tree for this area. This percentage compares the relative benefits and drawbacks of the species. An example of a species that is ideal for the San Francisco Bay Area would be a Coast Redwood or a Coast Live Oak. Both are listed at 90 percent, plus or minus 10 percent. Species percentages are provided in the *Species Characteristics and Group Assignment*, a book published by the Western Chapter of the International Society of Arboriculture.

The Tree Condition percent is based on the presence of diseases, insects, structural problems, etc. Age is also taken into account. For instance, if the tree had a trunk disease or exhibited a lack of roots, it would be given a lower condition rating.

Tree location is based on the tree's contribution to the property. This includes, but is not limited to, shading, screening, sound and wind protection, proximity to walkways, driveways, etc. It is expressed as an average of percentages for the site, the contribution, and the placement of the tree.

Figuring these percentages into the formula results in the final appraised value of the tree(s).

Note: Remedial repairs and removal costs may add to the appraised loss.

Appraisals of tree and landscaped values cannot be out of line with the appraisal of property values and are generally considered to be 20 to 25 percent of the property values. Some of these have been factored into the basic value. The individual appraiser has to keep this in mind when figuring the appraisal.

MITIGATING MEASURES FOR CONSTRUCTION IMPACTS ON EXISTING TREES

SECTION I: INTRODUCTION

It is an established fact that construction around existing trees will impact the trees to some degree. The degree of impact is largely predicated on the condition of the tree(s) before the construction activity begins. It is therefore important to inspect all trees prior to any construction activity to develop a "Tree Protection Program" based on the species, size, condition, and expected impact. A Certified Arborist (International Society of Arboriculture) is suggested for this work. The local University of California Extension or County Farm Advisors Office has the names of local certified arborists.

SECTION II: SITE PREPARATION

All existing trees shall be fenced within, at, or outside the dripline (foliar spread) of the tree using the following formula: Five inches in distance from the trunk, for every inch in trunk diameter, measured 4.5 feet above the average ground level. Example: a 24-inch diameter tree would have a fence erected 10 feet from the base of the tree ($24 \times 5 = 120/12 = 10$). The fencing should not interfere with actual construction, but is intended to redirect unnecessary traffic, and to protect limbs and roots. No storage of materials, unnecessary trenching, grading, or compaction shall be allowed within the dripline of the trees. Local ordinances may have different tree protection formulae.

The fence should be a minimum of four feet high, made of pig wire, snow fence, or cyclone, with steel stakes or pipes as posts.

If the fence is within the dripline of the trees, the foliar fringe outside the fence shall be raised to offset the chance of limb breakage from construction equipment encroaching within the dripline.

All contractors, subcontractors, and other personnel shall be warned that encroachment within the fenced area is forbidden without the consent of the certified arborist on the job. This includes, but is not limited to, storage of lumber and other materials, disposed-of paints, solvents, or other noxious materials, parked cars, grading equipment, and other heavy equipment. The temporary fence shall be maintained until the landscape contractor enters the job and commences landscape construction.

SECTION III: GRADING/EXCAVATING

All grading plans that specify grading within the dripline of any tree or within the distance from the trunk as outlined in SECTION II when said distance is outside the dripline, shall first be reviewed by the certified arborist. The arborist shall outline provisions for aeration, drainage, pruning, tunneling beneath roots, root pruning, or other necessary actions to protect the trees.

If trenching is necessary within the area, as described above, said trenching shall be undertaken by hand labor. All roots 2 inches or larger shall be tunneled and smaller roots shall be cut smoothly to the side of the trench. The side of the trench should be draped immediately with two layers of untreated burlap to a depth of 3 feet from the surface. The burlap shall be soaked nightly and left in place until the trench is backfilled to the original level. The arborist shall examine the trench prior to backfilling to ascertain the number and size of roots cut, and to suggest further remedial repairs.

SECTION IV: REMEDIAL REPAIRS, PENALTIES

The arborist on the job shall have the responsibility of observing all ongoing activities that may affect the trees, and prescribing necessary remedial work to insure the health and stability of said trees. This includes, but is not limited to, all arborist activities specified in SECTIONS I, II, and III. In addition, pruning, as outlined in the "Pruning Standards" of the Western Chapter of the International Society of Arboriculture, shall be prescribed as necessary. Fertilizing, mulching, aeration, irrigation, drainage, pest control, and other activities shall be prescribed according to the tree needs, local site requirements, and State Agricultural Pest Control Laws. All specifications shall be in writing. For a list of licensed pest control operators or advisors, consult the local County Agricultural Commissioner's Office.


Penalties, based on the cost of remedial repairs and the appraised values provided in the Evaluation Guide published by the International Society of Arboriculture, shall be assessed for damages to the trees.

SECTION V: FINAL INSPECTION

Upon completion of the project, the arborist shall review all work undertaken that impacted the existing trees. Special attention shall be given to cuts and fills, compaction, drainage, pruning, and future remedial work. The arborist should submit a final report in writing outlining the ongoing remedial care following the final inspection.

PREPARED BY THE MAYNE TREE EXPERT COMPANY – JANUARY 1, 1994

REVISED – APRIL 13, 2007




CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

George Deukmejian
Governor
State of California

TREE NOTES

CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

Richard J. Ernest, Director



Gordon K. Van Vleck
Secretary for Resources
The Resources Agency

NUMBER: 1

APRIL 1989

Protecting Trees From Construction Impacts

Sherburn R. Sanborn

Forester, Forest Pest Management Program, P.O. Box 820, Santa Rosa, CA 95402-0820

Why Should We Protect Trees

An important benefit of trees to society is their aesthetic value. Our parks, streets, homes and businesses would seem sterile without them. Trees also have monetary value. Residential and commercial properties with established trees have a greater market value than those without them. Trees provide other benefits which include: shade, noise abatement, wind breaks, erosion control and air pollution reduction. Like all green plants, trees convert carbon dioxide into oxygen during photosynthesis. This process contributes significantly to the recycling of the atmospheric gases we breathe. Unfortunately trees are often irreversibly damaged or killed during construction and/or landscaping.

Understanding a Tree's Root System

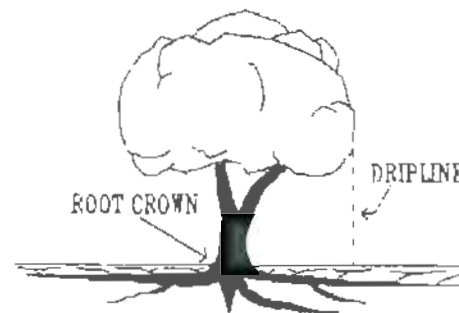
The primary impact of construction around a tree is to the unseen portion, the root system. Activities which disturb or alter the soil in which roots grow can injure or kill a tree. To reduce or prevent adverse impacts, we must understand how roots function and how they develop in the soil.

The greatest proportion (90%) of tree roots is found within the first three feet of soil. Roots function to support and anchor the tree. In addition, specialized (absorbing) roots function to exchange gases and to absorb water and minerals. Most absorbing roots are found in the first 8-12 inches of soil where water and oxygen can readily penetrate. Roots require both water and oxygen to grow and function. A network of supporting roots and absorbing roots grows well beyond the trunk. Depending on soil conditions they may extend two to three times the radius of the crown.

The roots of most tree species are associated with beneficial fungi called mycorrhizae. These fungi increase the roots ability to absorb water and minerals. Soil disturbance during construction can permanently disrupt this association.

How Construction Affects Roots

By understanding where roots grow and how they function, we can begin to see how construction activities such as trenching, slope cuts soil compaction, soil grade changes and paving can affect roots.



When trenching for utilities and foundations or where grade lowering is done close to a tree, there is a likelihood that roots will be cut. The closer the trench is to the trunk the greater the damage. Each root that is cut reduces the tree's capacity to supply water and nutrients to the leaves. Trenching within just a few feet of a trunk can reduce the functional root system by as much as 50%.

Soil is compacted during construction by heavy equipment which squeezes out the air spaces making it more dense and stable. Unfortunately, this process greatly reduces the infiltration of water and oxygen into the soil. As a result roots cease to function and eventually die. In addition, root penetration is decreased.

Soil grade changes alter the natural soil level around a tree. The addition of fill soil in particular, can have an effect similar to soil compaction. The depth and porosity of the fill soil are the most important factors affecting the tree. If the depth is significant or the porosity is low, root death can occur. For some tree species, a grade change of two inches can be significant. Soil fill that is compacted or has lower porosity than the native soil will restrict root activity.

If roots cannot develop or grow into the fill, recovery by the tree after construction may be impaired or prevented.

Fill soil around the root collar (the flared part of the trunk at or just above soil grade) and trunk will result in death and decay of the bark tissue. This can cause the death of all or part of the root system including the supporting roots. Often this results in a "Hazardous" tree.

Grade changes that require the removal of soil often remove absorbing roots and expose and injure other roots.

Concrete or asphalt paved over soil where roots are present will seal the surface, reducing water availability and gas exchange to the roots beneath. Usually soils are compacted prior to installing pavement which compounds these problems.

Symptoms Of Construction Impacts

An injured tree may take several months to many years to exhibit symptoms of construction impacts. These can include: slow decline, insect or disease attack, sparse foliage, significant branch dieback and wilting or yellowing of leaves.

Reducing Construction Impacts

The following techniques can be used to prevent or reduce the impacts of construction on trees:

- » Fence around the area within the dripline to protect it from construction activities. Because roots often grow beyond the dripline, enclosing a larger area is desirable.
- » Dig trenches by hand or tunnel under the tree if underground utilities must be installed within the tree's drip line.
- » Prune roots that must be removed, do not rip them out with a trencher or back hoe.
- » Bridge over roots when trenches for new foundations will damage them.
- » Construct wells around trunks and root collars to keep soil away and install aeration systems when the soil grade must be raised. Use a coarser fill soil than the soil being covered and do not compact. Add fill in the late fall or winter when roots are less active. Avoid working on wet soils.

What To Do After The Damage Is Done

- » Soil aeration (vertical or hydrojet mulching) can be effective where soils have been compacted.
- » Only remove dead, hazardous or obstructive branches. Never remove more than 20% of the foliage during a single year. Leaves produce carbohydrates and buds produce hormones - both are necessary for root growth.
- » Where appropriate, apply pesticides to reduce attacks by insects or other pests until the tree's vigor is restored.
- » Place organic mulch over bare soil.
- » Restore soil grade by removing fill.
- » Restore irrigation regime that existed before construction took place.

Summary

Construction around trees can be done successfully. However, this requires planning before construction or landscaping. Not all trees on a site are worth saving. Each tree should be evaluated by a consulting arborist to determine its condition and value in the landscape. It may be more desirable in the long run to plant new trees after construction is completed. The value of a tree should be used as a guide to determining the measures used to save it from construction impacts. Where trees of high value are present the effort and expense to save them is worthwhile. Mature trees take years to grow and their beauty and aesthetics are irreplaceable.

Further Reading

- Caprile, Janet L. *Guidelines For Development Around Old Oaks*. Cooperative Extension, University Of California, San Joaquin County.
- Harris, Richard W. 1983. *Arboriculture*. Prentice-Hall, Inc.
- Tree Protection Manual For Builders And Developers*. 1980. Florida Department Of Agriculture And Consumer Services, Division Of Forestry.
- Protecting Shade Trees During Home Construction*. 1965. U.S. Department Of Agriculture, Home And Garden Bulletin No. 104.

WHY IS IT IMPORTANT TO PROTECT TREES

BRANCH DAMAGE ALLOWS:

- Insects/Decay
- Improper wound closure



BARK DAMAGE

- Allows Insects/Decay
- Reduces water and nutrient uptake

ROOT DAMAGE FROM COMPACTION AND BREAKAGE:

- Prevents proper air/gas exchange
- Prevents proper callous formation
- Reduces water and nutrition uptake
- Can create a hazard tree

*Protecting Vegetation
Makes Sense*

Contact the
City Forestry Office
for more information
at
1401 Recreation Way
Colorado Springs
(719) 578-6698

This information was printed on recycled paper

Trees and Construction



*Prevent
Construction
Damage*

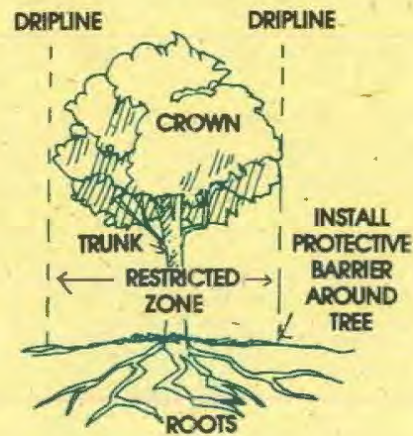
COLORADO SPRINGS
PARK AND
RECREATION
DEPARTMENT

NATURAL
RESOURCES



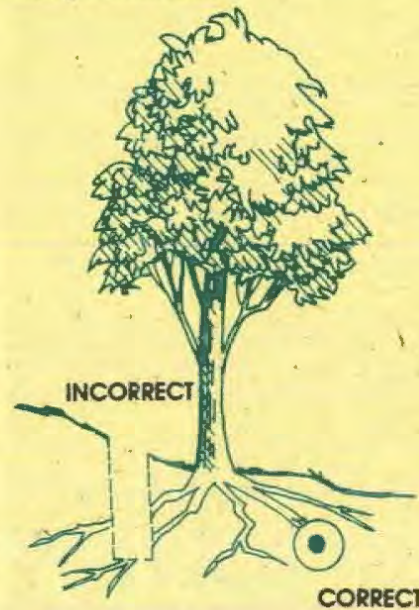
HOW TO PROTECT EXISTING VEGETATION

- CONSULT a professional arborist/forester.
- MODIFY site plans. Work around desirable trees/shrubs.
- REMOVE trees that are declining or will become a hazard.
- AVOID damage to existing vegetation by developing construction plans that address:
 1. where to pile dirt,
 2. RESTRICTION ZONES to prevent construction traffic from entering,
 3. outline specific techniques for tree felling, bulldozing, storage of materials, etc.



PROTECT THE CROWN, TRUNK, AND ROOTS FROM DAMAGE.

- BUFFER ZONES between trees and buildings help to protect them from construction and future building maintenance.
- AVOID disturbing the soil grade.
- PRUNE any large roots removed, DO NOT tear them out.
- TUNNEL under roots instead of trenching.
- ALLOW for watering of trees and shrubs during construction.



- DO NOT dispose of chemicals in the construction area.

EMPHASIZE ROOT PROTECTION



PREVENT SOIL COMPACTION

DO NOT TRENCH THROUGH ROOTS.

- What's below the ground is as important as what's above the ground.

Appendix D

Biological Resources Technical Data

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

Document Number: 131022122625

Database Last Updated: September 18, 2011

Quad Lists

Listed Species

Invertebrates

- Euphydryas editha bayensis*
bay checkerspot butterfly (T)
Critical habitat, bay checkerspot butterfly (X)
- Lepidurus packardii*
vernal pool tadpole shrimp (E)

Fish

- Acipenser medirostris*
green sturgeon (T) (NMFS)
- Hypomesus transpacificus*
delta smelt (T)
- Oncorhynchus kisutch*
coho salmon - central CA coast (E) (NMFS)
- Oncorhynchus mykiss*
Central California Coastal steelhead (T) (NMFS)
Central Valley steelhead (T) (NMFS)
Critical habitat, Central California coastal steelhead (X) (NMFS)
- Oncorhynchus tshawytscha*
Central Valley spring-run chinook salmon (T) (NMFS)
winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

- Ambystoma californiense*
California tiger salamander, central population (T)
- Rana draytonii*
California red-legged frog (T)

Reptiles

- Thamnophis sirtalis tetrataenia*
San Francisco garter snake (E)

Birds

- Brachyramphus marmoratus*
marbled murrelet (T)
- Charadrius alexandrinus nivosus*
western snowy plover (T)
- Pelecanus occidentalis californicus*
California brown pelican (E)
- Rallus longirostris obsoletus*
California clapper rail (E)
- Sternula antillarum (=Sterna, =albifrons) browni*
California least tern (E)

Mammals

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Plants

Acanthomintha duttonii
San Mateo thornmint (E)
Cirsium fontinale var. *fontinale*
fountain thistle (E)
Hesperolinon congestum
Marin dwarf-flax (=western flax) (T)
Suaeda californica
California sea blite (E)
Trifolium amoenum
showy Indian clover (E)

Quads Containing Listed, Proposed or Candidate Species:

MOUNTAIN VIEW (428A)

PALO ALTO (428B)

County Lists**Santa Clara County****Listed Species****Invertebrates**

Branchinecta conservatio
Conservancy fairy shrimp (E)

Branchinecta lynchi
vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus
valley elderberry longhorn beetle (T)

Euphydryas editha bayensis
bay checkerspot butterfly (T)
Critical habitat, bay checkerspot butterfly (X)

Lepidurus packardi
Critical habitat, vernal pool tadpole shrimp (X)
vernal pool tadpole shrimp (E)

Fish

Acipenser medirostris
green sturgeon (T) (NMFS)

Eucyclogobius newberryi
tidewater goby (E)

Hypomesus transpacificus
delta smelt (T)

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

Critical habitat, coho salmon - central CA coast (X) (NMFS)

Oncorhynchus mykiss

Central California Coastal steelhead (T) (NMFS)

Central Valley steelhead (T) (NMFS)

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

South Central California steelhead (T) (NMFS)

Oncorhynchus tshawytscha

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

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

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Critical habitat, CA tiger salamander, central population (X)

Rana draytonii

California red-legged frog (T)

Critical habitat, California red-legged frog (X)

Reptiles

Gambelia (=Crotaphytus) sila

blunt-nosed leopard lizard (E)

Masticophis lateralis euryxanthus

Alameda whipsnake [=striped racer] (T)

Critical habitat, Alameda whipsnake (X)

Thamnophis gigas

giant garter snake (T)

Thamnophis sirtalis tetrataenia

San Francisco garter snake (E)

Birds

Brachyramphus marmoratus

Critical habitat, marbled murrelet (X)

marbled murrelet (T)

Charadrius alexandrinus nivosus

western snowy plover (T)

Pelecanus occidentalis californicus

California brown pelican (E)

Rallus longirostris obsoletus

California clapper rail (E)

Sternula antillarum (=Sterna, =albifrons) browni

California least tern (E)

Vireo bellii pusillus
Least Bell's vireo (E)

Mammals

Reithrodontomys raviventris
salt marsh harvest mouse (E)

Vulpes macrotis mutica
San Joaquin kit fox (E)

Plants

Acanthomintha duttonii
San Mateo thornmint (E)

Castilleja affinis ssp. neglecta
Tiburon paintbrush (E)

Ceanothus ferrisae
Coyote ceanothus (E)

Chorizanthe robusta var. robusta
robust spineflower (E)

Cirsium fontinale var. fontinale
fountain thistle (E)

Dudleya setchellii
Santa Clara Valley dudleya (E)

Eriophyllum latilobum
San Mateo woolly sunflower (E)

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

Holocarpha macradenia
Critical habitat, Santa Cruz tarplant (X)
Santa Cruz tarplant (T)

Lasthenia conjugens
Contra Costa goldfields (E)
Critical habitat, Contra Costa goldfields (X)

Streptanthus albidus ssp. albidus
Metcalf Canyon jewelflower (E)

Suaeda californica
California sea blite (E)

Trifolium amoenum
showy Indian clover (E)

Proposed Species

Amphibians

Rana draytonii

Critical habitat, California red-legged frog (PX)

Key:

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

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

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

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

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

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

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

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

(X) *Critical Habitat* designated for this species

Important Information About Your Species List

How We Make Species Lists

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

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

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

Plants

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

Surveying

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

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

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of

a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

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

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

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

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

- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then you, the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.

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

Critical Habitat

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

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

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

Candidate Species

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

Species of Concern

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

[More info](#)

Wetlands

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

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be January 20, 2014.



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: Taxonomic Group is (Fish or Amphibians or Reptiles or Birds or Mammals or Mollusks or Arachnids or Crustaceans or Insects or Ferns or Gymnosperms or Monocots or Dicots or Lichens or Bryophytes) and Quad is (Mountain View (3712241) or Palo Alto (3712242))

Ambystoma californiense		Element Code: AAAAA01180	
California tiger salamander			
Listing Status:	Federal: Threatened	CNDDB Element Ranks:	Global: G2G3
	State: Threatened		State: S2S3
	Other: CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable		
Habitat:	General: CENTRAL VALLEY DPS FEDERALLY LISTED AS THREATENED. SANTA BARBARA & SONOMA COUNTIES DPS FEDERALLY LISTED AS ENDANGERED.		
	Micro: NEED UNDERGROUND REFUGES, ESPECIALLY GROUND SQUIRREL BURROWS, & VERNAL POOLS OR OTHER SEASONAL WATER SOURCES FOR BREEDING		

Occurrence No.	63	Map Index: 33818	EO Index: 6256	Element Last Seen: 2005-01-26
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen: 2005-01-26
Occ. Type:	Natural/Native occurrence		Trend: Stable	Record Last Updated: 2005-06-10

Quad Summary: Palo Alto (3712242)
County Summary: Santa Clara

Lat/Long:	37.42248 / -122.17790	Accuracy:	nonspecific area
UTM:	Zone-10 N4142058 E572740	Elevation (ft):	150
PLSS:	T06S, R03W, Sec. 10 (M)	Acres:	156.2

Location: LAKE LAGUNITA AND SURROUNDING AREAS ON STANFORD UNIVERSITY CAMPUS, PALO ALTO
Detailed Location: MAINLY LAKE LAGUNITA IS USED FOR BREEDING, ALTHOUGH SMALL PONDS SOUTH OF JUNIPERO SERRA ARE ALSO USED. SURROUNDING UPLAND USED DURING NON-BREEDING PERIODS.
Ecological: HABITAT CONSISTS OF A SEASONAL RESERVOIR AT THE BOUNDARY BETWEEN THE STANFORD UNIVERSITY CAMPUS & SURROUNDING UNDEVELOPED FOOTHILLS, CONSISTING OF NON-NATIVE GRASSLAND, OAK WOODLAND SAVANNA & LANDSCAPED AREAS.
General: CAS, MVZ, UCD & SU. OBS TO 1929. CAS#: 15242 (11/14/53); 16953 (12/19/55); 20274, 20275 (7/9/55). 8/1992: CAS-SU (AMP) 75, LARVA. 1992: 2. ADULTS AND LARVAE OBS, 1997-2002. RESERVOIR NOT FILLED IN 2001-02; NO LARVAE. 100'S OF EGGS 1/26/05
Owner/Manager: STANFORD UNIVERSITY

Occurrence No.	77	Map Index: 32819	EO Index: 32896	Element Last Seen: 2002-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 2002-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2003-09-04

Quad Summary: Palo Alto (3712242)
County Summary: San Mateo, Santa Clara

Lat/Long:	37.42861 / -122.18985	Accuracy:	nonspecific area
UTM:	Zone-10 N4142729 E571678	Elevation (ft):	75
PLSS:	T06S, R03W, Sec. 09 (M)	Acres:	273.0

Location: SAN FRANCISQUITO CREEK, SAN MATEO COUNTY
Detailed Location: THIS HISTORIC COLLECTION WAS SNAPPED TO AN EXISTING OCCURRENCE ON SAN FRANCISQUITO CREEK. THE EXACT LOCATION OF THIS COLLECTION IS UNKNOWN.
Ecological:
General: MUSEUM SPECIMEN SU #3725 COLLECTED ON 3 JAN 1938. JENNINGS CONSIDERED THIS SITE EXTIRPATED. 6 ADULTS FOUND TRAPPED IN A CISTERN JUST WEST OF THE CREEK IN 2002; RELEASED AT LAKE LAGUNITA DURING THE WET SEASON.
Owner/Manager: UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	416	Map Index:	28024	EO Index:	33385	Element Last Seen:	1893-11-11
Occ. Rank:	None	Presence:	Extirpated	Site Last Seen:	1893-11-11	Record Last Updated:	2001-11-14
Occ. Type:	Natural/Native occurrence		Trend:	Unknown			
Quad Summary:	Palo Alto (3712242)						
County Summary:	San Mateo, Santa Clara						
Lat/Long:	37.44682 / -122.15910			Accuracy:	1 mile		
UTM:	Zone-10 N4144773 E574380			Elevation (ft):	50		
PLSS:	T06S, R03W, Sec. 02 (M)			Acres:	0.0		
Location:	PALO ALTO.						
Detailed Location:							
Ecological:							
General:	MUSEUM RECORDS SU# 221-223, 225-227, 229-30, & 232-33 FROM 29 APRIL 1892; SU# 23 FROM 15 APRIL 1893; AND SU# 138-42 FROM 11 NOV 1893. JENNINGS CONSIDERS THIS SITE EXTIRPATED.						
Owner/Manager:	UNKNOWN						

Occurrence No.	621	Map Index:	46516	EO Index:	46516	Element Last Seen:	1900-03-03
Occ. Rank:	None	Presence:	Extirpated	Site Last Seen:	1900-03-03	Record Last Updated:	2001-11-14
Occ. Type:	Natural/Native occurrence		Trend:	Unknown			
Quad Summary:	Palo Alto (3712242)						
County Summary:	Santa Clara						
Lat/Long:	37.42066 / -122.14683			Accuracy:	1 mile		
UTM:	Zone-10 N4141880 E575492			Elevation (ft):	40		
PLSS:	T06S, R03W, Sec. 12 (M)			Acres:	0.0		
Location:	NEAR MAYFIELD, VICINITY OF STANFORD UNIVERSITY AND PALO ALTO.						
Detailed Location:							
Ecological:							
General:	MCZ #2344. JENNINGS CONSIDERS THIS POPULATION EXTIRPATED.						
Owner/Manager:	UNKNOWN						

<i>Rana draytonii</i>		Element Code: AAABH01022	
California red-legged frog			
Listing Status:	Federal: Threatened	CNDDDB Element Ranks:	Global: G2G3
	State: None		State: S2S3
	Other: CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable		
Habitat:	General: LOWLANDS & FOOTHILLS IN OR NEAR PERMANENT SOURCES OF DEEP WATER WITH DENSE, SHRUBBY OR EMERGENT RIPARIAN VEGETATION.		
	Micro: REQUIRES 11-20 WEEKS OF PERMANENT WATER FOR LARVAL DEVELOPMENT. MUST HAVE ACCESS TO ESTIVATION HABITAT.		



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	230	Map Index: 38080	EO Index: 33087	Element Last Seen:	2001-09-15
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2001-09-15
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2009-03-27
Quad Summary:	Palo Alto (3712242)				
County Summary:	Santa Clara				
Lat/Long:	37.40214 / -122.15289		Accuracy:	nonspecific area	
UTM:	Zone-10 N4139821 E574974		Elevation (ft):	150	
PLSS:	T06S, R03W, Sec. 23 (M)		Acres:	180.2	
Location:	MATADERO CREEK AND DEER CREEK, PALO ALTO.				
Detailed Location:	MATADERO CREEK - BETWEEN OLD PAGE MILL BRIDGE AND FOOTHILL BLVD; DEER CREEK - FROM THE MATADERO CREEK CONFLUENCE TO ARASTRADERO BLVD. DEER CREEK WAS DRY IN 1997; FREE OF CRAYFISH/FISH IN 1998. WATER WAS VERY LOW IN SUMMER 2001.				
Ecological:	HABITAT CONSISTS OF RIPARIAN, WITH SOME GRAZING AND SOME DEVELOPMENT UPSTREAM. WESTERN POND TURTLES ALSO FOUND AT THIS SITE.				
General:	30 ADS/20 TADS, MAR-OCT 1997. 2 ADS, AUG 97. 7 TADS MAR 1998. 10+ ADS/15 TADS, APR 1998. 5+ ADS/95 TADS, APR-OCT 1998. 1 JUV, 8 MAY 1999. 41 ADS/4 JUVS/45 TADS, 1999. 1 TAD OCT 1999. 33 ADS/2 JUVS/47 TADS, 2000. 26 ADS/2 JUVS/10 TADS, 2001.				
Owner/Manager:	STANFORD UNIVERSITY, SCVWD				
Occurrence No.	231	Map Index: 38084	EO Index: 33091	Element Last Seen:	2001-09-01
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2001-09-01
Occ. Type:	Natural/Native occurrence		Trend: Decreasing	Record Last Updated:	2003-05-21
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo				
Lat/Long:	37.41067 / -122.22046		Accuracy:	specific area	
UTM:	Zone-10 N4140716 E568986		Elevation (ft):	250	
PLSS:	T06S, R03W, Sec. 17 (M)		Acres:	161.2	
Location:	SAN FRANCISQUITO CREEK, FROM THE BEAR CREEK CONFLUENCE TO WITHIN 1 MILE OF THE HIGHWAY 280 BRIDGE, PALO ALTO				
Detailed Location:	LOW WATER IN 2001; POPULATION MAY BE IN SERIOUS DECLINE.				
Ecological:	HABITAT CONSISTS OF RIPARIAN; SURROUNDED BY GRASSLAND, AGRICULTURAL FIELDS, AND OAK WOODLANDS.				
General:	16 ADS/13 TADPOLES OBSERVED, 24 JUL-LATE AUG 1997. 16 ADS/13 TADPOLES OBSERVED, 1 MAY-OCT 1998. 8 ADS/135 TADPLOES OBSERVED, 15 MAY-15 SEP 1999. 7 ADS/13 TADPOLES OBSERVED, 15 MAY-15 SEP 2000. 2 ADULTS OBSERVED, 15 JUN-1 SEP 2001.				
Owner/Manager:	STANFORD UNIVERSITY				



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	282	Map Index: 40565	EO Index: 35572	Element Last Seen: 1998-08-02
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen: 1998-08-02
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1999-01-12

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.42676 / -122.23784	Accuracy:	80 meters
UTM:	Zone-10 N4142488 E567433	Elevation (ft):	230
PLSS:	T06S, R03W, Sec. 07 (M)	Acres:	0.0

Location: WEST OF I-280, 0.6 MILE SW OF BEAR GULCH RESERVOIR, WOODSIDE.

Detailed Location: SITE IS LOCATED 0.4 MILE NW OF THE END OF LAWLER RANCH ROAD.

Ecological: HABITAT CONSISTS OF A SPRING-FED POND AND INTERMITTENT STREAM, SURROUNDED BY OAK WOODLAND.

General: 1 ADULT COLLECTED (MRJ #1407) ON 2 AUG 1998 AND DEPOSITED AT CAS. CAS # 207121. SVL 91 MM, 88.7 GM.

Owner/Manager: PVT

Occurrence No.	283	Map Index: 40566	EO Index: 35573	Element Last Seen: 1998-08-02
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen: 1998-08-02
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1999-01-12

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.42515 / -122.23226	Accuracy:	80 meters
UTM:	Zone-10 N4142314 E567928	Elevation (ft):	210
PLSS:	T06S, R03W, Sec. 07 (M)	Acres:	0.0

Location: WEST OF I-280, 0.5 MILE SSW OF BEAR GULCH RESERVOIR, WOODSIDE.

Detailed Location: SITE IS LOCATED AT THE OF THE END OF LAWLER RANCH ROAD.

Ecological: HABITAT CONSISTS OF AN ARTIFICIAL POND VEGETATED BY TULE/CATTAILS; WILLOWS FOUND BELOW THE DAM FACE. SITE IS SURROUNDED BY OPEN OAK WOODLAND, FORMERLY GRAZED BY LIVESTOCK.

General: 3 ADULTS AND 5 LARVAE COLLECTED (MRJ #1408) ON 2 AUG 1998 AND DEPOSITED AT CAS. CAS# 207151.

Owner/Manager: PVT

Occurrence No.	640	Map Index: 51392	EO Index: 51392	Element Last Seen: 2003-05-14
Occ. Rank:	Fair		Presence: Presumed Extant	Site Last Seen: 2003-05-14
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2003-05-27

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.43016 / -122.22030	Accuracy:	80 meters
UTM:	Zone-10 N4142878 E568982	Elevation (ft):	160
PLSS:	T06S, R03W, Sec. 08 (M)	Acres:	0.0

Location: CREEK ALONG WALSH ROAD, 0.4 MILE SE OF BEAR GULCH RESERVOIR, ATHERTON

Detailed Location:

Ecological: HABITAT CONSISTS OF A STEEP-BANKED STREAM, DRAINING TO THE EAST; SEVERAL DEEP POOLS PRESENT. OVERSTORY DOMINATED BY BOTH NATIVE OAKS AND NON-NATIVE/LANDSCAPE TREES; UNDERSTORY DOMINATED BY POISON OAK. CLAY SOILS DOMINATE.

General: 1 JUVENILE OBSERVED ON 14 MAY 2003.

Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Egretta thula</i>		Element Code: ABNGA06030	
snowy egret			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5
	State: None		State: S4
	Other: IUCN_LC-Least Concern		
Habitat:	General: COLONIAL NESTER, WITH NEST SITES SITUATED IN PROTECTED BEDS OF DENSE TULE.		
	Micro: ROOKERY SITES SITUATED CLOSE TO FORAGING AREAS: MARSHES, TIDAL-FLATS, STREAMS, WET MEADOWS, AND BORDERS OF LAKES.		

Occurrence No.	13	Map Index:	69408	EO Index:	70184	Element Last Seen:	2005-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		Record Last Updated:	2007-05-29
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.45808 / -122.10896	Accuracy:	nonspecific area
UTM:	Zone-10 N4146063 E578803	Elevation (ft):	10
PLSS:	T05S, R02W, Sec. 32 (M)	Acres:	3.0

Location: PALO ALTO BAYLANDS NATURE PRESERVE, EAST OF PALO ALTO AIRPORT, NEAR DUCK POND.
Detailed Location: ARTICLE GIVES LOCALITY AS "PALM TREE GROVE AT PALO ALTO BAYLANDS NATURE PRESERVE." BAYLANDS BIRDING MAP FROM CITY OF PALO ALTO WEBSITE ALSO USED TO MAP THIS SITE.
Ecological: PALM TREE GROVE.
General: 5 OR 6 PAIRS NESTED IN 2003. ABOUT 50 BREEDING BIRDS OBSERVED IN 2004 AND 2005.
Owner/Manager: CITY OF PALO ALTO

<i>Circus cyaneus</i>		Element Code: ABNKC11010	
northern harrier			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5
	State: None		State: S3
	Other: CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern		
Habitat:	General: COASTAL SALT & FRESH-WATER MARSH. NEST & FORAGE IN GRASSLANDS, FROM SALT GRASS IN DESERT SINK TO MOUNTAIN CIENAGAS.		
	Micro: NESTS ON GROUND IN SHRUBBY VEGETATION, USUALLY AT MARSH EDGE; NEST BUILT OF A LARGE MOUND OF STICKS IN WET AREAS.		



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	2	Map Index: 09604	EO Index: 27022	Element Last Seen: 1971-05-07
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1971-05-07
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2005-08-10

Quad Summary: Mountain View (3712241), Newark (3712251)

County Summary: Alameda

Lat/Long:	37.50254 / -122.07419	Accuracy:	nonspecific area
UTM:	Zone-10 N4151026 E581829	Elevation (ft):	10
PLSS:	T05S, R02W, Sec. 15 (M)	Acres:	124.0

Location: APPROXIMATELY 0.4 MI EAST OF MOUTH OF PLUMMER CREEK, E SIDE OF SAN FRANCISCO BAY.
Detailed Location: 2 NESTS LOCATED; ONE WAS 0.3 MI EAST AND THE SECOND WAS 0.5 MI EAST OF PLUMMER CREEK MOUTH.
Ecological: SALT MARSH HABITAT, CONSISTING OF SPARTINA & SALICORNIA.
General: FEMALES WERE INCUBATING AT THE TIME OF OBSERVATION. EACH NEST CONTAINED 6 EGGS, IN ONE NEST 5 EGGS HATCHED & 4 YOUNG FLEDGED; IN THE OTHER NEST 4 EGGS HATCHED & 4 YOUNG FLEDGED.
Owner/Manager: UNKNOWN

Occurrence No.	4	Map Index: 09682	EO Index: 27019	Element Last Seen: 1971-06-01
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1971-06-01
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2005-08-10

Quad Summary: Mountain View (3712241)

County Summary: Alameda

Lat/Long:	37.46921 / -122.04159	Accuracy:	nonspecific area
UTM:	Zone-10 N4147357 E584749	Elevation (ft):	10
PLSS:	T05S, R02W, Sec. 25 (M)	Acres:	59.1

Location: IMMEDIATELY NORTH OF COYOTE CREEK MOUTH, EAST OF CALAVERAS POINT.
Detailed Location:
Ecological: SALT MARSH HABITAT. VEGETATION INCLUDES SALICORNIA & SPARTINA.
General: 4 EGGS OBSERVED IN GROUND NEST 06/01/71.
Owner/Manager: UNKNOWN

Occurrence No.	33	Map Index: 61109	EO Index: 61145	Element Last Seen: 2004-04-17
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen: 2004-04-17
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2005-04-25

Quad Summary: Mountain View (3712241)

County Summary: San Mateo

Lat/Long:	37.46643 / -122.12271	Accuracy:	80 meters
UTM:	Zone-10 N4146978 E577578	Elevation (ft):	5
PLSS:	T05S, R02W, Sec. 30 (M)	Acres:	0.0

Location: JUST NORTH OF PALO ALTO OF SANTA CLARA COUNTY AIRPORT, NORTH OF THE SAN MATEO COUNTY LINE, EAST PALO ALTO
Detailed Location:
Ecological: HABITAT CONSISTS OF COASTAL SALT MARSH, DOMINATED BY SCIRPUS MARITIMUS, GRINDELIA STRICTA, SALICORNIA VIRGINICA, AND SPARTINA SPP.
General: PAIR OBSERVED CARRYING MATERIAL TO LOCATION FOR NEST-BUILDING, 17 APR 2004.
Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Laterallus jamaicensis coturniculus</i>		Element Code: ABNME03041	
California black rail			
Listing Status:	Federal: None	CNDDB Element Ranks:	Global: G4T1
	State: Threatened		State: S1
Other:	ABC_WLBCC-Watch List of Birds of Conservation Concern, BLM_S-Sensitive, CDFW_FP-Fully Protected, IUCN_NT-Near Threatened, USFWS_BCC-Birds of Conservation Concern		
Habitat:	General: INHABITS FRESHWATER MARSHES, WET MEADOWS & SHALLOW MARGINS OF SALTWATER MARSHES BORDERING LARGER BAYS.		
	Micro: NEEDS WATER DEPTHS OF ABOUT 1 INCH THAT DOES NOT FLUCTUATE DURING THE YEAR & DENSE VEGETATION FOR NESTING HABITAT.		

Occurrence No.	51	Map Index:	09530	EO Index:	25796	Element Last Seen:	2003-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		Record Last Updated:	2007-12-13
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary:	Mountain View (3712241), Newark (3712251)						
County Summary:	Alameda						
Lat/Long:	37.50114 / -122.10360		Accuracy:	1/5 mile			
UTM:	Zone-10 N4150845 E579232		Elevation (ft):	7			
PLSS:	T05S, R02W, Sec. 17 (M)		Acres:	0.0			
Location:	DUMBARTON POINT.						
Detailed Location:	2004 LOCATION GIVEN AS "DUMBARTON MARSH".						
Ecological:							
General:	1OBSERVED IN NOV 1972. 1 DETECTED DURING A 2003 BREEDING SEASON SURVEY.						
Owner/Manager:	UNKNOWN						

Occurrence No.	132	Map Index:	59784	EO Index:	63305	Element Last Seen:	2005-04-27
Occ. Rank:	Good	Presence:	Presumed Extant	Site Last Seen:		Record Last Updated:	2009-09-28
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary:	Mountain View (3712241), Palo Alto (3712242)						
County Summary:	San Mateo						
Lat/Long:	37.46821 / -122.12438		Accuracy:	nonspecific area			
UTM:	Zone-10 N4147174 E577429		Elevation (ft):	5			
PLSS:	T05S, R02W, Sec. 30 (M)		Acres:	108.5			
Location:	SW OF COOLEY LANDING, EAST PALO ALTO.						
Detailed Location:	1980S: "PALO ALTO BAYLANDS" (ALSO SEE OCC#193). 2005: 11 SURVEY LOCATIONS AT SITE "EPA"; DETECTIONS WERE WITHIN 100 METERS OF THE SURVEY LOCATIONS. MAPPED TO 2005 SURVEY LOCATIONS.						
Ecological:	HABITAT IS COASTAL SALT MARSH. VEGETATION INCLUDES SALICORNIA VIRGINICA, GRINDELIA STRICTA AND SPARTINA SPP.						
General:	RECORD OF A RAIL EATEN BY A GREAT EGRET ON 12 DEC 1981 & ONE EATEN BY A GREAT BLUE HERON ON 9 JAN 1982, AT PALO ALTO BAYLANDS (ALSO SEE OCC#193). 2 DETECTIONS ON 27 APR 2005.						
Owner/Manager:	CITY OF PALO ALTO						



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	193	Map Index:	76239	EO Index:	71499	Element Last Seen:	2004-04-21
Occ. Rank:	Good	Presence:	Presumed Extant	Site Last Seen:		2004-04-21	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2009-09-28	
Quad Summary:	Mountain View (3712241)						
County Summary:	Santa Clara						
Lat/Long:	37.46178 / -122.11006		Accuracy:	specific area			
UTM:	Zone-10 N4146473 E578702		Elevation (ft):	4			
PLSS:	T05S, R02W, Sec. 32 (M)		Acres:	10.0			
Location:	PALO ALTO BAYLANDS PRESERVE, JUST EAST OF THE PALO ALTO MUNICIPAL AIRPORT & WSW OF SAND POINT.						
Detailed Location:	1908: "PALO ALTO." 1980S: "PALO ALTO BAYLANDS" (ALSO SEE OCC#132). 2004: SPECIFIC DETECTION LOCATIONS PROVIDED ON A MAP; CITED IN HER AS "PALO ALTO BAYLANDS." MAPPED TO 2004 POINTS.						
Ecological:	COASTAL SALT MARSH WITH SALICIRNIA VIRGINICA, GRINDELIA STRICTA, SCIRPUS SPP. BORDERED BY MULTI-USE TRAIL AND AIRPORT. SITE QUALITY MARKED AS "GOOD" IN 2004.						
General:	MVZ #7004 COLL BY J. ROWLEY IN 1908. RECORD OF A RAIL EATEN BY A GREAT EGRET ON 12 DEC 1981 & ONE EATEN BY A GREAT BLUE HERON ON 9 JAN 1982, AT PALO ALTO BAYLANDS (ALSO SEE OCC#132). 2 ADULTS HEARD ON 21 APR 2004; ALSO CITED IN HER04R0001.						
Owner/Manager:	CITY OF PALO ALTO						
<i>Rallus longirostris obsoletus</i>							Element Code: ABNME05016
California clapper rail							
Listing Status:	Federal:	Endangered		CNDDB Element Ranks:	Global:	G5T1	
	State:	Endangered			State:	S1	
	Other:	ABC_WLBCC-Watch List of Birds of Conservation Concern, CDFW_FP-Fully Protected					
Habitat:	General:	SALT-WATER & BRACKISH MARSHES TRAVERSED BY TIDAL SLOUGHS IN THE VICINITY OF SAN FRANCISCO BAY.					
	Micro:	ASSOCIATED WITH ABUNDANT GROWTHS OF PICKLEWEED, BUT FEEDS AWAY FROM COVER ON INVERTEBRATES FROM MUD-BOTTOMED SLOUGHS.					
Occurrence No.	20	Map Index:	36915	EO Index:	25861	Element Last Seen:	1975-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1975-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1999-09-17	
Quad Summary:	Milpitas (3712148), Mountain View (3712241)						
County Summary:	Santa Clara						
Lat/Long:	37.44579 / -122.01375		Accuracy:	nonspecific area			
UTM:	Zone-10 N4144783 E587239		Elevation (ft):	0			
PLSS:	T06S, R01W, Sec. 06 (M)		Acres:	167.4			
Location:	LARGER FRINGING MARSHES OF ALVISO SLOUGH.						
Detailed Location:							
Ecological:							
General:							
Owner/Manager:	UNKNOWN						



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	35	Map Index:	09815	EO Index:	25850	Element Last Seen:	1975-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1975-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2005-01-26	

Quad Summary: Milpitas (3712148), Mountain View (3712241)

County Summary: Alameda, Santa Clara

Lat/Long:	37.46540 / -121.99786	Accuracy:	nonspecific area
UTM:	Zone-10 N4146975 E588621	Elevation (ft):	5
PLSS:	T05S, R01W, Sec. 29 (M)	Acres:	805.5

Location: MARSHES FRINGING COYOTE CREEK AND MUD SLOUGH FROM THE MOUTH OF ALVISO SLOUGH EAST TO DRAWBRIDGE.

Detailed Location:

Ecological:

General: INDIVIDUALS DETECTED FROM NEAR MOUTH OF ALVISO SLOUGH EAST TO THE ABANDONED TOWN OF DRAWBRIDGE. BREEDING NOT KNOWN FROM AREA EAST OF DRAWBRIDGE, BUT THERE HAVE BEEN WINTER SIGHTINGS FROM THIS AREA.

Owner/Manager: UNKNOWN

Occurrence No.	36	Map Index:	09562	EO Index:	25852	Element Last Seen:	2006-03-30
Occ. Rank:	Excellent	Presence:	Presumed Extant	Site Last Seen:		2006-03-30	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2006-11-09	

Quad Summary: Mountain View (3712241), Newark (3712251)

County Summary: Alameda

Lat/Long:	37.51546 / -122.08587	Accuracy:	specific area
UTM:	Zone-10 N4152449 E580784	Elevation (ft):	3
PLSS:	T05S, R02W, Sec. 09 (M)	Acres:	957.3

Location: DUMBARTON POINT/NEWARK SLOUGH MARSHES ON THE SOUTH SIDE OF HWY 84, WEST OF NEWARK.

Detailed Location: BIRDS NOTED AS OCCURRING IN MARSHES FRINGING NEWARK SLOUGH TO THE DUMBARTON BRIDGE. 2006 SURVEY BY INVASIVE SPARTINA PROJECT ALONG NEWARK SLOUGH BETWEEN JARVIS LANDING AND HWY 84.

Ecological: HABITAT CONSISTS OF AN OLD PREDOMINATELY NATIVE COASTAL TIDAL MARSH. DOMINANT VEGETATION IS PICKLEWEED, CORDGRASS, & GUMPLANT.

General: UNKNOWN NUMBER OBS 1971-1975. JAN- APR 1979: 28 BIRDS OBS IN NEWARK SLOUGH AREA & 40 BIRDS OBS IN DUMBARTON PT AREA. 1 BREEDING BIRD DETECTED 14 APR 2004. BETWEEN 24 JAN & 30 MAR 2006 UP TO 2 BIRDS OBS AT EACH OF 15 SITES SURVEYED.

Owner/Manager: USFWS-DON EDWARDS SF BAY NWR



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	37	Map Index:	37500	EO Index:	25855	Element Last Seen:	1997-10-16
Occ. Rank:	Excellent	Presence:	Presumed Extant	Site Last Seen:		Record Last Updated:	1998-01-13
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary: Mountain View (3712241)
County Summary: Alameda

Lat/Long:	37.49034 / -122.03645	Accuracy:	nonspecific area
UTM:	Zone-10 N4149705 E585180	Elevation (ft):	0
PLSS:	T05S, R02W, Sec. 13 (M)	Acres:	306.1

Location: MARSHES FRINGING MOWRY SLOUGH, NW OF NEWARK
Detailed Location: IN 1997, BIRD OBSERVED FORAGING AT LOW TIDE, AT THE CHANNEL MOUTH, AT THE EDGE OF VEGETATION; SAME BIRD OBSERVED AT HIGH TIDE SEEKING REFUGE AMONG PICKLEWEED/GRINDELIA AT THE BASE OF THE LEVEE, NEAR DREDGE LOCK.
Ecological: HABITAT CONSISTS OF A TIDAL SLOUGH, BORDERED BY PICKLEWEED MARSH STRIPS WITH INCISED CHANNELS; HIGH TIDE REFUGIA PROVIDED BY LEVEES VEGETATED WITH PICKLEWEED AND GRINDELIA. SALT CRYSTALLIZATION PONDS FOUND ADJACENT TO SLOUGH CHANNEL.
General: RAILS DETECTED SOMETIME BETWEEN 1971 AND 1975. 1 INDIVIDUAL OBSERVED ON 16 OCTOBER 1997.
Owner/Manager: USFWS-DON EDWARDS SF BAY NWR

Occurrence No.	38	Map Index:	09571	EO Index:	25851	Element Last Seen:	1993-12-11
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		Record Last Updated:	1999-06-24
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary: Mountain View (3712241), Newark (3712251)
County Summary: Alameda

Lat/Long:	37.50183 / -122.07220	Accuracy:	nonspecific area
UTM:	Zone-10 N4150948 E582007	Elevation (ft):	1
PLSS:	T05S, R02W, Sec. 15 (M)	Acres:	263.6

Location: SALT MARSH ALONG PLUMMER SLOUGH.
Detailed Location: THIS AREA ALSO REFERRED TO AS MOWRY MARSH NORTH.
Ecological:
General: UNKNOWN NUMBER OBSERVED FEBRUARY 1971 TO DECEMBER 1975. 56 RAILS OBSERVED 11 DEC 1993 IN AIRBOAT SURVEY DURING 7.1 TIDE.
Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	41	Map Index: 09745	EO Index: 25846	Element Last Seen:	1979-01-28
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1979-01-28
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	1999-07-30
Quad Summary:	Mountain View (3712241)				
County Summary:	Santa Clara				
Lat/Long:	37.43675 / -122.02766		Accuracy:	nonspecific area	
UTM:	Zone-10 N4143767 E586019		Elevation (ft):	4	
PLSS:	T06S, R02W, Sec. 01 (M)		Acres:	225.6	
Location:	ALONG LARGER FRINGING MARSHES OF GUADALUPE SLOUGH.				
Detailed Location:					
Ecological:	MARSH VEGETATION CONSISTS OF SALICORNIA, SPARTINA FOLIOSA, & SCIRPUS.				
General:	1975: MAJOR POPULATION REPORTED. 1979: 6 BIRDS OBSERVED 28 JANUARY.				
Owner/Manager:	UNKNOWN				

Occurrence No.	42	Map Index: 09547	EO Index: 25848	Element Last Seen:	1975-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1975-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	1989-08-10
Quad Summary:	Mountain View (3712241)				
County Summary:	Santa Clara				
Lat/Long:	37.45215 / -122.09108		Accuracy:	1/5 mile	
UTM:	Zone-10 N4145420 E580391		Elevation (ft):		
PLSS:	T05S, R02W, Sec. 33 (M)		Acres:	0.0	
Location:	MOUTH OF CHARLESTON SLOUGH.				
Detailed Location:					
Ecological:					
General:	MAJOR POPULATION.				
Owner/Manager:	UNKNOWN				



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	45	Map Index: 09498	EO Index: 25845	Element Last Seen:	2006-02-02
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2006-02-02
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2006-04-06

Quad Summary: Mountain View (3712241), Palo Alto (3712242)

County Summary: San Mateo, Santa Clara

Lat/Long:	37.46737 / -122.12298	Accuracy:	nonspecific area
UTM:	Zone-10 N4147083 E577553	Elevation (ft):	1
PLSS:	T05S, R02W, Sec. 30 (M)	Acres:	247.8

Location: LAUMEISTER TRACT AND FABER TRACT, SOUTH OF COOLEY LANDING AND NORTH OF SAN FRANCISQUITO CREEK, PALO ALTO

Detailed Location: 2004: AREA IMMEDIATELY NORTH OF SAN FRANCISQUITO CREEK. 2006: MARSHES SURROUNDING THE MOUTH OF SAN FRANCISQUITO CREEK.

Ecological: HABITAT CONSISTS NORTHERN COASTAL SALTMARSH, DOMINATED BY SALICORNIA SP. WITH GRINDELIA STRICTA AND SPARTINA SPP; SURROUNDED BY AN AIRPORT AND A GOLF COURSE TO THE SOUTH AND URBAN RESIDENTIAL TO THE WEST.

General: AREA REPORTED TO SUPPORT BREEDING POP SOMETIME 1971-1975. 1993:60-67 RAILS OBS IN AIRBOAT SURVEY (TIDE=7.1). JAN 2001:1-7 RAILS HEARD AT POINTS PASSIVELY SURVEYED ALONG SAN FRANCISQUITO CR. 2004:5 ADULTS DETECTED. 2006: 15 ADULTS OBS.

Owner/Manager: CITY OF PALO ALTO OPEN SPACE

Occurrence No.	50	Map Index: 09374	EO Index: 30346	Element Last Seen:	2006-04-05
Occ. Rank:	Excellent		Presence: Presumed Extant	Site Last Seen:	2006-04-05
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2006-11-06

Quad Summary: Palo Alto (3712242), Redwood Point (3712252)

County Summary: San Mateo

Lat/Long:	37.50575 / -122.18489	Accuracy:	specific area
UTM:	Zone-10 N4151291 E572042	Elevation (ft):	1
PLSS:	T05S, R03W, Sec. 10 (M)	Acres:	1073.1

Location: MARSHES ON GRECO ISLAND AND BORDERING WESTPOINT SLOUGH, SOUTH SAN FRANCISCO BAY & NE OF REDWOOD CITY.

Detailed Location: 2006 SURVEYS ON GRECO ISLAND WERE ONLY ON THE NW THIRD OF THE ISLAND

Ecological: HABITAT CONSISTS OF NORTHERN COASTAL SALTMARSH, BORDERED BY SALT PONDS; DOMINANT VEGETATION IS SALICORNIA VIRGINICA, GRINDELIA SP. & SPARTINA FOLIOSA. HABITAT ON GRECO ISLAND IS EXCELLENT BUT HABITAT ON WEST PT. SLOUGH IS POOR.

General: 1-2 ADULTS FOUND AT 14 LOCATIONS ON NW GRECO ISLAND BETWEEN 31 JAN & 5 APR 2006 DURING SURVEYS CONDUCTED BY THE INVASIVE SPARTINA PROJECT. NO RAILS FOUND AT THE 2 SITES SURVEYED ALONG WESTPOINT SL.

Owner/Manager: USFWS-DON EDWARDS SF BAY NWR



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	60	Map Index:	09529	EO Index:	25837	Element Last Seen:	2006-02-01
Occ. Rank:	Good	Presence:	Presumed Extant	Site Last Seen:		2006-02-01	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2006-02-01	
Quad Summary:	Mountain View (3712241)						
County Summary:	Santa Clara						
Lat/Long:	37.45814 / -122.10313			Accuracy:	nonspecific area		
UTM:	Zone-10 N4146075 E579319			Elevation (ft):	5		
PLSS:	T05S, R02W, Sec. 32 (M)			Acres:	249.0		
Location:	MARBLES OF PALO ALTO BAYLANDS, PALO ALTO HARBOR, BIXBY PARK, AND HOOKS ISLAND.						
Detailed Location:	MAJOR POP REPORTED SOMETIME 1971-75. 1978 AND 1979 :PALO ALTO BAYLANDS. 1993: HOOKS ISLAND, PALO ALTO HARBOR, PALO ALTO BAYLANDS.						
Ecological:	MARSH VEGETATION CONSISTS OF SPARTINA FOLIOSA, SALICORNIA, & GRINDELIA STRICTA.						
General:	49 OBS 29 DEC 1978. 20 OBS 25 JAN 1979. NOV 1993: 52 OBS IN AN AIRBOAT SURVEY. DEC 1993: 26 OBS IN CANOE SURVEY. APR/MAY 2004: 11 DETECTIONS. 15-17 DEC 2004: 1 ADULT. 5 DETECTIONS ON 1 FEB 2006.						
Owner/Manager:	CITY OF PALO ALTO OPEN SPACE						

Occurrence No.	84	Map Index:	47069	EO Index:	47069	Element Last Seen:	2001-02-06
Occ. Rank:	Good	Presence:	Presumed Extant	Site Last Seen:		2001-02-06	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2002-01-24	
Quad Summary:	Mountain View (3712241)						
County Summary:	Santa Clara						
Lat/Long:	37.43358 / -122.08461			Accuracy:	nonspecific area		
UTM:	Zone-10 N4143365 E580983			Elevation (ft):	1		
PLSS:	T06S, R02W, Sec. 04 (M)			Acres:	33.2		
Location:	PERMANENTE CREEK AT SHORELINE PARK, SUNNYVALE						
Detailed Location:							
Ecological:	HABITAT CONSISTS OF SALINE EMERGENT WETLAND, DOMINATED BY SALICORNIA SP; SURROUNDED BY SALT EVAPORATOR PONDS, A CITY PARK, AND FLOOD CONTROL CHANNELS.						
General:	3 ADULTS OBSERVED ON 6 FEB 2001.						
Owner/Manager:	CITY OF SUNNYVALE, OTHERS						

Charadrius alexandrinus nivosus		Element Code:	ABNNB03031
western snowy plover			
Listing Status:	Federal:	Threatened	CNDDDB Element Ranks:
	State:	None	Global: G3T3
	Other:	ABC_WLBCC-Watch List of Birds of Conservation Concern, CDFW_SSC-Species of Special Concern, USFWS_BCC-Birds of Conservation Concern	State: S2
Habitat:	General:	SANDY BEACHES, SALT POND LEVEES & SHORES OF LARGE ALKALI LAKES.	
	Micro:	NEEDS SANDY, GRAVELLY OR FRIABLE SOILS FOR NESTING.	



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	88	Map Index: 09304	EO Index: 25730	Element Last Seen:	1919-XX-XX
Occ. Rank:	None		Presence: Possibly Extirpated	Site Last Seen:	1978-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	1989-08-10
Quad Summary:	Palo Alto (3712242), Redwood Point (3712252)				
County Summary:	San Mateo				
Lat/Long:	37.50609 / -122.22644		Accuracy:	1 mile	
UTM:	Zone-10 N4151297 E568370		Elevation (ft):	5	
PLSS:	T05S, R03W, Sec. 07 (M)		Acres:	0.0	
Location:	REDWOOD CITY, SOUTH SAN FRANCISCO BAY.				
Detailed Location:					
Ecological:					
General:	ONE MUSEUM EGG SET COLLECTED IN 1919; 19 ADULTS OBSERVED DURING 1978 STUDY IN SAN MATEO COUNTY PORTION OF THE SOUTH BAY (UNKNOWN WHETHER ANY BIRDS WERE NESTING AT THIS LOCATION).				
Owner/Manager:	UNKNOWN				
Occurrence No.	128	Map Index: 51529	EO Index: 51529	Element Last Seen:	2002-01-09
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2002-01-09
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2003-06-12
Quad Summary:	Mountain View (3712241)				
County Summary:	San Mateo, Santa Clara				
Lat/Long:	37.46210 / -122.12190		Accuracy:	specific area	
UTM:	Zone-10 N4146498 E577655		Elevation (ft):	0	
PLSS:	T05S, R02W, Sec. 31 (M)		Acres:	59.3	
Location:	SAN FRANCISQUITO CREEK EAST OF HWY 101 BETWEEN PALO ALTO AND SAN FRANCISCO BAY				
Detailed Location:					
Ecological:	BRACKISH TIDAL MARSH WITH PICKLEWEED.				
General:	35 OBSERVED DURING A SURVEY ON 9 JAN 2002.				
Owner/Manager:	PVT-SANTA CLARA VALLEY WD				
Occurrence No.	137	Map Index: 79178	EO Index: 80151	Element Last Seen:	2009-08-31
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	2009-08-31
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2010-06-24
Quad Summary:	Palo Alto (3712242), Redwood Point (3712252)				
County Summary:	San Mateo				
Lat/Long:	37.49441 / -122.15042		Accuracy:	nonspecific area	
UTM:	Zone-10 N4150060 E575100		Elevation (ft):	0	
PLSS:	T05S, R03W, Sec. 13 (M)		Acres:	1783.0	
Location:	RAVENSWOOD COMPLEX, DON EDWARDS NATIONAL WILDLIFE REFUGE				
Detailed Location:	OBSERVED ON RSF2 AND R4 THROUGHOUT THE SEASON. NESTS ON R1, R3, R4, R5 & RSF2.				
Ecological:	SALT EVAPORATION PONDS.				
General:	SURVEYS CONDUCTED BETWEEN 3 MAR & 31 AUG 2009. RSF2 HAD THE MOST NESTS (23). 33 NESTS TOTAL IN THE COMPLEX. 27 HATCHED & 6 WERE DEPREDATED. 36 CHICKS BANDED BUT ONLY 2 SURVIVED TO FLEDGING.				
Owner/Manager:	USFWS-DON EDWARDS SF BAY NWR				



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Sternula antillarum browni</i>		Element Code: ABNNM08103	
California least tern			
Listing Status:	Federal: Endangered	CNDDB Element Ranks:	Global: G4T2T3Q
	State: Endangered		State: S2S3
	Other: ABC_WLBCC-Watch List of Birds of Conservation Concern, CDFW_FP-Fully Protected		
Habitat:	General: NESTS ALONG THE COAST FROM SAN FRANCISCO BAY SOUTH TO NORTHERN BAJA CALIFORNIA.		
	Micro: COLONIAL BREEDER ON BARE OR SPARSELY VEGETATED, FLAT SUBSTRATES: SAND BEACHES, ALKALI FLATS, LAND FILLS, OR PAVED AREAS.		

Occurrence No.	6	Map Index:	09393	EO Index:	25707	Element Last Seen:	1976-XX-XX
Occ. Rank:	None	Presence:	Extirpated	Site Last Seen:	1976-XX-XX	Record Last Updated:	1999-09-07
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary: Palo Alto (3712242), Redwood Point (3712252)
County Summary: San Mateo

Lat/Long:	37.49694 / -122.19222	Accuracy:	nonspecific area
UTM:	Zone-10 N4150308 E571403	Elevation (ft):	1
PLSS:	T05S, R03W, Sec. 16 (M)	Acres:	1761.7

Location: REDWOOD CITY SALT PONDS. NORTH OF HWY 101 & SOUTH OF WESTPOINT SLOUGH. BETWEEN MARSH RD & HARBOR BLVD.
Detailed Location:
Ecological: THE SITE WAS SAID TO BE UNDER WATER IN 1977 & 1978.
General: IN 1976, A FEW PAIRS NESTED NEAR SOME FORSTER'S TERNS ON A DRIED SALT EVAPORATING POND, 3-5 KM SSE OF BAIR ISLAND. FURTHER SE OF THESE PONDS, PALO ALTO BAYLANDS SERVES AS A FREQUENT POST-BREEDING HAUNT.
Owner/Manager: UNKNOWN

Occurrence No.	67	Map Index:	09550	EO Index:	25652	Element Last Seen:	1987-07-27
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:	1987-07-27	Record Last Updated:	1989-08-10
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.44437 / -122.08969	Accuracy:	1/5 mile
UTM:	Zone-10 N4144558 E580522	Elevation (ft):	
PLSS:	T06S, R02W, Sec. 04 (M)	Acres:	0.0

Location: CHARLESTON SLOUGH.
Detailed Location:
Ecological: SITE SERVES AS A POST-BREEDING FORAGING AND STAGING AREA; DISCOVERED IN 1987.
General: 9 BIRDS USED THIS SITE IN 1987; MONITORING OF THIS SITE SHOULD CONTINUE.
Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	68	Map Index:	09672	EO Index:	13020	Element Last Seen:	1987-07-31
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:	1987-07-31	Record Last Updated:	1995-11-09
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				
Quad Summary:	Mountain View (3712241)						
County Summary:	Santa Clara						
Lat/Long:	37.43882 / -122.04830			Accuracy:	1/5 mile		
UTM:	Zone-10 N4143979 E584190			Elevation (ft):			
PLSS:	T06S, R02W, Sec. 02 (M)			Acres:	0.0		
Location:	POND B2 OF LESLIE SALT CO.						
Detailed Location:							
Ecological:	SITE SERVES AS A POST-BREEDING FORAGING AND STAGING AREA; DISCOVERED IN 1987.						
General:	68 BIRDS USED THIS SITE IN 1987; REGULAR MONITORING OF THIS SITE SHOULD CONTINUE.						
Owner/Manager:	NASA-AMES RESEARCH CENTER						

<i>Athene cunicularia</i>		Element Code: ABNSB10010					
burrowing owl							
Listing Status:	Federal:	None	CNDDB Element Ranks:	Global:	G4	State:	S2
	State:	None					
	Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern					
Habitat:	General:	OPEN, DRY ANNUAL OR PERENIAL GRASSLANDS, DESERTS & SCRUBLANDS CHARACTERIZED BY LOW-GROWING VEGETATION.					
	Micro:	SUBTERRANEAN NESTER, DEPENDENT UPON BURROWING MAMMALS, MOST NOTABLY, THE CALIFORNIA GROUND SQUIRREL.					

Occurrence No.	21	Map Index:	25862	EO Index:	17191	Element Last Seen:	2008-01-29
Occ. Rank:	Poor	Presence:	Presumed Extant	Site Last Seen:	2008-01-29	Record Last Updated:	2009-09-15
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				
Quad Summary:	Mountain View (3712241)						
County Summary:	Santa Clara						
Lat/Long:	37.44892 / -122.10446			Accuracy:	nonspecific area		
UTM:	Zone-10 N4145051 E579211			Elevation (ft):	5		
PLSS:	T05S, R02W, Sec. 32 (M)			Acres:	66.0		
Location:	BYXBEE PARK, 1 MI E OF HWY 101 @ EMBARCADERO, JUST E OF CITY DUMP & W OF MAYFIELD SLOUGH, PALO ALTO.						
Detailed Location:	PART OF CITY OF PALO ALTO BAYLANDS PRESERVE.						
Ecological:	NON-NATIVE ANNUAL GRASSLAND AND RUDERAL VEGETATION COVERING CAPPED LANDFILL SURROUNDED BY TIDAL MARSH, BUSSINESS PARKS, AND A SMALL AIRPORT. THE CITY IS PLANNING TO CLOSE THE LANDFILL AND RESTORE WILDLIFE HABITAT (2009, CITYOFPALOALTO.ORG).						
General:	MVZ EGG SET #3248 FROM "NEAR PALO ALTO" 2 MAY 1911. SEVERAL OBS OF 1-3 PAIRS FROM 1978 TO 1982 BY O'HALLORAN & BLAKE; NONE OBS BY BLAKE IN 1983. 6 BURROW SITES OBS FROM 1998-2003. 1 WINTERING ADULT OBS AT BURROW ON 29 JAN 2008.						
Owner/Manager:	CITY OF PALO ALTO						



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	22	Map Index: 09747	EO Index: 25486	Element Last Seen: 1983-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1983-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1989-08-10

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.41188 / -122.01940	Accuracy:	1/5 mile
UTM:	Zone-10 N4141016 E586778	Elevation (ft):	5
PLSS:	T06S, R01W, Sec. 18 (M)	Acres:	0.0

Location: 0.75 MI WEST ON FAIR OAKS AVE FROM JCT WITH ALVISO FWY, NORTHERN SUNNYVALE.

Detailed Location:

Ecological:

General: VERY URBANIZED AREA; SALT EVAPORATOR PONDS TO THE NORTH. ACTIVE COLONY IN 1983.

Owner/Manager: PVT

Occurrence No.	23	Map Index: 09749	EO Index: 25485	Element Last Seen: 2004-XX-XX
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen: 2004-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2008-03-10

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.41945 / -122.01919	Accuracy:	nonspecific area
UTM:	Zone-10 N4141856 E586787	Elevation (ft):	
PLSS:	T06S, R01W, Sec. 07 (M)	Acres:	60.0

Location: 1.5 MI N OF JCT HWY 101 AND MATHILDA AVE, N END OF SUNNYVALE.

Detailed Location:

Ecological:

General: VERY URBANIZED AREA; SALT EVAPORATOR PONDS TO THE NORTH. ACTIVE COLONY IN 1983. 9 BURROW SITES OBSERVED FROM 1999-2004.

Owner/Manager: PVT

Occurrence No.	24	Map Index: 09797	EO Index: 25484	Element Last Seen: XXXX-XX-XX
Occ. Rank:	None		Presence: Possibly Extirpated	Site Last Seen: XXXX-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1999-09-24

Quad Summary: Milpitas (3712148), Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.45321 / -122.00923	Accuracy:	3/5 mile
UTM:	Zone-10 N4145611 E587629	Elevation (ft):	
PLSS:	T05S, R01W, Sec. 31 (M)	Acres:	0.0

Location: SOUTHEAST OF JUNCTION OF COYOTE CREEK AND ALVISO SLOUGH, NORTH OF SUNNYVALE.

Detailed Location:

Ecological:

General: COLONY INACTIVE OR EXTIRPATED; DATE OWLS LAST OBSERVED UNKNOWN.

Owner/Manager: PVT



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	25	Map Index: 09536	EO Index: 25483	Element Last Seen:	2008-05-28
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen:	2008-05-28
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2009-12-22

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.42725 / -122.09103	Accuracy:	nonspecific area
UTM:	Zone-10 N4142658 E580422	Elevation (ft):	5
PLSS:	T06S, R02W, Sec. 09 (M)	Acres:	110.0

Location: SHORELINE GOLF LINKS NEAR SHORELINE AT MOUNTAIN VIEW PARK, BORDERED ON THE EAST BY MOUNTAIN VIEW SLOUGH, MOUNTAIN VIEW.

Detailed Location: JUVENILE (RAISED IN CAPTIVITY) & 1 OWL CAPTURED NEAR GUADALUPE SLOUGH (OCC#491) BANDED & RELEASED AT THIS SITE ON 12 SEP 1991. ADULT OBS AGAIN BETWEEN 18 SEP & 17 OCT 1991 USING VARIOUS BURROWS. MANY UNBANDED OWLS ALSO OBS.

Ecological: AREA HAS BEEN ENHANCED FOR BURROWING OWLS THROUGH PLACEMENT OF ARTIFICIAL BURROWS AT RELOCATION SITE (1991). NATURAL BURROWS ALSO OCCUR IN AREA. GROUND SQUIRRELS PRESENT AT SITE IN 2008.

General: 4 ADULTS & 2 JUVS IN APR 1982. 2 ADS IN FEB 1983. ABOUT 3 OWLS OBS IN RELOCATION AREA (NW PART OF FEATURE), OCT - JAN 1992. 7 NEST BURROWS MONITORED FROM 2002-2004 ON GOLF COURSE. 1 ADULT PAIR & 1 JUV OBS ON 3 AUG 2007 & ON 28 MAY 2008.

Owner/Manager: CITY OF MOUNTAIN VIEW

Occurrence No.	26	Map Index: 09663	EO Index: 25481	Element Last Seen:	2009-07-30
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen:	2009-07-30
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2009-09-22

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.42016 / -122.04245	Accuracy:	nonspecific area
UTM:	Zone-10 N4141913 E584728	Elevation (ft):	10
PLSS:	T06S, R02W, Sec. 11 (M)	Acres:	638.0

Location: NORTH END & EAST SIDE OF THE FLIGHT LINE AT MOFFETT FIELD NAVAL AIR STATION. INCLUDES THE GOLF COURSE AT MOFFETT FIELD.

Detailed Location: BLAKE & EILERS OBSERVED 3 PAIRS ON 1 & 8 MAY 1983 WITH LIMITED ACCESS TO THE BASE (EIL83 & JOH88). DETAILED COORDINATES FOR NEST BURROWS PROVIDED FROM 1998 - 2009.

Ecological: GENERALLY, URBAN ENVIRONMENT W/ FRAGMENTED GRASSLAND. NESTS ON AIRFIELD, GOLF COURSE, ROADSIDE EMBANKMENTS, GRAZED FIELDS, AND AT ROAD & CONCRETE PAD EDGES. PLANTS: NATURALIZED NON-NATIVE GRASSES W/ RUDERAL VEGETATION & URBAN LANDSCAPING.

General: YEAR: # OF NESTS (CHR06); 1998: 19. 1999: 24. 2000: 14. 2001: 13. 2002: 16. 2003: 13. 2004: 18. 2005: 15. 4 PAIRS, 8 SINGLES, 19-23 DEC 2005. 2 TRAPPED, NOV 2007. 7 TRAPPED AT 5 BURROWS, 2008. 43 OWLS TRAPPED AT 14 NESTS IN JUN-JUL 2009.

Owner/Manager: NASA-AMES RESEARCH CENTER



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	27	Map Index:	09505	EO Index:	25482	Element Last Seen:	1983-01-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1983-01-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1989-08-10	

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.46215 / -122.11496	Accuracy:	1/5 mile
UTM:	Zone-10 N4146510 E578269	Elevation (ft):	
PLSS:	T05S, R02W, Sec. 32 (M)	Acres:	0.0

Location: PALO ALTO MUNICIPAL AIRPORT, ON LEVEE PARALLEL, TO AND NE OF RUNWAY, OPPOSITE CONTROL TOWER

Detailed Location:

Ecological:

General: ONE INDIVIDUAL OBSERVED AT BURROW ENTRANCE.

Owner/Manager: CITY OF PALO ALTO

Occurrence No.	215	Map Index:	25863	EO Index:	16741	Element Last Seen:	1993-06-22
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1993-06-22	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1996-01-02	

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.44618 / -122.07164	Accuracy:	2/5 mile
UTM:	Zone-10 N4144774 E582117	Elevation (ft):	3
PLSS:	T05S, R02W, Sec. 03 (M)	Acres:	0.0

Location: LONG POINT, JUST NORTH OF SHORELINE AT MOUNTAIN VIEW PARK, NORTH OF MOFFETT NAVAL AIR STATION, MOUNTAIN VIEW.

Detailed Location: MANY OF THE BURROW SITES WERE ON OR NEAR STEEP EMBANKMENTS.

Ecological: OWLS WERE UTILIZING GROUND SQUIRREL BURROWS FOR NESTING AND PERCHED NEAR THE TOP OF THE EMBANKMENTS.

General: 8 ADULTS (4 PAIRS) AND AN UNKNOWN NUMBER OF JUVENILES WERE OBSERVED.

Owner/Manager: USFWS-DON EDWARDS SF BAY NWR



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	340	Map Index: 42062	EO Index: 42062	Element Last Seen:	2002-XX-XX
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen:	2002-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-03-11
Quad Summary:	Milpitas (3712148), Mountain View (3712241)				
County Summary:	Santa Clara				
Lat/Long:	37.41385 / -121.99710		Accuracy:	nonspecific area	
UTM:	Zone-10 N4141256 E588749		Elevation (ft):	0	
PLSS:	T06S, R01W, Sec. 17 (M)		Acres:	85.0	
Location:	TWIN CREEKS BASEBALL FIELD COMPLEX, OFF CARIBBEAN DR, ABOUT 0.5 MI NORTH OF JUNCTION LAWRENCE EXPY & HWY 237, SUNNYVALE				
Detailed Location:	1999 SITES ARE ON THE OUTSIDE EDGE AROUND THE BALL FIELDS. 1998-2002 SITES ARE SCATTERED AROUND THE PARK.				
Ecological:	NON-NATIVE GRASSLAND.				
General:	1 PAIR & 4 ACTIVE BURROWS OBS IN 1991. 1 BURROW WAS ELIMINATED ON 10 AUG 1991. 10 JUN 1999: 2 PAIR OBS, 1 PAIR BANDED & 1 PAIR, NOT BANDED. 10 BURROW SITES OBS FROM 1998-2002.				
Owner/Manager:	PVT				
Occurrence No.	784	Map Index: 64446	EO Index: 64525	Element Last Seen:	2009-07-28
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen:	2009-07-28
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2009-09-22
Quad Summary:	Mountain View (3712241)				
County Summary:	Santa Clara				
Lat/Long:	37.40777 / -122.05063		Accuracy:	nonspecific area	
UTM:	Zone-10 N4140532 E584018		Elevation (ft):	10	
PLSS:	T06S, R02W, Sec. 14 (M)		Acres:	81.0	
Location:	SW END OF MOFFETT FIELD NAVAL AIR STATION / NASA AMES RESEARCH CENTER, N OF HWY 101 NEAR ELLIS ST, MOUNTAIN VIEW.				
Detailed Location:					
Ecological:	GENERALLY, URBAN ENVIRONMENT W/ FRAGMENTED GRASSLAND. NESTS ON AIRFIELD, ROADSIDE EMBANKMENTS, GRAZED FIELDS, AND AT ROAD & CONCRETE PAD EDGES. PLANTS: NATURALIZED NON-NATIVE GRASSES W/ RUDERAL VEGETATION & URBAN LANDSCAPING.				
General:	YEAR: # OF NESTS (CHR06); 1998:5. 1999:5. 2000:5. 2001:3. 2002:3. 2003:2. 2004:3. 2005:3. 3 SINGLES OBS AT 3 BURROWS, 19-23 DEC 2005. 7 (2, 2, 2, & 1) TRAPPED AT 4 NESTS, 28 MAY-23 JUN 2008. 5 (4 & 1) TRAPPED AT 2 NESTS, 1 JUN-28 JUL 2009.				
Owner/Manager:	NASA-AMES RESEARCH CENTER				



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	1031	Map Index: 71005	EO Index: 71923	Element Last Seen:	2003-XX-XX
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen:	2003-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-03-10

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.43182 / -122.08338	Accuracy:	specific area
UTM:	Zone-10 N4143172 E581093	Elevation (ft):	5
PLSS:	T06S, R02W, Sec. 09 (M)	Acres:	12.0

Location: SHORELINE GOLF LINKS NEAR SHORELINE AT MOUNTAIN VIEW PARK, EAST OF MOUNTAIN VIEW SLOUGH.

Detailed Location:

Ecological:

General: 1 BURROW SITE OBSERVED IN 1998, 1999, 2001 & 2003. A SECOND BURROW SITE OBSERVED IN 2003.

Owner/Manager: CITY OF MOUNTAIN VIEW

Occurrence No.	1032	Map Index: 71006	EO Index: 71924	Element Last Seen:	2004-XX-XX
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen:	2004-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2009-09-23

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.43172 / -122.07358	Accuracy:	specific area
UTM:	Zone-10 N4143169 E581961	Elevation (ft):	5
PLSS:	T06S, R02W, Sec. 10 (M)	Acres:	94.0

Location: SHORELINE AT MOUNTAIN VIEW PARK, FIELD NORTHEAST OF THE AMPITHEATER.

Detailed Location: EAST OF N SHORLINE BLVD AND WEST OF NORTHERN STEVENS CREEK AND SOUTH OF THE SALT EVAPORATORS. MAPPED TO PROVIDED COORDINATES. SW T06S-R02W SEC 3 AND NW T06S-R02W SEC 10.

Ecological:

General: YEAR: # OF NESTS (CHR06); 1998: 1. 1999: 5. 2000: 10. 2001: 8. 2002: 6. 2003: 6. 2004: 4.

Owner/Manager: CITY OF MOUNTAIN VIEW, UNKNOWN

Occurrence No.	1033	Map Index: 71007	EO Index: 71925	Element Last Seen:	2004-XX-XX
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen:	2004-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-03-10

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.42843 / -122.06783	Accuracy:	specific area
UTM:	Zone-10 N4142809 E582473	Elevation (ft):	5
PLSS:	T06S, R02W, Sec. 10 (M)	Acres:	9.0

Location: EAST OF STEVENS CREEK, 0.42 MI NW OF THE JUNCTION OF PARSONS AVE & ARNOLD AVE, MOFFETT FIELD NAVAL AIR STATION.

Detailed Location:

Ecological:

General: 1 BURROW SITE OBSERVED IN 1999 & 2003. 1 BURROW SITE OBSERVED IN 2000. 1 BURROW SITE OBSERVED IN 2004.

Owner/Manager: NASA-AMES RESEARCH CENTER



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	1035	Map Index:	71015	EO Index:	71932	Element Last Seen:	1998-XX-XX
Occ. Rank:	Poor	Presence:	Presumed Extant	Site Last Seen:		1998-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2008-03-12	

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.41789 / -122.06454	Accuracy:	80 meters
UTM:	Zone-10 N4141643 E582775	Elevation (ft):	5
PLSS:	T06S, R02W, Sec. 15 (M)	Acres:	0.0

Location: MOFFETT FIELD NAVAL AIR STATION, FIELD NW OF THE TOWER.

Detailed Location:

Ecological:

General: 1 BURROW SITE OBSERVED IN 1998.

Owner/Manager: NASA-AMES RESEARCH CENTER

Occurrence No.	1235	Map Index:	76658	EO Index:	77604	Element Last Seen:	2002-XX-XX
Occ. Rank:	Poor	Presence:	Presumed Extant	Site Last Seen:		2002-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2009-09-23	

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.43485 / -122.08069	Accuracy:	80 meters
UTM:	Zone-10 N4143510 E581329	Elevation (ft):	1
PLSS:	T06S, R02W, Sec. 04 (M)	Acres:	0.0

Location: BETWEEN SALT EVAPORATOR LEVEE & THE NE GOLF COURSE AT SHORELINE AT MOUNTAIN VIEW PARK, 0.75 MI NNW OF BM01, MT VIEW.

Detailed Location: 0.8 MI NORTH OF SHORLINE AMPHITHEATER ALONG THE NORTH SIDE OF N SHORELINE BLVD. MAPPED TO PROVIDED COORDINATES.

Ecological:

General: 1 ACTIVE NEST BURROW OBSERVED AT THIS LOCATION IN 2004 DURING 7 YEAR BUOW DEMOGRAPHY STUDY.

Owner/Manager: CITY OF MOUNTAIN VIEW

<i>Geothlypis trichas sinuosa</i>		Element Code: ABPBX1201A
saltmarsh common yellowthroat		
Listing Status:	Federal: None	CNDDDB Element Ranks:
	State: None	Global: G5T2
	Other: CDFW_SSC-Species of Special Concern, USFWS_BCC-Birds of Conservation Concern	State: S2
Habitat:	General: RESIDENT OF THE SAN FRANCISCO BAY REGION, IN FRESH AND SALT WATER MARSHES.	
	Micro: REQUIRES THICK, CONTINUOUS COVER DOWN TO WATER SURFACE FOR FORAGING; TALL GRASSES, TULE PATCHES, WILLOWS FOR NESTING.	



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	8	Map Index: 09509	EO Index: 24852	Element Last Seen:	2004-05-16
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2004-05-16
Occ. Type:	Natural/Native occurrence		Trend: Increasing	Record Last Updated:	2005-02-01

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.46113 / -122.10898	Accuracy:	nonspecific area
UTM:	Zone-10 N4146402 E578798	Elevation (ft):	5
PLSS:	T05S, R02W, Sec. 32 (M)	Acres:	65.2

Location: JUST EAST OF THE PALO ALTO MUNICIPAL AIRPORT, PALO ALTO BAYLANDS.

Detailed Location:

Ecological: HABITAT CONSISTS OF COASTAL SALT MARSH. VEGETATION INCLUDES SALICORNIA VIRGINICA, GRINDELIA STRICTA AND SPARTINA SPP.

General: TWO NESTING PAIRS FOUND IN 1976. 3 NESTING PAIRS OBSERVED IN 1985 IN BAYLANDS AT THE SEWAGE EFFLUENT DISCHARGE SITE. 4 DETECTED BETWEEN 21 APR AND 16 MAY 2004.

Owner/Manager: CITY OF PALO ALTO, UNKNOWN

Occurrence No.	9	Map Index: 09259	EO Index: 24851	Element Last Seen:	1985-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1985-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-02-09

Quad Summary: Palo Alto (3712242)
County Summary: San Mateo

Lat/Long:	37.40020 / -122.24102	Accuracy:	nonspecific area
UTM:	Zone-10 N4139540 E567175	Elevation (ft):	360
PLSS:	T06S, R03W, Sec. 19 (M)	Acres:	42.7

Location: MARSH SOUTH OF SEARSVILLE LAKE.

Detailed Location:

Ecological: THE LAKE CONTAINS SEVERAL FRESHWATER MARSH PLANT SPECIES. HABITAT AT WEST EDGE OF LAKE RESEMBLES A SWAMP. SEARSVILLE MARSH (W OF SAND HILL RD) IS DOMINATED BY WILLOWS, CATTAILS AND DENSE MIXTURE OF SWAMP AND FRESHWATER MARSH VEGETATION.

General: 11 PAIRS OBSERVED/ESTIMATED IN 1976. 12 BREEDING PAIRS OBSERVED IN 1985. 5 PAIRS NESTED ALONG WESTERN EDGE OF LAKE. 7 PAIRS NESTED W OF SAND HILL RD.

Owner/Manager: UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	45	Map Index: 09857	EO Index: 24818	Element Last Seen:	1999-06-30
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	1999-06-30
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-02-01
Quad Summary:	Milpitas (3712148), Mountain View (3712241)				
County Summary:	Santa Clara				
Lat/Long:	37.41851 / -121.99637		Accuracy:	nonspecific area	
UTM:	Zone-10 N4141773 E588808		Elevation (ft):	5	
PLSS:	T06S, R01W, Sec. 08 (M)		Acres:	397.6	
Location:	SALT PONDS, GUADALUPE SLOUGH, & CONFLUENCE OF SAN THOMAS AQUINAS & CALABAZAS CREEKS, N OF HIGHWAY 237.				
Detailed Location:	ALVISO SALT PONDS A8 AND A4, CALABAZAS CREEK MARSH (OBS MADE FROM 11 POINTS ALONG CREEK, 1999)				
Ecological:	NESTS IN TIDAL, BRACKISH MARSH. VEGETATION TYPES: ALKALI BULRUSH(SCIRPUS ROBUSTUS), CALIFORNIA BULRUSH (S. CALIFORNICUS), PEPPERGRASS (LEPIDIUM LATIFOLIUM), TYPHA SP				
General:	6 PAIRS OBSERVED ALONG GUADALUPE CREEK DURING MARCH TO JULY 1985 SURVEY. 7-12 INDIVIDUALS OBS JUN 1997. 1999: POND A4, 1-6 OBS EACH TIME FROM 3/10-6/30 (10 SAMPLE DAYS=SD); POND A8, 1-6 OBS FROM 5/13-6/30 (8 SD); MARSH, 15-32 OBS (8 SD).				
Owner/Manager:	PVT-SANTA CLARA VALLEY WD				
Occurrence No.	46	Map Index: 09655	EO Index: 13460	Element Last Seen:	1985-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1985-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-02-11
Quad Summary:	Mountain View (3712241)				
County Summary:	Santa Clara				
Lat/Long:	37.42525 / -122.05889		Accuracy:	1/10 mile	
UTM:	Zone-10 N4142465 E583268		Elevation (ft):	5	
PLSS:	T06S, R02W, Sec. 11 (M)		Acres:	0.0	
Location:	NORTHWEST OF MOFFETT FIELD NAVAL AIR STATION, EAST OF PALO ALTO, NE OF AMES RESEARCH CENTER.				
Detailed Location:					
Ecological:					
General:	3 BREEDING PAIRS OBSERVED IN 1985 AT A DIKED AREA IN FRESHWATER MARSH AND UPLAND VEGETATION.				
Owner/Manager:	NASA-AMES RESEARCH CENTER				
Occurrence No.	54	Map Index: 09514	EO Index: 24810	Element Last Seen:	1985-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1985-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-02-11
Quad Summary:	Mountain View (3712241)				
County Summary:	Santa Clara				
Lat/Long:	37.44103 / -122.10912		Accuracy:	1/10 mile	
UTM:	Zone-10 N4144172 E578807		Elevation (ft):	7	
PLSS:	T06S, R02W, Sec. 05 (M)		Acres:	0.0	
Location:	END OF MAYFIELD SLOUGH, AT JUNCTION WITH MATADERO CREEK, NORTH EDGE OF PALO ALTO FLOOD BASIN.				
Detailed Location:					
Ecological:	HABITAT CONSISTS OF WILLOWS AND UPLAND VEGETATION DOMINATED BY MUSTARD, DOCK AND HEMLOCK.				
General:	5 BREEDING PAIRS DETECTED IN 1985.				
Owner/Manager:	UNKNOWN				



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	55	Map Index:	09522	EO Index:	24809	Element Last Seen:	1985-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		Record Last Updated:	2005-02-11
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.43455 / -122.10349	Accuracy:	nonspecific area
UTM:	Zone-10 N4143458 E579312	Elevation (ft):	3
PLSS:	T06S, R02W, Sec. 05 (M)	Acres:	24.9

Location: CHARLESTON SLOUGH JUST NORTH OF THE BAYSHORE FREEWAY JUNCTION, NE OF PALO ALTO.
Detailed Location: NESTING OCCURRED IN CATTAILS.
Ecological:
General: 2 BREEDING PAIRS OBSERVED IN 1985.
Owner/Manager: UNKNOWN

Occurrence No.	77	Map Index:	59784	EO Index:	59820	Element Last Seen:	2004-05-15
Occ. Rank:	Good	Presence:	Presumed Extant	Site Last Seen:		Record Last Updated:	2005-03-16
Occ. Type:	Natural/Native occurrence	Trend:	Unknown				

Quad Summary: Mountain View (3712241), Palo Alto (3712242)
County Summary: San Mateo

Lat/Long:	37.46821 / -122.12438	Accuracy:	nonspecific area
UTM:	Zone-10 N4147174 E577429	Elevation (ft):	4
PLSS:	T05S, R02W, Sec. 30 (M)	Acres:	108.5

Location: SW OF COOLEY LANDING, EAST OF PALO ALTO.
Detailed Location:
Ecological: HABITAT CONSISTS OF COASTAL SALT MARSH. VEGETATION INCLUDES SALICORNIA VIRGINICA, GRINDELIA STRICTA AND SPARTINA SPP.
General: 9 DETECTIONS OCCURRED BETWEEN 17 APR AND 15 MAY 2004.
Owner/Manager: UNKNOWN

<i>Melospiza melodia pusillula</i>		Element Code: ABPBXA301S
Alameda song sparrow		
Listing Status:	Federal: None	CNDDB Element Ranks: Global: G5T2?
	State: None	State: S2?
Other:	CDFW_SSC-Species of Special Concern, USFWS_BCC-Birds of Conservation Concern	
Habitat:	General: RESIDENT OF SALT MARSHES BORDERING SOUTH ARM OF SAN FRANCISCO BAY.	
	Micro: INHABITS SALICORNIA MARSHES; NESTS LOW IN GRINDELIA BUSHES (HIGH ENOUGH TO ESCAPE HIGH TIDES) AND IN SALICORNIA.	



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	6	Map Index: 59784	EO Index: 60617	Element Last Seen:	2004-05-15
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2004-05-15
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-03-16

Quad Summary: Mountain View (3712241), Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.46821 / -122.12438	Accuracy:	nonspecific area
UTM:	Zone-10 N4147174 E577429	Elevation (ft):	4
PLSS:	T05S, R02W, Sec. 30 (M)	Acres:	108.5

Location: SW OF COOLEY LANDING, EAST OF PALO ALTO.

Detailed Location: MVZ: LOCATION GIVEN AS "MOUTH SAN FRANCISQUITO CREEK, PALO ALTO". CAS: LOCATION GIVEN AS "SAN FRANCISCO BAY; NEAR PALO ALTO". AREA MAPPED ACCORDING TO UTM COORDINATES PROVIDED BY LIU (2004).

Ecological: HABITAT CONSISTS OF COASTAL SALT MARSH. VEGETATION INCLUDES SALICORNIA VIRGINICA, GRINDELIA STRICTA AND SCIRPUS SPP. SURROUNDING LAND: MULTI-USE TRAIL, AIRPORT.

General: MANY RECORDS FROM MVZ DURING 1897, 1900, 1901, 1908, AND 6 FROM CAS DURING 1896 (DATA ALSO ATTRIBUTED TO OCC# 7). 1-10 DETECTED AT EACH OF 11 DIFFERENT POINTS ON 17 APR AND 15 MAY 2004. 6 POINTS SAMPLED 2X, 5 POINTS SAMPLED 1X.

Owner/Manager: UNKNOWN

Occurrence No.	7	Map Index: 09509	EO Index: 60622	Element Last Seen:	2004-05-15
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2004-05-15
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-03-16

Quad Summary: Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.46113 / -122.10898	Accuracy:	nonspecific area
UTM:	Zone-10 N4146402 E578798	Elevation (ft):	4
PLSS:	T05S, R02W, Sec. 32 (M)	Acres:	65.2

Location: JUST EAST OF THE PALO ALTO MUNICIPAL AIRPORT, PALO ALTO BAYLANDS.

Detailed Location: MVZ: LOCATION GIVEN AS "MOUTH SAN FRANCISQUITO CREEK, PALO ALTO". CAS: LOCATION GIVEN AS "SAN FRANCISCO BAY; NEAR PALO ALTO". AREA MAPPED ACCORDING TO UTM COORDINATES PROVIDED BY LIU (2004).

Ecological: HABITAT CONSISTS OF COASTAL SALT MARSH. VEGETATION INCLUDES SALICORNIA VIRGINICA, GRINDELIA STRICTA AND SCIRPUS SPP. SURROUNDING LAND: MULTI-USE TRAIL, AIRPORT.

General: MANY RECORDS FROM MVZ DURING 1897, 1900, 1901, 1908, AND 6 FROM CAS DURING 1896 (DATA ALSO ATTRIBUTED TO OCC# 6). 4-20 DETECTED AT EACH OF 9 DIFFERENT POINTS ON 21 APR AND 16 MAY 2004. ALL POINTS SAMPLED 2X.

Owner/Manager: CITY OF PALO ALTO, UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	10	Map Index: 60628	EO Index: 60664	Element Last Seen:	2004-05-01
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2004-05-01
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-03-18
Quad Summary:	Palo Alto (3712242), Redwood Point (3712252)				
County Summary:	San Mateo				
Lat/Long:	37.49948 / -122.23762		Accuracy:	nonspecific area	
UTM:	Zone-10 N4150556 E567387		Elevation (ft):	7	
PLSS:	T05S, R03W, Sec. 18 (M)		Acres:	32.3	
Location:	ALONG HWY 101, SOUTH OF SMITH SLOUGH, SAN CARLOS.				
Detailed Location:	AREA MAPPED ACCORDING TO UTM COORDINATES PROVIDED BY LIU (2004). MVZ LOCATION GIVEN AS "NEAR REDWOOD CITY".				
Ecological:	HABITAT CONSISTS OF A COASTAL SALT MARSH. VEGETATION INCLUDES SALICORNIA VIRGINICA, GRINDELIA STRICTA, SCIRPUS SPP., AND SPARTINA SPP. CURRENT/SURROUNDING LAND USE: SALT PONDS AND AIRPORT ABOUT 0.5 MI TO THE NORTH.				
General:	2 COLLECTED (MVZ# 108140, 108141) ON 4 MAY 1929. 1 DETECTION AT 2 POINTS, 2 DETECTIONS AT 1 POINT AND 4 DETECTIONS AT 1 POINT ON 21 MAR 2004 AND 1 MAY 2004. 2 POINTS SAMPLED 1 TIME AND 2 POINTS SAMPLED 2 TIMES.				
Owner/Manager:	UNKNOWN				
Occurrence No.	12	Map Index: 60636	EO Index: 60672	Element Last Seen:	2004-05-01
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	2004-05-01
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-03-18
Quad Summary:	Palo Alto (3712242), Redwood Point (3712252)				
County Summary:	San Mateo				
Lat/Long:	37.50170 / -122.22805		Accuracy:	nonspecific area	
UTM:	Zone-10 N4150810 E568231		Elevation (ft):	5	
PLSS:	T05S, R03W, Sec. 18 (M)		Acres:	44.9	
Location:	ALONG THE EAST PORTION OF SMITH SLOUGH, SAN CARLOS.				
Detailed Location:	AREA MAPPED ACCORDING TO UTM COORDINATES GIVEN.				
Ecological:	HABITAT CONSISTS OF A COASTAL SALT MARSH. VEGETATION INCLUDES SALICORNIA VIRGINICA, GRINDELIA STRICTA, SCIRPUS SPP., AND SPARTINA SPP. CURRENT/SURROUNDING LAND USE: SALT PONDS AND AIRPORT ABOUT 1 MILE NW.				
General:	1 DETECTION AT 1 POINT, 2 DETECTIONS AT EACH OF 2 POINTS, 4 DETECTIONS AT 1 POINT, AND 5 DETECTIONS AT 1 POINT ON 21 MAR 2004 AND 1 MAY 2004. 2 POINTS SAMPLED 1 TIME AND 3 POINTS SAMPLED 2 TIMES.				
Owner/Manager:	UNKNOWN				



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	17	Map Index: 60752	EO Index: 60788	Element Last Seen:	1984-04-06
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1984-04-06
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-03-30

Quad Summary: Mountain View (3712241)
County Summary: Alameda

Lat/Long:	37.47977 / -122.03885	Accuracy:	1 mile
UTM:	Zone-10 N4148531 E584979	Elevation (ft):	4
PLSS:	T05S, R02W, Sec. 24 (M)	Acres:	0.0

Location: AREA NE OF CALAVERAS POINT, SAN FRANCISCO BAY NATIONAL WILDLIFE REFUGE.

Detailed Location:

Ecological:

General: UNKNOWN NUMBER OF PAIRS OBSERVED BY DICK MEWALDT ON 6 APR 1984.

Owner/Manager: USFWS-DON EDWARDS SF BAY NWR

Occurrence No.	24	Map Index: 36915	EO Index: 60974	Element Last Seen:	1947-10-03
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1947-10-03
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-04-12

Quad Summary: Milpitas (3712148), Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.44579 / -122.01375	Accuracy:	nonspecific area
UTM:	Zone-10 N4144783 E587239	Elevation (ft):	5
PLSS:	T06S, R01W, Sec. 06 (M)	Acres:	167.4

Location: ALVISO SLOUGH, NW OF ALVISO.

Detailed Location: LOCATION GIVEN BY MVZ AS "ALVISO SLOUGH" AND "BAYSHORE, MOUTH OF ALVISO SLOUGH" (1947). 2 MILE (APPROX) STRETCH OF SLOUGH MAPPED.

Ecological:

General: 22 COLLECTED (MVZ# 97459-97480) DURING SEP AND OCT OF 1947.

Owner/Manager: UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	26	Map Index: 60942	EO Index: 60978	Element Last Seen: 1908-09-19
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1908-09-19
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2005-04-12

Quad Summary: Mountain View (3712241), Palo Alto (3712242)

County Summary: Santa Clara

Lat/Long:	37.43568 / -122.13291	Accuracy:	1 mile
UTM:	Zone-10 N4143559 E576707	Elevation (ft):	18
PLSS:	T06S, R02W, Sec. 06 (M)	Acres:	0.0

Location: PALO ALTO.

Detailed Location: LOCATION GIVEN BY MVZ AND CAS AS "PALO ALTO." AREA MAPPED ACCORDING TO LAT/LONG PROVIDED BY MVZ (MAX ERROR DISTANCE 4 MILES). LOCATION MAPPED IN THE VICINITY OF OREGON AVE, BETWEEN HWY 82 AND HWY 101.

Ecological: MVZ# 36009 (MELOSPIZA MELODIA MAXILLARIS) COLLECTED FROM THIS LOCATION IN 1901. THIS BIRD WAS NOTED AS A "WANDERER FROM S SIDE SUISUN BAY."

General: 1 COLLECTED (MVZ# 77098), 1896. 1 COLL (MVZ# 106584), 1898. 7 COLL (MVZ#77107-77113), 1899. 4 COLL (MVZ# 35928-35931), 1901. 2 COLL (MVZ# 35952, 35953), 1902. 3 COLL (MVZ# 5064-5066, 57057, 57058), 1908. MANY CAS RECORDS, 1891-1902.

Owner/Manager: UNKNOWN

Occurrence No.	30	Map Index: 60954	EO Index: 60990	Element Last Seen: 1946-09-19
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1946-09-19
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2005-04-13

Quad Summary: Palo Alto (3712242), Redwood Point (3712252)

County Summary: San Mateo

Lat/Long:	37.50341 / -122.14201	Accuracy:	4/5 mile
UTM:	Zone-10 N4151065 E575834	Elevation (ft):	4
PLSS:	T05S, R03W, Sec. 13 (M)	Acres:	0.0

Location: RAVENSWOOD POINT.

Detailed Location: LOCATION GIVEN AS "RAVENSWOOD POINT". LOCATION MAPPED TO INCLUDE LAT/LONG PROVIDED BY MVZ; MAX ERROR DISTANCE 0.5 MILE.

Ecological:

General: 10 COLLECTED (MVZ# 96542-96551) ON 19 SEP 1946.

Owner/Manager: UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	36	Map Index: 61001	EO Index: 61037	Element Last Seen:	1919-05-11
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1919-05-11
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-04-18

Quad Summary: Niles (3712158), Mountain View (3712241), Newark (3712251)

County Summary: Alameda

Lat/Long:	37.50605 / -122.01883	Accuracy:	1 mile
UTM:	Zone-10 N4151465 E586718	Elevation (ft):	
PLSS:	T05S, R01W, Sec. 07 (M)	Acres:	0.0

Location: VICINITY OF MOWRY LANDING.

Detailed Location: LOCATION STATED AS "MOWRY" AND MAPPED AT MOWRY LANDING.

Ecological:

General: 4 SPECIMENS COLLECTED (CAS# 19821-19824) DURING MAY 1919.

Owner/Manager: UNKNOWN

Occurrence No.	38	Map Index: 56778	EO Index: 61054	Element Last Seen:	1914-12-14
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1914-12-14
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2005-04-19

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo, Santa Clara

Lat/Long:	37.45064 / -122.17734	Accuracy:	1 mile
UTM:	Zone-10 N4145182 E572763	Elevation (ft):	70
PLSS:	T05S, R03W, Sec. 34 (M)	Acres:	0.0

Location: MENLO PARK.

Detailed Location: LOCATION STATED AS (AND MAPPED AT) "MENLO PARK".

Ecological:

General: 1 MALE COLLECTED (CAS# 51629) ON 14 DEC 1914.

Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Spirinchus thaleichthys</i>		Element Code: AFCHB03010	
longfin smelt			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5
	State: Threatened		State: S1
	Other: CDFW_SSC-Species of Special Concern		
Habitat:	General: EURYHALINE, NEKTONIC & ANADROMOUS. FOUND IN OPEN WATERS OF ESTUARIES, MOSTLY IN MIDDLE OR BOTTOM OF WATER COLUMN.		
	Micro: PREFER SALINITIES OF 15-30 PPT, BUT CAN BE FOUND IN COMPLETELY FRESHWATER TO ALMOST PURE SEAWATER.		

Occurrence No.	22	Map Index:	89718	EO Index:	90720	Element Last Seen:	1995-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1995-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Decreasing	Record Last Updated:		2013-07-25	

Quad Summary: Milpitas (3712148), Mountain View (3712241), Palo Alto (3712242), Newark (3712251), Redwood Point (3712252), San Mateo (3712253), Montara Mountain (3712254), San Leandro (3712262), Hunters Point (3712263), San Francisco South (3712264), Oakland East (3712272), Oakland West (3712273)

County Summary: Alameda, San Francisco, San Mateo, Santa Clara

Lat/Long:	37.59760 / -122.17897	Accuracy:	nonspecific area
UTM:	Zone-10 N4161486 E572476	Elevation (ft):	0
PLSS:	T0, R99X, Sec. UN (X)	Acres:	110338.0

Location: SOUTH SAN FRANCISCO BAY (SOUTH OF ALAMEDA).

Detailed Location: SPECIMENS FROM VICINITY OF DUMBARTON BRIDGE (1980) & HUNTERS PT (1922, ND). MAPPED TO "SOUTH BAY" SAMPLING AREA FROM IEP BAY STUDY INITIATED IN 1980; INCLUDES 9 OPEN WATER (MIDWATER & OTTER TRAWLS, PLANKTON NET) & 8 BEACH SEINE STATIONS.

Ecological: BAY STUDY DOCUMENTED LOW LEVELS OF SEASONAL DISPERSAL INTO THE SOUTH BAY, BY AGE-1 (SUBADULT) FISH IN WINTER, ESPECIALLY IN YEARS WITH HIGH FRESHWATER OUTFLOW (FROM THE DELTA INTO THE ESTUARY).

General: COLLECTED IN 1922, 1980. 1980-95: LARVAE COLLECTED FROM SOUTH BAY ONLY IN HIGH-OUTFLOW YEARS. YOY >40MM PRESENT IN LOW #S MAY-DEC; SUBSTANTIAL YOY USE ONLY IN HIGH-OUTFLOW YEARS. AGE-1 FISH PRESENT JAN-MAR; NONE DETECTED BY JULY.

Owner/Manager: UNKNOWN

<i>Sorex vagrans halicoetes</i>		Element Code: AMABA01071	
salt-marsh wandering shrew			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5T1
	State: None		State: S1
	Other: CDFW_SSC-Species of Special Concern		
Habitat:	General: SALT MARSHES OF THE SOUTH ARM OF SAN FRANCISCO BAY.		
	Micro: MEDIUM HIGH MARSH 6-8 FT ABOVE SEA LEVEL WHERE ABUNDANT DRIFTWOOD IS SCATTERED AMONG SALICORNIA.		



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	6	Map Index: 09710	EO Index: 24361	Element Last Seen: 1985-12-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1985-12-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1989-08-10

Quad Summary: Mountain View (3712241)

County Summary: Alameda

Lat/Long:	37.49298 / -122.03634	Accuracy:	1/5 mile
UTM:	Zone-10 N4149998 E585187	Elevation (ft):	1
PLSS:	T05S, R02W, Sec. 13 (M)	Acres:	0.0

Location: MOWRY SLOUGH, APPROX 1 MI E OF SLOUGH MOUTH.

Detailed Location:

Ecological: TIDAL SALICORNIA HABITAT.

General: 300 TRAP-NIGHTS: NO CAPTURES, 5 OBSERVED UNDER COVER ADJACENT TO TRAPLINE.

Owner/Manager: USFWS-DON EDWARDS SF BAY NWR

Occurrence No.	7	Map Index: 09562	EO Index: 12953	Element Last Seen: 1985-12-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1985-12-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2003-06-09

Quad Summary: Mountain View (3712241), Newark (3712251)

County Summary: Alameda

Lat/Long:	37.51546 / -122.08587	Accuracy:	specific area
UTM:	Zone-10 N4152449 E580784	Elevation (ft):	2
PLSS:	T05S, R02W, Sec. 09 (M)	Acres:	957.3

Location: DUMBARTON POINT/NEWARK SLOUGH MARSHES, SOUTH OF HWY 84, WEST OF NEWARK.

Detailed Location: CAPTURES IN BOTH THE DUMBARTON POINT AND NEWARK SLOUGH MARSHES.

Ecological: TIDAL SALICORNIA SALT MARSH AND DIKED SALT MARSH.

General: NEWARK SLOUGH AREA: 1950: MVZ #114162. 1980: 1 TRAPPED BY GILROY & SHELLHAMMER RECORDED ONLY AS SOREX VAGRANS; 1982: 2 TAKEN & RECORDED ONLY AS SOREX SP. DUMBARTON AREA: 1985: NO SHREWS IN 300 TRAP-NIGHTS, 3 OBS ADJACENT TO TRAPLINE.

Owner/Manager: USFWS-DON EDWARDS SF BAY NWR

Occurrence No.	10	Map Index: 09825	EO Index: 5638	Element Last Seen: 1951-08-05
Occ. Rank:	None		Presence: Extirpated	Site Last Seen: 1951-08-05
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1994-05-09

Quad Summary: Milpitas (3712148), Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.41243 / -121.99330	Accuracy:	1 mile
UTM:	Zone-10 N4141101 E589087	Elevation (ft):	5
PLSS:	T06S, R01W, Sec. 17 (M)	Acres:	0.0

Location: ONE MILE SSW OF ALVISO.

Detailed Location:

Ecological: NO SUITABLE HABITAT REMAINS DUE TO URBANIZATION.

General: MVZ SPECIMENS #115053-55 COLLECTED IN 1951.

Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	13	Map Index: 09471	EO Index: 24355	Element Last Seen: 1961-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1975-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Decreasing	Record Last Updated: 1999-09-17

Quad Summary: Palo Alto (3712242), Redwood Point (3712252)

County Summary: San Mateo

Lat/Long:	37.50568 / -122.13376	Accuracy:	nonspecific area
UTM:	Zone-10 N4151324 E576562	Elevation (ft):	2
PLSS:	T05S, R02W, Sec. 18 (M)	Acres:	99.1

Location: SALT MARSH FROM RAVENSWOOD POINT TO THE WEST APPROACH TO THE DUMBARTON BRIDGE.

Detailed Location:

Ecological: AT RAVENSWOOD POINT THERE ARE ABOUT 50 ACRES OF DIKED SALT MARSH AND 35 ACRES OF TIDAL SALT MARSH. MOST OUTWARD SECTIONS OF TIDAL MARSH ARE TOTALLY INUNDATED DAILY BY HIGH TIDES.

General: MVZ RECORDS FROM 1950 & 1951 FROM RAVENSWOOD POINT. TRAPPING DONE IN 1975 AT RAVENSWOOD POINT (CUMMINGS), BUT NO SHREWS CAPTURED. MVZ SPECIMENS #115056-115058 FROM 1951 & MVZ SPECIMEN #134461 FROM 1961 FROM DUMBARTON BRIDGE AREA.

Owner/Manager: USFWS-DON EDWARDS SF BAY NWR

Lasiurus cinereus **Element Code:** AMACC05030
 hoary bat

Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5
	State: None		State: S4?
	Other: IUCN_LC-Least Concern, WBWG_M-Medium Priority		
Habitat:	General: PREFERS OPEN HABITATS OR HABITAT MOSAICS, WITH ACCESS TO TREES FOR COVER & OPEN AREAS OR HABITAT EDGES FOR FEEDING.		
	Micro: ROOSTS IN DENSE FOLIAGE OF MEDIUM TO LARGE TREES. FEEDS PRIMARILY ON MOTHS. REQUIRES WATER.		

Occurrence No.	95	Map Index: 66583	EO Index: 68858	Element Last Seen: 1990-11-21
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1990-11-21
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2007-03-19

Quad Summary: Cupertino (3712231), Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.38503 / -122.09747	Accuracy:	1 mile
UTM:	Zone-10 N4137968 E579896	Elevation (ft):	
PLSS:	T06S, R02W, Sec. 29 (M)	Acres:	0.0

Location: LOS ALTOS AND MOUNTAIN VIEW.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED TO INCLUDE LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 1609.344M.

Ecological:

General: 1 MALE SPECIMEN (CAS #1466) COLLECTED AT "MOUNTAIN VIEW" BY H.O. JENKINS ON 29 MAY 1905. 1 MALE SPECIMEN (MVZ #182426) COLLECTED AT "LOS ALTOS" BY WILLIAM E. RAINEY ON 21 NOV 1990.

Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	97	Map Index: 56848	EO Index: 68860	Element Last Seen: 1909-02-27
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1909-02-27
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2007-03-19
Quad Summary:	Palo Alto (3712242)			
County Summary:	San Mateo, Santa Clara			
Lat/Long:	37.42924 / -122.17038		Accuracy: 1 mile	
UTM:	Zone-10 N4142814 E573399		Elevation (ft):	
PLSS:	T06S, R03W, Sec. 10 (M)		Acres: 0.0	
Location:	PALO ALTO, STANFORD UNIVERSITY.			
Detailed Location:	EXACT LOCATION UNKNOWN. MAPPED AS BEST ESTIMATE. INCLUDES LOCALITY "MAYFIELD."			
Ecological:				
General:	CAS #16943 COLLECTED AT UNKNOWN DATE. 1 MALE & 1 UNKNOWN (CAS #16946-16947) COLLECTED BY J. VAN DENBURGH AND C. MAGEE ON 27 & 28 APR 1894 RESPECTIVELY. 1 MALE SPECIMEN (CAS #16945) COLLECTED BY J. DIXON ON 27 FEB 1909.			
Owner/Manager:	STANFORD UNIVERSITY			
Occurrence No.	115	Map Index: 56778	EO Index: 68878	Element Last Seen: 1894-12-13
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1894-12-13
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2007-03-19
Quad Summary:	Palo Alto (3712242)			
County Summary:	San Mateo, Santa Clara			
Lat/Long:	37.45064 / -122.17734		Accuracy: 1 mile	
UTM:	Zone-10 N4145182 E572763		Elevation (ft):	
PLSS:	T05S, R03W, Sec. 34 (M)		Acres: 0.0	
Location:	MENLO PARK.			
Detailed Location:	EXACT LOCATION UNKNOWN. MAPPED AS BEST ESTIMATE CENTERED AT MENLO PARK.			
Ecological:				
General:	1 MALE SPECIMEN (CAS #16944) COLLECTED BY G.B KRAUS ON 13 DEC 1894.			
Owner/Manager:	UNKNOWN			
Occurrence No.	117	Map Index: 68538	EO Index: 68880	Element Last Seen: 1991-12-15
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1991-12-15
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2007-03-19
Quad Summary:	Mindogo Hill (3712232), Palo Alto (3712242)			
County Summary:	San Mateo			
Lat/Long:	37.38202 / -122.22706		Accuracy: 1 mile	
UTM:	Zone-10 N4137533 E568427		Elevation (ft):	
PLSS:	T06S, R03W, Sec. 30 (M)		Acres: 0.0	
Location:	PORTOLA VALLEY.			
Detailed Location:	MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 3218.688M.			
Ecological:				
General:	1 MALE SPECIMEN (MVZ #182420) COLLECTED BY WILLIAM E. RAINEY ON 15 DEC 1991.			
Owner/Manager:	UNKNOWN			



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	118	Map Index: 68539	EO Index: 68881	Element Last Seen:	1991-03-25
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1991-03-25
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2007-03-19
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo				
Lat/Long:	37.48496 / -122.22746		Accuracy:	1 mile	
UTM:	Zone-10 N4148953 E568298		Elevation (ft):		
PLSS:	T05S, R03W, Sec. 19 (M)		Acres:	0.0	
Location:	REDWOOD CITY.				
Detailed Location:	MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 4828.032M.				
Ecological:					
General:	1 MALE AND 1 FEMALE SPECIMENS (MVZ #182421-182422) COLLECTED BY WILLIAM E., RAINEY ON 23 FEB AND 25 MAR 1991.				
Owner/Manager:	UNKNOWN				

Occurrence No.	121	Map Index: 45121	EO Index: 68884	Element Last Seen:	1991-01-04
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1991-01-04
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2007-03-19
Quad Summary:	Palo Alto (3712242), Woodside (3712243)				
County Summary:	San Mateo				
Lat/Long:	37.43043 / -122.25261		Accuracy:	1 mile	
UTM:	Zone-10 N4142885 E566123		Elevation (ft):		
PLSS:	T06S, R04W, Sec. 12 (M)		Acres:	0.0	
Location:	WOODSIDE.				
Detailed Location:	MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS, WITH UNCERTAINTY OF 3218.688M.				
Ecological:					
General:	1 MALE (MVZ #106317) COLLECTED BY WILLIAM E. RAINEY ON 4 JAN 1991.				
Owner/Manager:	UNKNOWN				

<i>Antrozous pallidus</i>		Element Code: AMACC10010	
pallid bat			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5
	State: None		State: S3
Other:	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive, WBWG_H-High Priority		
Habitat:	General: DESERTS, GRASSLANDS, SHRUBLANDS, WOODLANDS & FORESTS. MOST COMMON IN OPEN, DRY HABITATS WITH ROCKY AREAS FOR ROOSTING.		
	Micro: ROOSTS MUST PROTECT BATS FROM HIGH TEMPERATURES. VERY SENSITIVE TO DISTURBANCE OF ROOSTING SITES.		



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	249	Map Index: 56848	EO Index: 66715	Element Last Seen: 1951-06-19
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1951-06-19
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2006-10-03

Quad Summary: Palo Alto (3712242)
County Summary: San Mateo, Santa Clara

Lat/Long:	37.42924 / -122.17038	Accuracy:	1 mile
UTM:	Zone-10 N4142814 E573399	Elevation (ft):	70
PLSS:	T06S, R03W, Sec. 10 (M)	Acres:	0.0

Location: PALO ALTO, STANFORD UNIVERSITY.
Detailed Location: LOCATIONS "ENCINA HALL," "FELT HOUSE," "MENLO PARK" & "PALO ALTO" INCLUDED HERE. 1 COLL. CAS #9949. 17 BY RUTTER, 1 BY HELLER 1895 CAS #17214-17221, 17225-17228, 17247-17252. 1 COLL. BY STAGER 1904 LACM #9884. (CONT. IN GENERAL COMMENTS)

Ecological:

General: 4 BY HORNUNG 1905 MVZ18787-18790. 2 BY DIXON 1907 MVZ3867-3868. 1 BY HAYWARD/WILKINS 1911, GREENE 1925, RICH 1933, CAS16949-16951. 2 IN 1901 & 1949 CAS17222-17223. 1 BY BREW 1941 CAS17224. 40 BY ORR/BUNNELL JR. 1951, CAS9924-9948, 9906-9920

Owner/Manager: STANFORD UNIVERSITY

Occurrence No.	253	Map Index: 66583	EO Index: 66720	Element Last Seen: 1945-08-06
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1945-08-06
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2006-10-04

Quad Summary: Cupertino (3712231), Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.38503 / -122.09747	Accuracy:	1 mile
UTM:	Zone-10 N4137968 E579896	Elevation (ft):	157
PLSS:	T06S, R02W, Sec. 29 (M)	Acres:	0.0

Location: LOS ALTOS AND MOUNTAIN VIEW.
Detailed Location: EXACT LOCATION UNKNOWN. MAPPED IN THE GENERAL VICINITY OF LOS ALTOS AND MOUNTAIN VIEW.

Ecological:

General: 1 UNKNOWN SPECIMEN COLLECTED BY E.M. EHRHORN, CAS #17229. 1 MALE AND 1 UNKNOWN SPECIMEN COLLECTED BY K. CARNIE ON 6 AUG 1945, CAS #17230-17231.

Owner/Manager: UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	297	Map Index: 66627	EO Index: 66770	Element Last Seen: 1960-04-28
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1960-04-28
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2006-10-04

Quad Summary: Palo Alto (3712242), Woodside (3712243)

County Summary: San Mateo

Lat/Long:	37.43052 / -122.25840	Accuracy:	3/5 mile
UTM:	Zone-10 N4142891 E565610	Elevation (ft):	420
PLSS:	T06S, R04W, Sec. 12 (M)	Acres:	0.0

Location: WOODSIDE.

Detailed Location: MAPPED ACCORDING TO LAT/LONG COORDINATES GIVEN IN MANIS, WITH UNCERTAINTY OF 609.6M.

Ecological:

General: 1 FEMALE COLLECTED BY MARY C. RAMAGE AND TERESA ELKINS 17 JAN 1947, MVZ #106583. 1 MALE COLLECTED BY E. HUNTER 28 APR 1960, CAS #12194.

Owner/Manager: UNKNOWN

<i>Dipodomys venustus venustus</i>		Element Code: AMAFD03042
Santa Cruz kangaroo rat		
Listing Status:	Federal: None	CNDDDB Element Ranks: Global: G4T1
	State: None	State: S1
Other:		
Habitat:	General: SILVERLEAF MANZANITA MIXED CHAPARRAL IN THE ZAYANTE SAND HILLS ECOSYSTEM OF THE SANTA CRUZ MOUNTAINS.	
	Micro: NEEDS SOFT, WELL-DRAINED SAND.	

Occurrence No.	2	Map Index: 56848	EO Index: 59281	Element Last Seen: 1938-05-01
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1938-05-01
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2005-01-11

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo, Santa Clara

Lat/Long:	37.42924 / -122.17038	Accuracy:	1 mile
UTM:	Zone-10 N4142814 E573399	Elevation (ft):	100
PLSS:	T06S, R03W, Sec. 10 (M)	Acres:	0.0

Location: STANFORD UNIVERSITY, PALO ALTO.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED ACCORDING TO LAT/LONG COORDINATES PROVIDED BY MANIS. LOCATION UNCERTAINTY GIVEN AS 1 MILE.

Ecological:

General: ONE MALE SPECIMEN COLLECTED 1 MAY 1938 BY J. DIXON AT "STANFORD UNIVERSITY." DEPOSITED AT MVZ #3678.

Owner/Manager: STANFORD UNIVERSITY



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	10	Map Index: 09283	EO Index: 59321	Element Last Seen: 1941-07-31
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1941-07-31
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2005-01-12

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.40465 / -122.22857	Accuracy:	1 mile
UTM:	Zone-10 N4140042 E568274	Elevation (ft):	600
PLSS:	T06S, R03W, Sec. 18 (M)	Acres:	0.0

Location: JASPER RIDGE.

Detailed Location:

Ecological:

General: 4 MALES COLLECTED 4-6 APR 1907 AT "JASPER RIDGE, NEAR STANFORD UNIVERSITY." DEPOSITED AT CAS #20785-20788. 1 MALE COLLECTED 31 JUL 1941 AT "JASPER RIDGE." DEPOSITED AT CAS #19324.

Owner/Manager: STANFORD UNIVERSITY

Occurrence No.	11	Map Index: 52690	EO Index: 59322	Element Last Seen: 1933-08-08
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1933-08-08
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2005-02-23

Quad Summary: Palo Alto (3712242), Woodside (3712243), Redwood Point (3712252), San Mateo (3712253)

County Summary: San Mateo, Santa Clara

Lat/Long:	37.48134 / -122.24148	Accuracy:	5 miles
UTM:	Zone-10 N4148541 E567062	Elevation (ft):	5
PLSS:	T05S, R04W, Sec. 24 (M)	Acres:	0.0

Location: REDWOOD CITY, SOUTH SAN FRANCISCO BAY.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED IN THE GENERAL VICINTY OF REDWOOD CITY.

Ecological:

General: 1 UNKNOWN SPECIMEN COLLECTED 8 AUG 1933 BY A. HOLM AT "REDWOOD CITY." DEPOSITED AT CAS #7521. GRINNELL ALSO COLLECTED A SPECIMEN AT "BELMONT" IN 1904.

Owner/Manager: UNKNOWN

Reithrodontomys raviventris

Element Code: AMAFF02040

salt-marsh harvest mouse

Listing Status:	Federal: Endangered	CNDDB Element Ranks:	Global: G1G2
	State: Endangered		State: S1S2
	Other: CDFW_FP-Fully Protected, IUCN_EN-Endangered		

Habitat: **General:** ONLY IN THE SALINE EMERGENT WETLANDS OF SAN FRANCISCO BAY AND ITS TRIBUTARIES.

Micro: PICKLEWEED IS PRIMARY HABITAT. DO NOT BURROW, BUILD LOOSELY ORGANIZED NESTS. REQUIRE HIGHER AREAS FOR FLOOD ESCAPE.



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California Natural Diversity Database



Occurrence No.	7	Map Index: 09521	EO Index: 23880	Element Last Seen: 1985-12-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1985-12-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1989-08-10

Quad Summary: Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.45938 / -122.10413	Accuracy:	1/5 mile
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UTM:	Zone-10 N4146211 E579229	Elevation (ft):	5
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PLSS:	T05S, R02W, Sec. 26 (M)	Acres:	0.0
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Location: EAST PALO ALTO MARSH, E OF PALO ALTO & W OF SAND POINT. NEAR INTERPRETIVE CENTER.

Detailed Location: ONE MOUSE CAPTURED DURING 50 TRAPNIGHTS IN 1971. POPULATION ESTIMATE OF 250 SMHM MADE IN 1972. IN 1985, TRAPPING SURVEY OF 13 AREAS FROM OCTOBER THROUGH DECEMBER YIELDED ONE SMHM CAPTURE DURING 300 TRAPNIGHTS AT THIS LOCATION.

Ecological:

General:

Owner/Manager: CITY OF PALO ALTO

Occurrence No.	26	Map Index: 34139	EO Index: 13265	Element Last Seen: 1975-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1975-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1997-12-31

Quad Summary: Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.45043 / -122.09974	Accuracy:	nonspecific area
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UTM:	Zone-10 N4145222 E579627	Elevation (ft):	2
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PLSS:	T05S, R02W, Sec. 32 (M)	Acres:	102.5
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Location: MAYFIELD SLOUGH, NE CORNER OF PALO ALTO FLOOD BASIN.

Detailed Location: 1 MOUSE CAPTURED IN 1975.

Ecological: HABITAT CONSISTS OF SEVERAL INTERMITTENT PATCHES OF SALICORNIA.

General:

Owner/Manager: UNKNOWN

Occurrence No.	76	Map Index: 37500	EO Index: 23858	Element Last Seen: 1985-12-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1985-12-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1998-01-13

Quad Summary: Mountain View (3712241)

County Summary: Alameda

Lat/Long:	37.49034 / -122.03645	Accuracy:	nonspecific area
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UTM:	Zone-10 N4149705 E585180	Elevation (ft):	1
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PLSS:	T05S, R02W, Sec. 13 (M)	Acres:	306.1
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Location: MOWRY SLOUGH, 2.5 MI S OF NEWARK.

Detailed Location: IN 1971, 2 SMHM CAPTURED DURING 50 TRAPNIGHTS; TWO SMHM CAPTURED IN 300 TRAPNIGHTS IN 12/85.

Ecological: HABITAT CONSISTS OF TIDAL SALICORNIA, ADJACENT TO SALT EVEPORATORS.

General:

Owner/Manager: USFWS-DON EDWARDS SF BAY NWR



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	78	Map Index:	09562	EO Index:	14552	Element Last Seen:	2001-07-XX
Occ. Rank:	Excellent	Presence:	Presumed Extant	Site Last Seen:		2001-07-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2005-02-01	
Quad Summary:	Mountain View (3712241), Newark (3712251)						
County Summary:	Alameda						
Lat/Long:	37.51546 / -122.08587			Accuracy:	specific area		
UTM:	Zone-10 N4152449 E580784			Elevation (ft):	3		
PLSS:	T05S, R02W, Sec. 09 (M)			Acres:	957.3		
Location:	SAN FRANCISCO BAY NATIONAL WILDLIFE REFUGE, DUMBARTON POINT/ NEWARK SLOUGH MARSHES, ON SOUTH SIDE OF HIGHWAY 84, NEWARK						
Detailed Location:	12/85: CAPTURES AT DUMBARTON PT. SUMMER 1984: 3 TRAP SITES ALONG NEWARK SLOUGH.						
Ecological:	HABITAT CONSISTS OF NORTHERN COASTAL SALT MARSH, DOMINATED BY PICKLEWEED (SALICORNIA VIRGINICA). 2001: JARVIS LANDING AREA SOUTH OF HWY 84 IS A PICKLEWEED DOMINATED RESTORATION AREA WITH CORD GRASS & BULRUSHES.						
General:	36 CAPTURES (W OF DUMBARTON BRIDGE TOLL PLAZA), 1982. 1 CAPTURE (JARVIS LANDING), 28 OCT 1985. 6 CAPTURED, 1990. 12 CAPTURED, 17 JAN 1991. 6 CAPTURED (JARVIS LANDING), 17-22 JUN 2001. 4 CAPTURED (LA RIVIERE MARSH), JUL 2001.						
Owner/Manager:	USFWS-DON EDWARDS SF BAY NWR						
Occurrence No.	81	Map Index:	09811	EO Index:	14551	Element Last Seen:	1984-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1984-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1989-08-10	
Quad Summary:	Milpitas (3712148), Mountain View (3712241)						
County Summary:	Alameda						
Lat/Long:	37.47758 / -122.00492			Accuracy:	specific area		
UTM:	Zone-10 N4148319 E587982			Elevation (ft):	3		
PLSS:	T05S, R01W, Sec. 20 (M)			Acres:	130.7		
Location:	ALBRAE SLOUGH, TRIB TO COYOTE CRK, JUST W OF MUD SLOUGH, FREMONT.						
Detailed Location:	SMHM CAPTURE(S) BTWN 3 JULY AND 9 SEPT. ALSO TRAPPED AUGUST 22 AND 25, 2 CAPTURES IN 200 TRAPNIGHTS.						
Ecological:	PICKLEWEED COMMUNITY AT UPPER END OF LONG, NARROW SLOUGH.						
General:							
Owner/Manager:	UNKNOWN						



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	92	Map Index: 09810	EO Index: 14548	Element Last Seen:	1986-08-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1986-08-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	1989-08-10

Quad Summary: Milpitas (3712148), Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.46239 / -121.99972	Accuracy:	specific area
UTM:	Zone-10 N4146638 E588460	Elevation (ft):	3
PLSS:	T05S, R01W, Sec. 32 (M)	Acres:	53.3

Location: COYOTE CREEK MARSH, 2.3 MI NNW OF ALVISO.

Detailed Location: THIS SITE WAS TRAPPED IN 1981 WITH NO CAPTURES; IN 1986, 2 SMHM WERE CAPTURED DURING 300 TRAPNIGHTS.

Ecological:

General:

Owner/Manager: UNKNOWN

Occurrence No.	129	Map Index: 22643	EO Index: 8484	Element Last Seen:	1991-07-22
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1991-07-26
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	1996-01-03

Quad Summary: Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.43111 / -122.05948	Accuracy:	nonspecific area
UTM:	Zone-10 N4143113 E583210	Elevation (ft):	0
PLSS:	T06S, R02W, Sec. 11 (M)	Acres:	242.8

Location: EAST OF STEVENS CREEK, 1.5 MILES NORTH OF THE JUNCTION OF HWY 101 AND HWY 85, MOFFETT FIELD NAVAL AIR STATION.

Detailed Location:

Ecological: TRAPLINES WERE SET SELECTIVELY IN AREAS DOMINATED BY SALICORNIA VIRGINICA (PICKLEWEED).

General: 3 TRAPPING GRIDS WERE SET, 2 ON MIDPENINSULA PARK OPEN SPACE PROPERTY AND 1 ON NASA/AMES PROPERTY. TRAP LINES WERE RUN ALONG GUADALUPE SLOUGH AND THE TACAN LEVEE; 1 MOUSE WAS CAPTURED IN THE VICINITY OF THE TACAN LEVEE ON 22 JULY 1991.

Owner/Manager: NASA-AMES RESEARCH CENTER

Occurrence No.	130	Map Index: 37523	EO Index: 32525	Element Last Seen:	1990-10-26
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	1990-10-26
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	1997-11-04

Quad Summary: Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.46092 / -122.11228	Accuracy:	nonspecific area
UTM:	Zone-10 N4146375 E578507	Elevation (ft):	0
PLSS:	T05S, R02W, Sec. 32 (M)	Acres:	19.1

Location: PALO ALTO BAYLANDS NATURE PRESERVE, NEXT TO (NE) PALO ALTO AIRPORT RUNWAYS, PALO ALTO.

Detailed Location: SALICORNIA/SCIRPUS MARSH.

Ecological: SALICORNIA MARSH, SCIRPUS MARSH. LAND USE: OPEN SPACE. DISTURBANCES: FRESH WASTEWATER DISCHARGE.

General: 17 ADULTS OBSERVED 1-4 JUN 1990, NONE FOUND 7-12 SEP 1990, AND 2 ADULTS AND 1 JUVENILE FOUND 21-26 OCT 1990.

Owner/Manager: CITY OF PALO ALTO



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	131	Map Index: 37524	EO Index: 32526	Element Last Seen: 1991-01-17
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen: 1991-01-17
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1997-11-04

Quad Summary: Mountain View (3712241), Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.47177 / -122.12375	Accuracy:	nonspecific area
UTM:	Zone-10 N4147570 E577481	Elevation (ft):	0
PLSS:	T05S, R02W, Sec. 30 (M)	Acres:	80.7

Location: SOUTH OF COOLEY LANDING, SOUTH OF BAY ROAD AND NORTH OF SAN MATEO COUNTY LINE, EAST PALO ALTO.

Detailed Location: MARSH AREA.

Ecological: SALICORNIA MARSH. LAND USE: OPEN SPACE.

General: 12 ADULTS OBSERVED 17 JAN 1991, 8 ADULTS OBSERVED 15-20 OCT 1990.

Owner/Manager: CITY OF EAST PALO ALTO

Occurrence No.	132	Map Index: 37525	EO Index: 32527	Element Last Seen: 1990-10-12
Occ. Rank:	Fair		Presence: Presumed Extant	Site Last Seen: 1990-10-12
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1997-11-04

Quad Summary: Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.44300 / -122.03723	Accuracy:	nonspecific area
UTM:	Zone-10 N4144452 E585164	Elevation (ft):	0
PLSS:	T06S, R02W, Sec. 01 (M)	Acres:	22.1

Location: GUADALUPE SLOUGH TIDAL MARSH DIKE, 3 MILES N OF HIGHWAY 237 & 101 INTERSECTION ABOUT 3.5 MILES WNW OF ALVISO.

Detailed Location: TRAP LINE BY DIKE AT REAR OF TIDAL MARSH.

Ecological: PERIPHERAL HALOPHYTES AND PEPPERGRASS AND FIVE HOOK BASSIA.

General: 3 OBSERVED 1990.

Owner/Manager: UNKNOWN

Occurrence No.	133	Map Index: 37526	EO Index: 32528	Element Last Seen: 1990-11-30
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen: 1990-11-30
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1997-11-04

Quad Summary: Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.43182 / -122.01446	Accuracy:	nonspecific area
UTM:	Zone-10 N4143233 E587192	Elevation (ft):	0
PLSS:	T06S, R01W, Sec. 07 (M)	Acres:	21.9

Location: GUADALUPE SLOUGH TIDAL MARSH PLAIN, 2.5 MILES NE OF HIGHWAY 237 & 101 INTERSECTION ~2.5 MILES WNW OF ALVISO.

Detailed Location: TIDAL MARSH PLAIN.

Ecological: PICKLEWEED TIDAL MARSH.

General: 1 CAPTURED 26-30 NOV 1990.

Owner/Manager: UNKNOWN



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California Natural Diversity Database



Occurrence No.	134	Map Index:	37532	EO Index:	32534	Element Last Seen:	1988-01-20
Occ. Rank:	Fair	Presence:	Presumed Extant	Site Last Seen:		1988-01-20	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1997-11-05	

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.49294 / -122.17786	Accuracy:	specific area
UTM:	Zone-10 N4149875 E572676	Elevation (ft):	0
PLSS:	T05S, R03W, Sec. 15 (M)	Acres:	41.9

Location: FLOOD SLOUGH, NORTH OF MARSH ROAD & HIGHWAY 101 INTERCHANGE, REDWOOD CITY.

Detailed Location: TRAPS PLACED IN HIGH MARSH ZONE.

Ecological: TIDAL SALT MARSH. HIGH MARSH ZONE DOMINATED BY GRINDELIA HUMILIS, FRANKENIA GRANDIFOLIA, DISTICHLIS SPICATA, AND ANNUAL GRASSES MIXED IN WITH SALICORNIA VIRGINICA.

General: TOTAL OF 15 CAPTURED, 12 ADULTS & 3 JUVENILES IN 225 TRAP-NIGHTS OF EFFORT.

Owner/Manager: UNKNOWN

Occurrence No.	135	Map Index:	37534	EO Index:	32536	Element Last Seen:	1990-11-29
Occ. Rank:	Fair	Presence:	Presumed Extant	Site Last Seen:		1990-11-29	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1997-11-05	

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.48261 / -122.13156	Accuracy:	1/10 mile
UTM:	Zone-10 N4148766 E576779	Elevation (ft):	0
PLSS:	T05S, R02W, Sec. 19 (M)	Acres:	0.0

Location: 0.7 MILE ESE OF HIGHWAY 84 AND 109 JUNCTION, NEAR HETCH HETCHY AQUEDUCT, RAVENSWOOD AREA OF EAST PALO ALTO.

Detailed Location:

Ecological: LOW PICKLEWEED AND ALKALI HEATH (50:50 MIX).

General: TOTAL OF 1 CAPTURED (1990 PROJECT F).

Owner/Manager: PVT



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	148	Map Index:	37657	EO Index:	32659	Element Last Seen:	1990-08-30
Occ. Rank:	Excellent	Presence:	Presumed Extant	Site Last Seen:		1990-08-30	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1997-12-09	

Quad Summary: Mountain View (3712241)
County Summary: Alameda

Lat/Long:	37.47086 / -122.03713	Accuracy:	nonspecific area
UTM:	Zone-10 N4147543 E585142	Elevation (ft):	0
PLSS:	T05S, R02W, Sec. 25 (M)	Acres:	44.3

Location: CALAVERAS POINT MARSH, CALAVERAS POINT, 3 MILES NORTH OF MOFFETT FIELD NAVAL AIR STATION, SOUTH SAN FRANCISCO BAY.
Detailed Location: MAPPED AT THE SOUTH DIKE ON CALAVERAS POINT MARSH AS PER MAP GIVEN. SAN FRANCISCO BAY NATIONAL WILDLIFE REFUGE.
Ecological: PERIPHERAL HALOPHYTES ON THE DIKE; LUSH, DEEP TIDAL PICKLEWEED ON MARSH PLAIN. SITE EXCELLENT ON THE PLAIN, GOOD ON THE DIKE.
General: 45 CAPTURED ON THE DIKE & 59 ON THE PLAIN 18-29 APRIL 1990; 22 CAPTURED ON THE PLAIN 27-30 AUGUST 1990.
Owner/Manager: USFWS-DON EDWARDS SF BAY NWR

Occurrence No.	151	Map Index:	37793	EO Index:	32800	Element Last Seen:	1988-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1988-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1997-12-31	

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.44214 / -122.11058	Accuracy:	specific area
UTM:	Zone-10 N4144293 E578677	Elevation (ft):	1
PLSS:	T06S, R02W, Sec. 05 (M)	Acres:	4.7

Location: ITT MARSH, E OF HIGHWAY 101 AND 0.6 MILE S OF PALO ALTO REGIONAL WATER QUALITY CONTROL PLANT, PALO ALTO.
Detailed Location: SE CORNER OF THE ITT MARSH PROPERTY NEXT TO MATADERO CREEK.
Ecological: SALTMARSH HABITAT, PRERDOMINANT SPECIES IS PICKLEWEED. ALSO, RUDERAL/UPLAND HABITAT NEAR THE SE CORNER.
General: 54 CAPTURED IN THE MAPPED AREA.
Owner/Manager: CITY OF PALO ALTO



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Neotoma fuscipes annectens</i>		Element Code: AMAFF08082		
San Francisco dusky-footed woodrat				
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5T2T3	
	State: None		State: S2S3	
	Other: CDFW_SSC-Species of Special Concern			
Habitat:	General: FOREST HABITATS OF MODERATE CANOPY & MODERATE TO DENSE UNDERSTORY. MAY PREFER CHAPARRAL & REDWOOD HABITATS.			
	Micro: CONSTRUCTS NESTS OF SHREDDED GRASS, LEAVES & OTHER MATERIAL. MAY BE LIMITED BY AVAILABILITY OF NEST-BUILDING MATERIALS.			
Occurrence No.	9	Map Index: 69968	EO Index: 70802	Element Last Seen: 2005-08-01
Occ. Rank:	Fair		Presence: Presumed Extant	Site Last Seen: 2005-08-01
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2007-09-19
Quad Summary:	Palo Alto (3712242)			
County Summary:	San Mateo, Santa Clara			
Lat/Long:	37.40007 / -122.19190		Accuracy:	80 meters
UTM:	Zone-10 N4139561 E571523		Elevation (ft):	262
PLSS:	T06S, R03W, Sec. 21 (M)		Acres:	0.0
Location:	LOS TRANCOS CREEK, 0.6 MILE SOUTH OF THE I-280/ALPINE ROAD INTERSECTION, ~2 MILES SW OF STANFORD UNIVERSITY, PALO ALTO.			
Detailed Location:				
Ecological:	HABITAT CONSISTS OF RIPARIAN DOMINATED BY CALIFORNIA BAY LAUREL, CALIFORNIA BUCKEYE, COAST LIVE OAK, AND POISON OAK; EXOTIC PLANTS INCLUDE ITALIAN THSITLE AND ENGLISH IVY.			
General:	1 ADULT OBSERVED ON 1 AUG 2005; NO NESTS FOUND.			
Owner/Manager:	UNKNOWN			



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Taxidea taxus</i>		Element Code: AMAJF04010	
American badger			
Listing Status:	Federal: None	CNDDB Element Ranks:	Global: G5
	State: None		State: S4
	Other: CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern		
Habitat:	General: MOST ABUNDANT IN DRIER OPEN STAGES OF MOST SHRUB, FOREST, AND HERBACEOUS HABITATS, WITH FRIABLE SOILS.		
	Micro: NEEDS SUFFICIENT FOOD, FRIABLE SOILS & OPEN, UNCULTIVATED GROUND. PREYS ON BURROWING RODENTS. DIGS BURROWS.		

Occurrence No.	130	Map Index: 56778	EO Index: 56794	Element Last Seen:	1894-07-08
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1894-07-08
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2004-09-14
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo, Santa Clara				
Lat/Long:	37.45064 / -122.17734		Accuracy:	1 mile	
UTM:	Zone-10 N4145182 E572763		Elevation (ft):	70	
PLSS:	T05S, R03W, Sec. 34 (M)		Acres:	0.0	
Location:	MENLO PARK, SAN MATEO COUNTY.				
Detailed Location:					
Ecological:					
General:	FEMALE COLLECTED (CAS #20652) BY F. G. KRAUSS ON 8 JUL 1894.				
Owner/Manager:	UNKNOWN				

Occurrence No.	133	Map Index: 56782	EO Index: 56798	Element Last Seen:	1981-07-28
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1981-07-28
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2004-09-14
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo				
Lat/Long:	37.42252 / -122.19757		Accuracy:	1/5 mile	
UTM:	Zone-10 N4142048 E571000		Elevation (ft):	200	
PLSS:	T06S, R03W, Sec. 09 (M)		Acres:	0.0	
Location:	SAND HILL ROAD, 1 MILE EAST OF HIGHWAY 280, PALO ALTO.				
Detailed Location:	COUNTY GIVEN AS SANTA CLARA COUNTY; HOWEVER, LOCATION DESCRIBED IS LOCATED IN SAN MATEO COUNTY.				
Ecological:					
General:	MALE COLLECTED (CAS #24516) BY G. A. GIUSTI ON 28 JUL 1981.				
Owner/Manager:	UNKNOWN				

<i>Emys marmorata</i>		Element Code: ARAAD02030	
western pond turtle			
Listing Status:	Federal: None	CNDDB Element Ranks:	Global: G3G4
	State: None		State: S3
	Other: BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive		
Habitat:	General: A THOROUGHLY AQUATIC TURTLE OF PONDS, MARSHES, RIVERS, STREAMS & IRRIGATION DITCHES, USUALLY WITH AQUATIC VEGETATION, BELOW 6000 FT ELEVATION.		
	Micro: NEED BASKING SITES AND SUITABLE (SANDY BANKS OR GRASSY OPEN FIELDS) UPLAND HABITAT UP TO 0.5 KM FROM WATER FOR EGG-LAYING.		



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California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	64	Map Index: 32819	EO Index: 22279	Element Last Seen:	XXXX-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	XXXX-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2003-09-04
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo, Santa Clara				
Lat/Long:	37.42861 / -122.18985		Accuracy:	nonspecific area	
UTM:	Zone-10 N4142729 E571678		Elevation (ft):	100	
PLSS:	T06S, R03W, Sec. 09 (M)		Acres:	273.0	
Location:	SAN FRANCISQUITO CREEK, NEAR STANFORD UNIVERSITY; BETWEEN HIGHWAY 82 AND HIGHWAY 280.				
Detailed Location:					
Ecological:					
General:	CAS/SU SPECIMEN #1240, DATE UNKNOWN.				
Owner/Manager:	UNKNOWN				
Occurrence No.	73	Map Index: 32863	EO Index: 614	Element Last Seen:	XXXX-XX-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	XXXX-XX-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	1996-02-06
Quad Summary:	Palo Alto (3712242)				
County Summary:	Santa Clara				
Lat/Long:	37.42248 / -122.17790		Accuracy:	specific area	
UTM:	Zone-10 N4142058 E572740		Elevation (ft):	110	
PLSS:	T06S, R03W, Sec. 10 (M)		Acres:	156.2	
Location:	LAKE LAGUNITA, STANFORD UNIVERSITY.				
Detailed Location:					
Ecological:					
General:	CAS/SU SPECIMEN #18163, 7847, DATES AND NUMBERS UNKNOWN.				
Owner/Manager:	STANFORD UNIVERSITY				
Occurrence No.	242	Map Index: 51410	EO Index: 51410	Element Last Seen:	1997-07-15
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen:	1997-07-15
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2003-05-28
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo				
Lat/Long:	37.41073 / -122.23791		Accuracy:	specific area	
UTM:	Zone-10 N4140710 E567442		Elevation (ft):	200	
PLSS:	T06S, R03W, Sec. 18 (M)		Acres:	13.8	
Location:	SAN FRANCISQUITO CREEK, 0.25 MILE NORTH OF SEARSVILLE LAKE, STANFORD UNIVERSITY				
Detailed Location:	SEVERAL ROADS AND TRAILS IMPACT THE CREEK.				
Ecological:	HABITAT CONSISTS OF A RELATIVELY SMALL, VARIABLE FLOW CREEK (CFS = 0 TO 2500); PORTIONS OF CREEK DRY IN SUMMER MOST YEARS. SUBSTRATE VARIES FROM BEDROCK TO MUD & LOOSE GRAVELS. POOLS WITH TURTLES WERE DEEP (AT LEAST 8') & LONG (~35 YARDS)				
General:	2 ADULTS OBSERVED ON 15 JUL 1997.				
Owner/Manager:	STANFORD UNIVERSITY				



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California Department of Fish and Wildlife
California Natural Diversity Database



Thamnophis sirtalis tetrataenia

Element Code: ARADB3613B

San Francisco garter snake

Listing Status:	Federal: Endangered	CNDDB Element Ranks:	Global: G5T2
	State: Endangered		State: S2
	Other: CDFW_FP-Fully Protected		
Habitat:	General: VICINITY OF FRESHWATER MARSHES, PONDS AND SLOW MOVING STREAMS IN SAN MATEO COUNTY & EXTREME NORTHERN SANTA CRUZ COUNTY.		
	Micro: PREFERS DENSE COVER & WATER DEPTHS OF AT LEAST ONE FOOT. UPLAND AREAS NEAR WATER ARE ALSO VERY IMPORTANT.		

*** SENSITIVE ***

Occurrence No.	22	Map Index: 17006	EO Index: 27521	Element Last Seen: 1987-10-06
Occ. Rank:	Good		Presence: Presumed Extant	Site Last Seen: 1987-10-06
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 1996-01-08

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.40339 / -122.22872	Accuracy:	1/5 mile
UTM:	Zone-10 N4139902 E568261	Elevation (ft):	1750
PLSS:	T07S, R03W, Sec. 07 (M)	Acres:	0.0

Location: WOODRUFF NURSERY, OFF ALPINE ROAD APPROX 0.5 MILE SOUTHWEST OF HWY 35, SANTA CRUZ MOUNTAINS.

Detailed Location:

Ecological: SMALL, VEGETATED PONDS WITH A DENSE STAND OF RIPARIAN VEGETATION BETWEEN AND AROUND THEM.

General: 2 WERE DETECTED. LAND IS UNUSABLE BY THE NURSERY AND COULD BE PROTECTED.

Owner/Manager: PVT



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Euphydryas editha bayensis</i>		Element Code: IILEPK4055	
Bay checkerspot butterfly			
Listing Status:	Federal: Threatened	CNDDDB Element Ranks:	Global: G5T1
	State: None		State: S1
	Other: XERCES_CI-Critically Imperiled		
Habitat:	General: RESTRICTED TO NATIVE GRASSLANDS ON OUTCROPS OF SERPENTINE SOIL IN THE VICINITY OF SAN FRANCISCO BAY.		
	Micro: PLANTAGO ERECTA IS THE PRIMARY HOST PLANT; ORTHOCARPUS DENSIFLORUS & O. PURPURSCENS ARE THE SECONDARY HOST PLANTS.		

Occurrence No.	2	Map Index:	33756	EO Index:	6197	Element Last Seen:	1997-XX-XX
Occ. Rank:	None	Presence:	Extirpated	Site Last Seen:		2002-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Decreasing	Record Last Updated:		2003-09-04	
Quad Summary:	Palo Alto (3712242)						
County Summary:	San Mateo						
Lat/Long:	37.40236 / -122.22107		Accuracy:	specific area			
UTM:	Zone-10 N4139793 E568939		Elevation (ft):	600			
PLSS:	T06S, R03W, Sec. 20 (M)		Acres:	52.9			
Location:	JASPER RIDGE BIOLOGICAL PRESERVE, STANFORD UNIVERSITY, PALO ALTO						
Detailed Location:	SITE CONSISTS OF 3 SERPENTINE PATCHES, THE LARGEST AND NORTHERNMOST KNOWN AS "AREA C" AND THE SMALLER TWO AS "AREA G" AND "AREA H".						
Ecological:	HABITAT IS A SMALL SERPENTINE GRASSLAND AREA, SURROUNDED BY CHAPARRAL, OAK WOODLAND, AND RESIDENCES.						
General:	SITE STUDIED SINCE 1960. COLONY NEARLY EXTIRPATED BY DROUGHT, 1975-77. AREA "G" EXTINCT. AREA "C" EXTIRPATED IN 1991. 14 ADULTS IN AREA "H" IN 1994. 40 ADULTS IN AREA "H" IN 1995; 0 IN "G" AND "C". 6 ADULTS IN 1997. 0 OBSERVED, 1998-2002.						
Owner/Manager:	STANFORD UNIVERSITY						



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California Department of Fish and Wildlife
California Natural Diversity Database



Tryonia imitator

Element Code: IMGASJ7040

mimic tryonia (=California brackishwater snail)

Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2G3
	State: None		State: S2S3
	Other: IUCN_DD-Data Deficient		
Habitat:	General: INHABITS COASTAL LAGOONS, ESTUARIES AND SALT MARSHES, FROM SONOMA COUNTY SOUTH TO SAN DIEGO COUNTY.		
	Micro: FOUND ONLY IN PERMANENTLY SUBMERGED AREAS IN A VARIETY OF SEDIMENT TYPES; ABLE TO WITHSTAND A WIDE RANGE OF SALINITIES.		

Occurrence No.	32	Map Index:	09763	EO Index:	12933	Element Last Seen:	1986-11-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1986-11-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2012-09-19	

Quad Summary: Mountain View (3712241)

County Summary: Santa Clara

Lat/Long:	37.45753 / -122.01003	Accuracy:	specific area
UTM:	Zone-10 N4146089 E587553	Elevation (ft):	0
PLSS:	T05S, R01W, Sec. 31 (M)	Acres:	358.7

Location: SALT EVAPORTATION POND A9, ON EAST-SIDE OF ALVISO SLOUGH MOUTH AT COYOTE CREEK, ALVISO.

Detailed Location: SEVERAL INDIVIDUALS FOUND ADHERING TO ALGAE (ENTEROMORPHA).

Ecological: HABITAT IS PONDED SALT POND, CONNECTED TO THE BAY BY A 4-FT FLAP GATE. HABITAT IS ALWAYS PONDED, MAKING WATER DEPTH VERY STABLE. SALINITIES IN POND WERE 25 PPT, WITH A TEMP AS HIGH AS 25 DEGREES C.

General: 8 COLLECTED IN NOV 1986 (CAS-IZ 64838).

Owner/Manager: USFWS-DON EDWARDS NWR



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Eryngium aristulatum</i> var. <i>hooveri</i>		Element Code: PDAPI0Z043	
Hoover's button-celery			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5T1
	State: None		State: S1
	Other: Rare Plant Rank - 1B.1		
Habitat:	General: VERNAL POOLS.		
	Micro: ALKALINE DEPRESSIONS, VERNAL POOLS, ROADSIDE DITCHES AND OTHER WET PLACES NEAR THE COAST. 3-45 M.		

Occurrence No.	5	Map Index: 09518	EO Index: 56044	Element Last Seen: 1909-06-24
Occ. Rank:	None		Presence: Possibly Extirpated	Site Last Seen: 1909-06-24
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2004-07-09

Quad Summary:	Mountain View (3712241)			
County Summary:	Santa Clara			
Lat/Long:	37.44021 / -122.10496	Accuracy:	1 mile	
UTM:	Zone-10 N4144084 E579176	Elevation (ft):	10	
PLSS:	T06S, R02W, Sec. 05 (M)	Acres:	0.0	

Location: NEAR MARSH TO RIGHT OF EMBARCADERO ROAD, PALO ALTO.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDDB IN THE VICINITY OF MAYFIELD AND CHARLESTON SLOUGHS, SE OF EMBARCADERO ROAD, N OF HWY 101.

Ecological: NEAR MARSH.

General: MAIN SOURCE OF INFO FOR THIS SITE IS A 1909 DUDLEY COLLECTION. 1899 WARD COLLECTION FROM "1 MI E OF PALO ALTO" AND 1901 ABRAMS COLLECTION FROM PALO ALTO SALT MARSHES ALSO ATTRIBUTED HERE. POSSIBLY EXTIRPATED DUE TO DEVELOPMENT IN AREA.

Owner/Manager: UNKNOWN

Occurrence No.	6	Map Index: 56848	EO Index: 56045	Element Last Seen: 1907-06-04
Occ. Rank:	None		Presence: Possibly Extirpated	Site Last Seen: 1907-06-04
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2013-09-09

Quad Summary:	Palo Alto (3712242)			
County Summary:	San Mateo, Santa Clara			
Lat/Long:	37.42924 / -122.17038	Accuracy:	1 mile	
UTM:	Zone-10 N4142814 E573399	Elevation (ft):	80	
PLSS:	T06S, R03W, Sec. 10 (M)	Acres:	0.0	

Location: FOOTHILLS AND PASTURES NEAR STANFORD UNIVERSITY.

Detailed Location: EXACT LOC UNK. MAPPED AS BEST GUESS BY CNDDDB IN VICINITY OF STANFORD UNIVERSITY TO ENCOMPASS HISTORIC COLLECTIONS FROM "FOOTHILLS NEAR STANFORD UNIVERSITY" AND "AT LEFT OF PINE AVE NEAR UNIVERSITY FOOTBALL FIELD," UNABLE TO LOCATE PINE AVE.

Ecological: FOOTHILLS AND IN MIDDLE OF PASTURE.

General: OCCURRENCE IS BASED ON AN 1897 DUDLEY COLLECTION, 1899 ELMER COLLECTION, AND A 1907 RANDALL COLLECTION. POSSIBLY EXTIRPATED DUE TO DEVELOPMENT IN THE AREA SINCE DATE OF COLLECTION.

Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Cirsium fontinale var. fontinale</i>		Element Code: PDAST2E161	
fountain thistle			
Listing Status:	Federal: Endangered	CNDDB Element Ranks:	Global: G2T1
	State: Endangered		State: S1
	Other: Rare Plant Rank - 1B.1		
Habitat:	General: VALLEY AND FOOTHILL GRASSLAND, CHAPARRAL.		
	Micro: SERPENTINE SEEPS AND GRASSLAND. 90-180M.		

Occurrence No.	7	Map Index: 70727	EO Index: 71640	Element Last Seen:	2007-05-10
Occ. Rank:	Fair		Presence: Presumed Extant	Site Last Seen:	2007-05-10
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-01-18
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo				
Lat/Long:	37.45681 / -122.24699		Accuracy:	80 meters	
UTM:	Zone-10 N4145816 E566596		Elevation (ft):	150	
PLSS:	T05S, R04W, Sec. 36 (M)		Acres:	0.0	
Location:	STULSAFT PARK, LOCATED OFF FARM HILL BLVD. IN REDWOOD CITY.				
Detailed Location:	MAPPED ACCORDING TO COORDINATE INFORMATION PROVIDED BY CORELLI (2007).				
Ecological:	SERPENTINE SEEP IN OPENING IN COAST LIVE OAK-BAY WOODLAND THAT DRAINS INTO ARROYO OJO DE AGUA CRK. ASSOCIATES: AGROSTIS EXARATA, CAREX SERRATODENS, ELYMUS GLAUCUS, JUNCUS XIPHIODES, LACTUCA SALIGNA, MELICA TORREYANA, MIMULUS GUTTATUS, ETC.				
General:	POPULATION DISCOVERED BY JEFFREY CALDWELL. 50 PLANTS SEEN BY CORELLI & CALDWELL IN 2007.				
Owner/Manager:	CITY OF REDWOOD CITY				

Occurrence No.	8	Map Index: 70728	EO Index: 71641	Element Last Seen:	2003-02-18
Occ. Rank:	Fair		Presence: Presumed Extant	Site Last Seen:	2003-02-18
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-01-18
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo				
Lat/Long:	37.44180 / -122.24911		Accuracy:	specific area	
UTM:	Zone-10 N4144149 E566423		Elevation (ft):		
PLSS:	T06S, R04W, Sec. 01 (M)		Acres:	8.0	
Location:	JUST E OF WOODSIDE GLENS, APPROXIMATELY 400 FEET NE OF I-280 AND 240 FEET W OF CROYDON WAY.				
Detailed Location:	MAPPED ACCORDING TO COORDINATE INFORMATION PROVIDED BY HEIPLE (2003). ELEVATION IS GIVEN AS 434 TO 457 FEET.				
Ecological:	WETLAND, SERPENTINE SEEP, OPEN SUNNY, SLIGHT SW SLOPE. SEDGES, WILLOWS, GRASS, MIMULUS.				
General:	~20 PLANTS REPORTED IN 2003.				
Owner/Manager:	UNKNOWN, PVT-PGE, CALTRANS?				



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California Department of Fish and Wildlife
California Natural Diversity Database



Cirsium praeteriens

Element Code: PDAST2E2B0

lost thistle

Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: GX
	State: None		State: SX
	Other: Rare Plant Rank - 1A		
Habitat:	General: LITTLE INFORMATION EXISTS ON THIS PLANT; IT WAS COLLECTED FROM THE PALO ALTO AREA AT THE TURN OF THE 20TH CENTURY.		
	Micro: ALTHOUGH NOT SEEN SINCE 1901, THIS CIRSIUM IS THOUGHT TO BE QUITE DISTINCT FROM OTHER CIRSIUMS ACC. TO D. KEIL. 0-100M.		

Occurrence No.	1	Map Index: 28024	EO Index: 27370	Element Last Seen: 1901-07-07
Occ. Rank:	None		Presence: Possibly Extirpated	Site Last Seen: 1901-07-07
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2012-09-05

Quad Summary: Palo Alto (3712242)
County Summary: San Mateo, Santa Clara

Lat/Long:	37.44682 / -122.15910	Accuracy:	1 mile
UTM:	Zone-10 N4144773 E574380	Elevation (ft):	50
PLSS:	T06S, R03W, Sec. 02 (M)	Acres:	0.0

Location: PALO ALTO.
Detailed Location: UNSURE OF EXACT LOCATION; "PALO ALTO" IS NOT ENOUGH INFO TO MAP WELL. MAPPED AT PALO ALTO P.O. ON TOPO.
Ecological:
General: ONLY SOURCES OF INFORMATION FOR THIS SITE ARE 1897 AND 1901 COLLECTIONS BY CONGDON. THIS PLANT DETERMINED TO BE RARE AFTER IT APPARENTLY WENT EXTINCT.
Owner/Manager: UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Centromadia parryi ssp. congdonii		Element Code: PDAST4R0P1	
Congdon's tarplant			
Listing Status:	Federal: None	CNDDB Element Ranks:	Global: G3T2
	State: None		State: S2
	Other: Rare Plant Rank - 1B.1, BLM_S-Sensitive		
Habitat:	General: VALLEY AND FOOTHILL GRASSLAND.		
	Micro: ALKALINE SOILS, SOMETIMES DESCRIBED AS HEAVY WHITE CLAY. 1-230 M.		

Occurrence No.	53	Map Index:	42359	EO Index:	42359	Element Last Seen:	2002-09-11
Occ. Rank:	Poor	Presence:	Presumed Extant	Site Last Seen:		2002-09-11	
Occ. Type:	Natural/Native occurrence	Trend:	Decreasing	Record Last Updated:		2011-09-02	
Quad Summary:	Mountain View (3712241)						
County Summary:	Santa Clara						
Lat/Long:	37.43087 / -122.06802		Accuracy:	80 meters			
UTM:	Zone-10 N4143079 E582454		Elevation (ft):	10			
PLSS:	T06S, R02W, Sec. 10 (M)		Acres:	0.0			
Location:	ON EAST SIDE OF STEVENS CREEK IN MOUNTAIN VIEW, NEAR MOUTH OF CREEK.						
Detailed Location:	IN 2002 PLANT FOUND ON EASTERN EDGE OF LEVEE JUST BEYOND SECOND PEDESTRIAN BRIDGE NORTH OF THE END OF CRITTENDEN ROAD. WEED CONTROL MEASURES AND LEVEE MAINTENANCE COULD ALSO POSE THREATS TO THIS SITE.						
Ecological:	IN HARD PACKED GRAVEL ROAD ATOP LEVEE, ADJACENT TO TIDAL CHANNEL. ASSOCIATES INCLUDE DISTICHLIS SPICATA AND DITTRICHIA GRAVEOLENS, A NEW INVASIVE EXOTIC.						
General:	SITE BASED ON 1935 SINDEL COLLECTION FROM "GUTH LANDING". AREA SEARCHED IN 1998, NO PLANTS WERE FOUND; PRESTON MENTIONS THERE IS POTENTIAL HABITAT IN VICINITY AT AMES RESEARCH CENTER (NASA). ONE PLANT SEEN IN 2002 BY MAYALL AT MAPPED SITE.						
Owner/Manager:	PVT-SANTA CLARA VALLEY WD						

Occurrence No.	54	Map Index:	49063	EO Index:	42360	Element Last Seen:	2001-09-20
Occ. Rank:	Fair	Presence:	Presumed Extant	Site Last Seen:		2001-09-20	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2006-01-23	
Quad Summary:	Palo Alto (3712242)						
County Summary:	San Mateo						
Lat/Long:	37.48223 / -122.13249		Accuracy:	specific area			
UTM:	Zone-10 N4148723 E576698		Elevation (ft):	2			
PLSS:	T05S, R02W, Sec. 19 (M)		Acres:	2.3			
Location:	RAVENSWOOD AREA OF EAST PALO ALTO, 0.6 AIR MLE SW OF JUNCTION OF HWY 109 AND HWY 84, WEST OF THE SAN FRANCISCO BAY.						
Detailed Location:	IN AREA SOUTH OF RAILROAD TRACKS, WEST OF SALT MARSH, AND EAST OF HIGH DENSITY RESIDENTIAL AREA.						
Ecological:	OCCURS IN A FLAT, RUDERAL GRASSLAND AREA ADJACENT TO PICKLEWEED SALT MARSH. ASSOCIATES INCLUDE: FRANKENIA SALINA, CIRSIUM VULGARE, ANNUAL GRASSES, CENTAUREA SOLSTITIALIS, CARDUUS AND SALICORNIA.						
General:	17 PLANTS OBSERVED IN 2001. 1908 COLLECTION BY MCMURPHY FROM COOLEY LANDING ATTRIBUTED TO THIS OCCURRENCE. 1998 SURVEY DIRECTLY AT THE SITE OF COOLEY LANDING FAILED TO LOCATE ANY PLANTS. INCLUDES FORMER OCCURRENCE #57.						
Owner/Manager:	PVT						



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Monolopia gracilens</i>		Element Code: PDAST6G010	
woodland woollythreads			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2G3
	State: None		State: S2S3
	Other: Rare Plant Rank - 1B.2		
Habitat:	General: CHAPARRAL, VALLEY AND FOOTHILL GRASSLANDS (SERPENTINE), CISMONTANE WOODLAND, BROADLEAFED UPLAND FORESTS, NORTH COAST CONIFEROUS FOREST.		
	Micro: GRASSY SITES, IN OPENINGS; SANDY TO ROCKY SOILS. OFTEN SEEN ON SERPENTINE AFTER BURNS BUT MAY HAVE ONLY WEAK AFFINITY TO SERPENTINE. 100-1200M.		

Occurrence No.	34	Map Index:	79187	EO Index:	80161	Element Last Seen:	1929-06-05
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1929-06-05	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2010-06-25	

Quad Summary: Mindego Hill (3712232), Palo Alto (3712242)
County Summary: Santa Clara

Lat/Long:	37.37384 / -122.16648	Accuracy:	nonspecific area
UTM:	Zone-10 N4136671 E573798	Elevation (ft):	400
PLSS:	T06S, R03W, Sec. 35 (M)	Acres:	66.0

Location: 3 MI BACK LOS ALTOS, ON ROAD TO LA HONDA.
Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDDB ALONG PAGE MILL ROAD IN VICINITY OF GIVEN ELEVATION OF 400 FT, SOUTHWEST OF LOS ALTOS.
Ecological:
General: ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1929 COLLECTION BY WOLF. NEEDS FIELDWORK.
Owner/Manager: UNKNOWN

Occurrence No.	37	Map Index:	09283	EO Index:	80164	Element Last Seen:	1971-XX-XX
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1971-XX-XX	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2010-06-25	

Quad Summary: Palo Alto (3712242)
County Summary: San Mateo

Lat/Long:	37.40465 / -122.22857	Accuracy:	1 mile
UTM:	Zone-10 N4140042 E568274	Elevation (ft):	
PLSS:	T06S, R03W, Sec. 18 (M)	Acres:	0.0

Location: JASPER RIDGE BIOLOGICAL PRESERVE.
Detailed Location: EXACT LOCATION UNKNOWN. MAPPED BY CNDDDB IN VICINITY OF JASPER RIDGE PRESERVE.
Ecological:
General: VOUCHERED IN 1971, NOT SEEN RECENTLY. NEEDS FIELDWORK.
Owner/Manager: STANFORD UNIVERSITY



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Suaeda californica</i>		Element Code: PDCHE0P020	
California seablite			
Listing Status:	Federal: Endangered	CNDDB Element Ranks:	Global: G1
	State: None		State: S1
	Other: Rare Plant Rank - 1B.1		
Habitat:	General: MARSHES AND SWAMPS.		
	Micro: MARGINS OF COASTAL SALT MARSHES. 0-15 M.		

Occurrence No.	8	Map Index: 24835	EO Index: 6725	Element Last Seen:	1971-08-08
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1971-08-08
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	1993-12-08

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.45706 / -122.10517	Accuracy:	nonspecific area
UTM:	Zone-10 N4145953 E579140	Elevation (ft):	5
PLSS:	T05S, R02W, Sec. 32 (M)	Acres:	154.9

Location: SALT FLATS OF PALO ALTO YACHT HARBOR.
Detailed Location: MAPPED TO INCLUDE SALT MARSH AND UPPER LITTORAL HABITAT IN THE VICINITY OF THE YACHT HARBOR.
Ecological: SALT FLATS.
General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS COLLECTION BY WICKSTEN IN 1971. NEEDS FIELDWORK.
Owner/Manager: UNKNOWN

<i>Arctostaphylos regismontana</i>		Element Code: PDERI041C0	
Kings Mountain manzanita			
Listing Status:	Federal: None	CNDDB Element Ranks:	Global: G2
	State: None		State: S2.2
	Other: Rare Plant Rank - 1B.2		
Habitat:	General: BROADLEAVED UPLAND FOREST, CHAPARRAL, NORTH COAST CONIFEROUS FOREST.		
	Micro: GRANITIC OR SANDSTONE OUTCROPS. 305-730M.		

Occurrence No.	9	Map Index: 45121	EO Index: 56350	Element Last Seen:	1919-08-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1919-08-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2004-08-06

Quad Summary: Palo Alto (3712242), Woodside (3712243)
County Summary: San Mateo

Lat/Long:	37.43043 / -122.25261	Accuracy:	1 mile
UTM:	Zone-10 N4142885 E566123	Elevation (ft):	380
PLSS:	T06S, R04W, Sec. 12 (M)	Acres:	0.0

Location: WOODSIDE.
Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF WOODSIDE, SOUTH OF REDWOOD CITY AND HWY 280.
Ecological:
General: ONLY INFORMATION FOR THIS SITE IS REFERENCE TO WALTHER'S COLLECTION IN 1933 LEAFLETS OF WESTERN BOTANY. UNKNOWN NUMBER OF PLANTS SEEN IN 1919. NEEDS FIELDWORK.
Owner/Manager: UNKNOWN



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California Department of Fish and Wildlife
California Natural Diversity Database



<i>Astragalus tener var. tener</i>		Element Code: PDFAB0F8R1	
alkali milk-vetch			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2T2
	State: None		State: S2
	Other: Rare Plant Rank - 1B.2		
Habitat:	General: ALKALI PLAYA, VALLEY AND FOOTHILL GRASSLAND, VERNAL POOLS.		
	Micro: LOW GROUND, ALKALI FLATS, AND FLOODED LANDS; IN ANNUAL GRASSLAND OR IN PLAYAS OR VERNAL POOLS. 1-170M.		

Occurrence No.	11	Map Index:	09518	EO Index:	8259	Element Last Seen:	1905-04-04
Occ. Rank:	None	Presence:	Possibly Extirpated	Site Last Seen:			2002-03-07
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:			2008-01-02

Quad Summary: Mountain View (3712241)
County Summary: Santa Clara

Lat/Long:	37.44021 / -122.10496	Accuracy:	1 mile
UTM:	Zone-10 N4144084 E579176	Elevation (ft):	5
PLSS:	T06S, R02W, Sec. 05 (M)	Acres:	0.0

Location: MAYFIELD.

Detailed Location: THE TOWN OF MAYFIELD WAS INCORPORATED INTO PALO ALTO IN THE EARLY 1900'S. BECAUSE THE COLLECTION WAS MADE NEAR THE SALT MARSH AND AN OLD CANNERY, THE SITE IS PRESUMED TO BE NEAR PALO ALTO. COLLECTION MAPPED NEAR MAYFIELD SLOUGH.

Ecological: GROWING ALONG THE BORDER OF SALT MARSH.

General: ONLY INFO FOR THIS SITE IS 1905 COLLECTION BY W. DUDLEY. WITHAM VISITED SITE IN 2002 AND FOUND SEMI-NATURAL HABITAT IN THE BAYLANDS NATURE PRESERVE, BUT PROBABLY TOO WET. MAYFIELD SLOUGH IS LINED WITH CONCRETE. NO PLANTS FOUND.

Owner/Manager: UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



<i>Trifolium amoenum</i>		Element Code: PDFAB40040	
showy rancheria clover			
Listing Status:	Federal: Endangered	CNDDB Element Ranks:	Global: G1
	State: None		State: S1
	Other: Rare Plant Rank - 1B.1		
Habitat:	General: VALLEY AND FOOTHILL GRASSLAND, COASTAL BLUFF SCRUB.		
	Micro: SOMETIMES ON SERPENTINE SOIL, OPEN SUNNY SITES, SWALES. MOST RECENTLY SITED ON ROADSIDE AND ERODING CLIFF FACE. 5-415 M.		

Occurrence No.	27	Map Index: 83535	EO Index: 84558	Element Last Seen:	1950-04-25
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1950-04-25
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2011-08-17
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo				
Lat/Long:	37.41034 / -122.23445		Accuracy:	2/5 mile	
UTM:	Zone-10 N4140669 E567747		Elevation (ft):		
PLSS:	T06S, R03W, Sec. 18 (M)		Acres:	0.0	
Location:	SAN FRANCISQUITO CREEK, NEAR SEARSVILLE LAKE.				
Detailed Location:					
Ecological:					
General:	ONLY SOURCE OF INFORMATION IS A 1950 HICHBORN COLLECTION. NEEDS FIELDWORK.				
Owner/Manager:	UNKNOWN				

<i>Acanthomintha duttonii</i>		Element Code: PDLAM01040	
San Mateo thorn-mint			
Listing Status:	Federal: Endangered	CNDDB Element Ranks:	Global: G1
	State: Endangered		State: S1
	Other: Rare Plant Rank - 1B.1		
Habitat:	General: CHAPARRAL, VALLEY AND FOOTHILL GRASSLAND, COASTAL SCRUB.		
	Micro: EXTANT POPULATIONS ONLY KNOWN FROM VERY UNCOMMON SERPENTINITE VERTISOL CLAYS; IN RELATIVELY OPEN AREAS. 50-200M.		

Occurrence No.	2	Map Index: 09268	EO Index: 18112	Element Last Seen:	1915-05-29
Occ. Rank:	None		Presence: Extirpated	Site Last Seen:	1915-05-29
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-01-23
Quad Summary:	Palo Alto (3712242), Woodside (3712243)				
County Summary:	San Mateo				
Lat/Long:	37.44826 / -122.23747		Accuracy:	1 mile	
UTM:	Zone-10 N4144874 E567446		Elevation (ft):	170	
PLSS:	T05S, R03W, Sec. 31 (M)		Acres:	0.0	
Location:	NEAR THE MENLO GOLF CLUB (MENLO COUNTRY CLUB).				
Detailed Location:					
Ecological:	SMALL AREA OF SANDY SOIL ON A HILLSIDE SLOPING TO THE SOUTH.				
General:	URBANIZATION EXTIRPATED THIS OCCURRENCE.				
Owner/Manager:	PVT				



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



<i>Hesperolinon congestum</i>		Element Code: PDLIN01060	
Marin western flax			
Listing Status:	Federal: Threatened	CNDDDB Element Ranks:	Global: G2
	State: Threatened		State: S2
	Other: Rare Plant Rank - 1B.1		
Habitat:	General: CHAPARRAL, VALLEY AND FOOTHILL GRASSLAND.		
	Micro: IN SERPENTINE BARRENS AND IN SERPENTINE GRASSLAND AND CHAPARRAL. 30-370 M.		
Occurrence No.	29	Map Index: 69817	EO Index: 70639
Occ. Rank:	Fair	Presence: Presumed Extant	Element Last Seen: 2007-05-10
Occ. Type:	Natural/Native occurrence	Trend: Unknown	Site Last Seen: 2007-05-10
			Record Last Updated: 2007-08-28
Quad Summary:	Palo Alto (3712242)		
County Summary:	San Mateo		
Lat/Long:	37.45628 / -122.24815	Accuracy:	80 meters
UTM:	Zone-10 N4145756 E566495	Elevation (ft):	200
PLSS:	T05S, R04W, Sec. 36 (M)	Acres:	0.0
Location:	STULSAFT PARK, REDWOOD CITY.		
Detailed Location:	ON THE NW SIDE OF THE CREEK (OJO DE AQUA), SOUTH OF THE INTERSECTION OF FARM HILL BLVD AND BRANDY ROCK WAY.		
Ecological:	S-FACING SLOPE IN SERPENTINE GRASSLAND. ASSOC W/ CALOCHORTUS ARGILLOSUS, CALYSTEGIA SUBCAULIS, CLARKIA RUBICUNDA, ERIOGONUM NUDUM AURICULATUM, ESCHSCHOLZIA CALIFORNICA, EUPHORBIA SPATHULATA, HEMIZONIA CONGESTA LUZUIFOLIA, LACTUCA SALIGNA.		
General:	500 PLANTS OBSERVED IN 2007.		
Owner/Manager:	CITY OF REDWOOD CITY		



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



<i>Malacothamnus davidsonii</i>		Element Code: PDMAL0Q040	
Davidson's bush-mallow			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2
	State: None		State: S2
	Other: Rare Plant Rank - 1B.2		
Habitat:	General: COASTAL SCRUB, RIPARIAN WOODLAND, CHAPARRAL, CISMONTANE WOODLAND.		
	Micro: SANDY WASHES. 185-855 M.		

Occurrence No.	38	Map Index:	09283	EO Index:	64310	Element Last Seen:	1936-07-23
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1936-07-23	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2007-04-17	
Quad Summary:	Palo Alto (3712242)						
County Summary:	San Mateo						
Lat/Long:	37.40465 / -122.22857		Accuracy:	1 mile			
UTM:	Zone-10 N4140042 E568274		Elevation (ft):				
PLSS:	T06S, R03W, Sec. 18 (M)		Acres:	0.0			
Location:	FOOTHILLS NEAR STANFORD UNIVERSITY.						
Detailed Location:	EXACT LOCATION UNKNOWN. MAPPED BY CNDDDB AS A BEST GUESS.						
Ecological:							
General:	1936 WIGGINS COLLECTION FROM "NEAR HIDDEN VILLA, VICINITY OF STANFORD UNIVERSITY" AND 1935 ROSE COLLECTION FROM "FOOTHILLS 3 MI WEST OF STANFORD" ALSO ATTRIBUTED HERE. FORMERLY DETERMINED AS M. ARCUATUS (ANNOTATED BY T. SLOTTA, 2004).						
Owner/Manager:	STANFORD UNIVERSITY						

<i>Malacothamnus arcuatus</i>		Element Code: PDMAL0Q0E0	
arcuate bush-mallow			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2Q
	State: None		State: S2.2
	Other: Rare Plant Rank - 1B.2		
Habitat:	General: CHAPARRAL.		
	Micro: GRAVELLY ALLUVIUM. 80-355M.		



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	14	Map Index: 28650	EO Index: 55920	Element Last Seen: 1962-06-06
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1962-06-06
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2007-04-13

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.40354 / -122.23783	Accuracy:	2/5 mile
UTM:	Zone-10 N4139913 E567454	Elevation (ft):	600
PLSS:	T06S, R03W, Sec. 18 (M)	Acres:	0.0

Location: JASPER RIDGE BIOLOGICAL PRESERVE, JUST ABOVE SEARSVILLE LAKE.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDb NEAR SEARSVILLE LAKE.

Ecological: ALONG ROAD. IN DISTURBED AREA IN CHAPARRAL.

General: MAIN SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1962 COLLECTION BY THOMAS. 2004 FIELD SURVEY FORM BY CORELLI FOR A DIFFERENT OCCURRENCE ALSO MENTIONS THAT THIS SITE IS KNOWN TO HER PERSONALLY, BUT OBSERVATION DATE(S) NOT KNOWN.

Owner/Manager: STANFORD UNIVERSITY, UNKNOWN

Occurrence No.	15	Map Index: 55905	EO Index: 55921	Element Last Seen: 2002-06-14
Occ. Rank:	Poor		Presence: Presumed Extant	Site Last Seen: 2002-06-14
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2004-06-25

Quad Summary: Palo Alto (3712242)

County Summary: Santa Clara

Lat/Long:	37.37667 / -122.17986	Accuracy:	specific area
UTM:	Zone-10 N4136974 E572611	Elevation (ft):	360
PLSS:	T06S, R03W, Sec. 27 (M)	Acres:	6.0

Location: ARASTRADERO PRESERVE, WEST OF THE PALO ALTO HILLS GOLF AND COUNTRY CLUB.

Detailed Location: ONE COLONY MAPPED IN THE SE 1/4 OF THE SW 1/4 OF SECTION 27.

Ecological: PLANT IS SURROUNDED BY COYOTE BRUSH (BACCHARIS PILULARIS) ON THREE SIDES AT THE BOTTOM OF A SMALL RAVINE, SITUATED IN A GRASSLAND. SE-FACING SLOPE.

General: ONE PLANT OBSERVED IN 2002. THIS PLANT WAS LAST SEEN ABOUT 10-15 YEARS AGO BY CNPS MEMBERS.

Owner/Manager: CITY OF PALO ALTO



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	26	Map Index: 68928	EO Index: 69552	Element Last Seen: 1931-08-20
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1931-08-20
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2007-04-13

Quad Summary: Palo Alto (3712242)
County Summary: San Mateo, Santa Clara

Lat/Long:	37.38285 / -122.19328	Accuracy:	2/5 mile
UTM:	Zone-10 N4137650 E571417	Elevation (ft):	300
PLSS:	T06S, R03W, Sec. 28 (M)	Acres:	0.0

Location: LOS TRANCOS CREEK, 2 MILES BACK OF STANFORD UNIVERSITY, NEAR SCHENKELS CAMP.
Detailed Location: EXACT LOCATION UNKNOWN. MAPPED BY CNDDDB AS A BEST GUESS ALONG LOS TRANCOS CREEK NEAR THE HISTORIC SITE OF SCHENKEL'S PICNIC PARK.

Ecological:
General: MAIN SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A 1931 COLLECTION BY WOLF. 1914 ABRAMS COLLECTION WITH LOCALITY GIVEN ONLY AS "LOS TRANCOS CREEK" ALSO ATTRIBUTED HERE. NEEDS FIELDWORK.
Owner/Manager: UNKNOWN

<i>Collinsia multicolor</i>		Element Code: PDSCROH0B0
San Francisco collinsia		
Listing Status:	Federal: None	CNDDDB Element Ranks: Global: G2
	State: None	State: S2.2
	Other: Rare Plant Rank - 1B.2	
Habitat:	General: CLOSED-CONE CONIFEROUS FOREST, COASTAL SCRUB.	
	Micro: ON DECOMPOSED SHALE (MUDSTONE) MIXED WITH HUMUS. 30-250M.	

Occurrence No.	9	Map Index: 56848	EO Index: 56864	Element Last Seen: 1903-04-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen: 1903-04-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated: 2004-09-20

Quad Summary: Palo Alto (3712242)
County Summary: San Mateo, Santa Clara

Lat/Long:	37.42924 / -122.17038	Accuracy:	1 mile
UTM:	Zone-10 N4142814 E573399	Elevation (ft):	100
PLSS:	T06S, R03W, Sec. 10 (M)	Acres:	0.0

Location: STANFORD UNIVERSITY, PALO ALTO.
Detailed Location: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDDB, IN THE VICINITY OF STANFORD UNIVERSITY.
Ecological:
General: SITE BASED ON A 1903 ELMER COLLECTION. 1894 & 1899 COLLECTIONS BY CANNON FROM "STANDFORD HEIGHTS" ATTRIBUTED TO THIS SITE. UNKNOWN NUMBER OF PLANTS SEEN. NEEDS FIELDWORK.
Owner/Manager: STANFORD UNIVERSITY



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



<i>Chloropyron maritimum ssp. palustre</i>		Element Code: PDSCROJ0C3
Point Reyes bird's-beak		
Listing Status:	Federal: None	CNDDB Element Ranks: Global: G4?T2
	State: None	State: S2
	Other: Rare Plant Rank - 1B.2, BLM_S-Sensitive	
Habitat:	General: COASTAL SALT MARSH.	
	Micro: USUALLY IN COASTAL SALT MARSH WITH SALICORNIA, DISTICHLIS, JAUMEA, SPARTINA, ETC. 0-10 M.	

Occurrence No.	17	Map Index: 09496	EO Index: 17541	Element Last Seen:	1914-07-16
Occ. Rank:	None		Presence: Possibly Extirpated	Site Last Seen:	1914-07-16
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2007-08-15
Quad Summary:	Mountain View (3712241)				
County Summary:	San Mateo				
Lat/Long:	37.47715 / -122.12247		Accuracy:	1/5 mile	
UTM:	Zone-10 N4148167 E577589		Elevation (ft):		
PLSS:	T05S, R02W, Sec. 19 (M)		Acres:	0.0	
Location:	COOLEYS LANDING, NEAR PALO ALTO.				
Detailed Location:					
Ecological:					
General:	OCCURRENCE KNOWN FROM FOUR COLLECTIONS FROM BETWEEN 1895 AND 1914. OCCURRENCE EXTIRPATED ACCORDING TO D. SMITH (1996).				
Owner/Manager:	PVT				

Occurrence No.	19	Map Index: 23820	EO Index: 7474	Element Last Seen:	1915-10-25
Occ. Rank:	None		Presence: Possibly Extirpated	Site Last Seen:	1987-05-29
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2007-08-15
Quad Summary:	Mountain View (3712241)				
County Summary:	San Mateo, Santa Clara				
Lat/Long:	37.45521 / -122.10717		Accuracy:	1 mile	
UTM:	Zone-10 N4145746 E578965		Elevation (ft):	1	
PLSS:	T05S, R02W, Sec. 32 (M)		Acres:	0.0	
Location:	PALO ALTO, SANTA CLARA COUNTY.				
Detailed Location:					
Ecological:					
General:	COLLECTION IN 1915 LAST SIGHTING FOR THIS OCCURRENCE. ALTHOUGH SEWAGE OUTFALL HAS CONVERTED SALT WATER MARSH TO FRESHWATER MARSH, CORDYLANTHUS MARITIMUS SSP. PALUSTRUS MIGHT STILL OCCUR AT THIS SITE; EXTIRPATED ACCORDING TO D. SMITH (1996).				
Owner/Manager:	CITY OF PALO ALTO				

<i>Dirca occidentalis</i>		Element Code: PDTHY03010
western leatherwood		
Listing Status:	Federal: None	CNDDB Element Ranks: Global: G2G3
	State: None	State: S2S3
	Other: Rare Plant Rank - 1B.2	
Habitat:	General: BROADLEAFED UPLAND FOREST, CHAPARRAL, CLOSED-CONE CONIF FOR, CISMONTANE WDLND, N COAST CONIF FOR, RIP FOR, RIP WDLND.	



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Micro: ON BRUSHY SLOPES, MESIC SITES; MOSTLY IN MIXED EVERGREEN & FOOTHILL WOODLAND COMMUNITIES. 30-550M.

Occurrence No.	5	Map Index:	28650	EO Index:	29958	Element Last Seen:	1986-03-29
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1986-03-29	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2010-09-14	

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long: 37.40354 / -122.23783 **Accuracy:** 2/5 mile

UTM: Zone-10 N4139913 E567454 **Elevation (ft):** 450

PLSS: T06S, R03W, Sec. 18 (M) **Acres:** 0.0

Location: VICINITY OF SEARSVILLE LAKE, WEST OF PALO ALTO.

Detailed Location:

Ecological: IN SHADE ON DRY WOODDED SLOPES.

General: COLLECTIONS AND REPORTS FROM NEAR SOUTH SIDE OF LAKE, NORTH END OF LAKE, EAST OF LAKE, ABOVE LAKE, AND AT JASPER RIDGE BIOLOGICAL EXPERIMENTAL AREA ATTRIBUTED TO THIS SITE. LAST REPORTED HERE IN 1986. NEED BETTER MAPPED INFORMATION.

Owner/Manager: STANFORD UNIVERSITY

Occurrence No.	6	Map Index:	28651	EO Index:	29957	Element Last Seen:	1931-08-20
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1931-08-20	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2010-09-27	

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo, Santa Clara

Lat/Long: 37.41747 / -122.18757 **Accuracy:** 1 mile

UTM: Zone-10 N4141495 E571890 **Elevation (ft):** 150

PLSS: T06S, R03W, Sec. 16 (M) **Acres:** 0.0

Location: ALONG LOS TRANCOS CREEK BACK OF STANFORD UNIVERSITY, PALO ALTO.

Detailed Location: SEVERAL COLLECTIONS FROM THE VICINITY ARE ATTRIBUTED TO THIS SITE INCLUDING "SCHENKELS CAMPGROUND", "NEAR ISOLATION HOSPITAL", "BY STONE CRUSHER", "NEAR ADELANTA VILLA", AND "HILLS ABOVE STANFORD".

Ecological:

General: MAIN SOURCE OF INFORMATION FOR THIS SITE IS 1931 COLLECTION BY WOLF. OTHER COLLECTIONS FROM THIS VICINITY MADE BETWEEN 1895 AND 1929.

Owner/Manager: UNKNOWN



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	51	Map Index: 80063	EO Index: 81050	Element Last Seen:	2007-03-04
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	2007-03-04
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2010-09-21

Quad Summary: Mindego Hill (3712232), Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.36171 / -122.23208	Accuracy:	1 mile
UTM:	Zone-10 N4135276 E568001	Elevation (ft):	
PLSS:	T06S, R03W, Sec. 31 (M)	Acres:	0.0

Location: WINDY HILL OPEN SPACE PRESERVE, PORTOLA VALLEY.

Detailed Location: EXACT LOCATION UNKNOWN. MAPPED BY CNDDDB AS A ONE MILE RADIUS FEATURE WHICH COVERS NEARLY THE ENTIRE PRESERVE.

Ecological:

General: ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS A SET OF PHOTOS FROM 2007 BY SCHUSTEFF. MORE PRECISE LOCATIONAL INFORMATION IS NEEDED.

Owner/Manager: MIDPENINSULA REGIONAL OSD

Allium peninsulare var. franciscanum **Element Code:** PMLIL021R1

Franciscan onion

Listing Status:	Federal: None	CNDDB Element Ranks:	Global: G5T2
	State: None		State: S2.2
	Other: Rare Plant Rank - 1B.2		

Habitat: **General:** CISMONTANE WOODLAND, VALLEY AND FOOTHILL GRASSLAND.
Micro: CLAY SOILS; OFTEN ON SERPENTINE. DRY HILLSIDES. 100-300M.

Occurrence No.	1	Map Index: 09283	EO Index: 45119	Element Last Seen:	1968-06-XX
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1968-06-XX
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-02-14

Quad Summary: Palo Alto (3712242)

County Summary: San Mateo

Lat/Long:	37.40465 / -122.22857	Accuracy:	1 mile
UTM:	Zone-10 N4140042 E568274	Elevation (ft):	5800
PLSS:	T06S, R03W, Sec. 18 (M)	Acres:	0.0

Location: JASPER RIDGE EXPERIMENTAL AREA, NEAR SAND HILL CAVES.

Detailed Location: THREE COLLECTIONS MAPPED TOGETHER BY CNDDDB TO INCLUDE JASPER RIDGE AND SEARSVILLE LAKE.

Ecological:

General: TYPE LOCATION.

Owner/Manager: STANFORD UNIVERSITY



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



Occurrence No.	2	Map Index: 45120	EO Index: 45120	Element Last Seen:	1949-05-19
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1949-05-19
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-02-15
Quad Summary:	Mindego Hill (3712232), Palo Alto (3712242)				
County Summary:	San Mateo, Santa Clara				
Lat/Long:	37.36852 / -122.16907		Accuracy:	nonspecific area	
UTM:	Zone-10 N4136078 E573574		Elevation (ft):		
PLSS:	T06S, R03W, Sec. 35 (M)		Acres:	700.0	
Location:	ALONG PAGE MILL ROAD TO BLACK MOUNTAIN.				
Detailed Location:	EXACT LOCATION UNKNOWN. MAPPED BY CNDDDB ALONG THE ENTIRE LENGTH OF PAGE MILL ROAD, FROM HWY 82 IN PALO ALTO SOUTH TO HWY 35. ALL INFORMATION IS VAGUE.				
Ecological:					
General:	1895 APPLGATE COLLECTION FROM "PAGE MILL CREEK, ABOVE STANFORD U." ATTRIBUTED TO THIS OCCURRENCE. INTERPRETED 'PAGE MILL CREEK' AS MATADERO CREEK. NEEDS FIELDWORK.				
Owner/Manager:	UNKNOWN				
Occurrence No.	3	Map Index: 45121	EO Index: 45121	Element Last Seen:	1902-05-04
Occ. Rank:	Unknown		Presence: Presumed Extant	Site Last Seen:	1902-05-04
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2001-03-26
Quad Summary:	Palo Alto (3712242), Woodside (3712243)				
County Summary:	San Mateo				
Lat/Long:	37.43043 / -122.25261		Accuracy:	1 mile	
UTM:	Zone-10 N4142885 E566123		Elevation (ft):	380	
PLSS:	T06S, R04W, Sec. 12 (M)		Acres:	0.0	
Location:	WOODSIDE.				
Detailed Location:					
Ecological:					
General:	NEEDS FIELDWORK.				
Owner/Manager:	UNKNOWN				
Occurrence No.	14	Map Index: 70825	EO Index: 71743	Element Last Seen:	2007-06-07
Occ. Rank:	Fair		Presence: Presumed Extant	Site Last Seen:	2007-06-07
Occ. Type:	Natural/Native occurrence		Trend: Unknown	Record Last Updated:	2008-02-14
Quad Summary:	Palo Alto (3712242)				
County Summary:	San Mateo				
Lat/Long:	37.45556 / -122.24876		Accuracy:	80 meters	
UTM:	Zone-10 N4145676 E566441		Elevation (ft):	170	
PLSS:	T05S, R04W, Sec. 36 (M)		Acres:	0.0	
Location:	STULSAFT PARK, SE OF FARM HILL BLVD, REDWOOD CITY.				
Detailed Location:	MAPPED IN THE SW 1/4 OF THE SE 1/4 OF SECTION 36.				
Ecological:	ON STEEP SLOPES IN SERPENTINE SOIL WITHIN OAK WOODLAND. OTHER RARE SPECIES ARE HESPEROLINON CONGESTUM AND CIRSIUM FONTINALE VAR. FONTINALE.				
General:	110 PLANTS OBSERVED IN 2007 IN 3 SUBPOPULATIONS.				
Owner/Manager:	CITY OF REDWOOD CITY				



Multiple Occurrences per Page
California Department of Fish and Wildlife
California Natural Diversity Database



<i>Fritillaria liliacea</i>		Element Code: PMLILOV0C0	
fragrant fritillary			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G2
	State: None		State: S2
	Other: Rare Plant Rank - 1B.2, USFS_S-Sensitive		
Habitat:	General: COASTAL SCRUB, VALLEY AND FOOTHILL GRASSLAND, COASTAL PRAIRIE.		
	Micro: OFTEN ON SERPENTINE; VARIOUS SOILS REPORTED THOUGH USUALLY CLAY, IN GRASSLAND. 3-410M.		

Occurrence No.	36	Map Index:	09283	EO Index:	6196	Element Last Seen:	1930-03-26
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1930-03-26	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		2011-07-25	
Quad Summary:	Palo Alto (3712242)						
County Summary:	San Mateo						
Lat/Long:	37.40465 / -122.22857		Accuracy:	1 mile			
UTM:	Zone-10 N4140042 E568274		Elevation (ft):	600			
PLSS:	T06S, R03W, Sec. 18 (M)		Acres:	0.0			
Location:	HILLS ABOUT STANFORD UNIVERSITY, PALO ALTO.						
Detailed Location:	MAPPED AT JASPER RIDGE DUE TO KNOWN PRESENCE OF SERPENTINE DERIVED SOILS AT THE SITE. OTHER HILLS IN THE AREA MAY ALSO SUPPORT SUITABLE HABITAT.						
Ecological:	General: MAIN SOURCE OF INFORMATION IS 1894 COLLECTION BY BURNHAM. 1902 ABRAMS COLLECTION FROM "NEAR STANFORD UNIVERSITY" AND 1930 HOWE COLLECTION FROM "HILLS--MENLO PARK" ATTRIBUTED TO SITE. AREA SHOULD BE CHECKED FOR PRESENCE OF SUITABLE HABITAT.						
Owner/Manager:	STANFORD UNIVERSITY						

<i>Stuckenia filiformis ssp. alpina</i>		Element Code: PMPOT03091	
slender-leaved pondweed			
Listing Status:	Federal: None	CNDDDB Element Ranks:	Global: G5T5
	State: None		State: S3
	Other: Rare Plant Rank - 2B.2		
Habitat:	General: MARSHES AND SWAMPS.		
	Micro: SHALLOW, CLEAR WATER OF LAKES AND DRAINAGE CHANNELS. 300-2150 M.		

Occurrence No.	3	Map Index:	28024	EO Index:	838	Element Last Seen:	1899-07-25
Occ. Rank:	Unknown	Presence:	Presumed Extant	Site Last Seen:		1899-07-25	
Occ. Type:	Natural/Native occurrence	Trend:	Unknown	Record Last Updated:		1996-12-26	
Quad Summary:	Palo Alto (3712242)						
County Summary:	San Mateo, Santa Clara						
Lat/Long:	37.44682 / -122.15910		Accuracy:	1 mile			
UTM:	Zone-10 N4144773 E574380		Elevation (ft):	50			
PLSS:	T06S, R03W, Sec. 02 (M)		Acres:	0.0			
Location:	PALO ALTO.						
Detailed Location:	UNSURE OF EXACT LOCATION; "PALO ALTO" IS NOT ENOUGH INFO TO MAP WELL. MAPPED AT PALO ALTO P.O. ON TOPO.						
Ecological:	General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS AN 1899 COLLECTION BY CONGDON. NEEDS FIELDWORK.						
Owner/Manager:	UNKNOWN						

CNPS *California Native Plant* Rare and Endangered Plant Inventory

Plant List

9 matches found. *Click on scientific name for details*

Search Criteria

Found in Quad 37122D1

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Androsace elongata ssp. acuta	California androsace	Primulaceae	annual herb	4.2	S3.2?	G5? T3T4
Arctostaphylos andersonii	Anderson's manzanita	Ericaceae	perennial evergreen shrub	1B.2	S2?	G2
Astragalus tener var. tener	alkali milk-vetch	Fabaceae	annual herb	1B.2	S2	G2T2
Centromadia parryi ssp. congdonii	Congdon's tarplant	Asteraceae	annual herb	1B.1	S2	G3T2
Chloropyron maritimum ssp. palustre	Point Reyes bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	1B.2	S2.2	G4?T2
Clarkia concinna ssp. automixa	Santa Clara red ribbons	Onagraceae	annual herb	4.3	S3.3	G5?T3
Eryngium aristulatum var. hooveri	Hoover's button-celery	Apiaceae	annual / perennial herb	1B.1	S1	G5T1
Stuckenia filiformis ssp. alpina	slender-leaved pondweed	Potamogetonaceae	perennial rhizomatous herb	2B.2	S3	G5T5
Suaeda californica	California seablite	Chenopodiaceae	perennial evergreen shrub	1B.1	S1	G1

Suggested Citation

California Native Plant Society (CNPS). 2013. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society. Sacramento, CA. Accessed on Tuesday, October 22, 2013.

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Plant List

21 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quad 37122D2

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Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Acanthomintha duttonii	San Mateo thorn-mint	Lamiaceae	annual herb	1B.1	S1	G1
Allium peninsulare var. franciscanum	Franciscan onion	Alliaceae	perennial bulbiferous herb	1B.2	S2.2	G5T2
Androsace elongata ssp. acuta	California androsace	Primulaceae	annual herb	4.2	S3.2?	G5? T3T4
Arctostaphylos regismontana	Kings Mountain manzanita	Ericaceae	perennial evergreen shrub	1B.2	S2.2	G2
Calandrinia breweri	Brewer's calandrinia	Montiaceae	annual herb	4.2	S3.2?	G4
Centromadia parryi ssp. congdonii	Congdon's tarplant	Asteraceae	annual herb	1B.1	S2	G3T2
Cirsium fontinale var. fontinale	Crystal Springs fountain thistle	Asteraceae	perennial herb	1B.1	S1	G2T1
Cirsium praeteriens	lost thistle	Asteraceae	perennial herb	1A	SX	GX
Collinsia multicolor	San Francisco collinsia	Plantaginaceae	annual herb	1B.2	S2.2	G2
Dirca occidentalis	western leatherwood	Thymelaeaceae	perennial deciduous shrub	1B.2	S2S3	G2G3
Eryngium aristulatum var. hooveri	Hoover's button-celery	Apiaceae	annual / perennial herb	1B.1	S1	G5T1
Fritillaria liliacea	fragrant fritillary	Liliaceae	perennial bulbiferous herb	1B.2	S2	G2
Hesperolinon congestum	Marin western flax	Linaceae	annual herb	1B.1	S2	G2

Lessingia hololeuca	woolly-headed lessingia	Asteraceae	annual herb	3	S3	G3
Malacothamnus arcuatus	arcuate bush-mallow	Malvaceae	perennial evergreen shrub	1B.2	S2.2	G2Q
Malacothamnus davidsonii	Davidson's bush-mallow	Malvaceae	perennial deciduous shrub	1B.2	S2	G2
Micropus amphibolus	Mt. Diablo cottonweed	Asteraceae	annual herb	3.2	S3.2?	G3
Monolopia gracilens	woodland woolythreads	Asteraceae	annual herb	1B.2	S2S3	G2G3
Stuckenia filiformis ssp. alpina	slender-leaved pondweed	Potamogetonaceae	perennial rhizomatous herb	2B.2	S3	G5T5
Trifolium amoenum	two-fork clover	Fabaceae	annual herb	1B.1	S1	G1
Tropidocarpum capparideum	caper-fruited tropidocarpum	Brassicaceae	annual herb	1B.1	S1	G1

Suggested Citation

California Native Plant Society (CNPS). 2013. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society. Sacramento, CA. Accessed on Wednesday, October 23, 2013.

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Appendix E

Cultural Resources Memo and DPR Records

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 _____

Page 1 of 1

*Resource Name or # (Assigned by recorder) 377 San Antonio Rd

P1. Other Identifier:

Location: Not for Publication Unrestricted *a. County Santa Clara

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Mountain View Date 1997 T ; R ; ____ ¼ of Sec ; MD B.M.

c. Address 377 San Antonio Rd City Mountain View Zip 94040

d. UTM: (give more than one for large and/or linear resources) Zone _____

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 14822004

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 377 San Antonio Road in Mountain View consists of a one-story commercial building constructed in 1960 in a vernacular, utilitarian style. The concrete block building is rectangular shaped in plan and capped by a deck roof clad in vertical wood boards. The main entrance consists of aluminum-frame single entry door with similar side lights. Typical windows consist of recessed multi-pane steel-frame windows with concrete sills.

*P3b. **Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

*P4. **Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date,

accession #) Photograph 1, 377 San Antonio Rd, View East, May 2013.

*P6. **Date Constructed/Age and Sources:**

Historic Prehistoric Both
1960/Google Earth Pro

*P7. **Owner and Address:**

*P8. **Recorded by:** (Name, affiliation, address)

Aisha Rahimi-Fike, Architectural Historian
Edward Yarbrough, Architectural Historian
ICF International
620 Folsom Street, 2nd floor
San Francisco, CA 94107

*P9. **Date Recorded:** 12/2/2013

*P10. **Survey Type:** (Describe)

Intensive



*P11. **Report Citation:** *The Village at San Antonio Center Phase II Project, Draft Environmental Report*, ICF 00396.15. December, 2013.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

DPR 523A (1/95)

*Required Information

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 _____

Page 1 of 2

*Resource Name or # (Assigned by recorder) 391 San Antonio Rd

P1. Other Identifier: Shockley Semiconductor Laboratory (historic)

Location: Not for Publication Unrestricted *a. County Santa Clara
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Mountain View Date 1997 T ; R ; _____ ¼ of Sec ; MD B.M.

c. Address 391 San Antonio Rd City Mountain View Zip 94040

d. UTM: (give more than one for large and/or linear resources) Zone _____

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 14822003

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 391 San Antonio Road in Mountain View consists of a one-story commercial building constructed in 1951 and significantly remodeled in the 1990s. It is rectangular shaped in plan with a projecting façade and a flat roof extension to the rear. The main projecting bay is clad in stucco siding and features a rounded parapet, semi-circular marquee, concrete columns, fixed metal-frame plate glass windows, metal-frame double-entry glass door and decorative diamond-shape tiles. Both portions of the building have been altered from their original design (see Continuation Sheet, Photo 2).

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, 391 San Antonio Rd, View East, May 2013.

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both
1951/Google Earth Pro

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, address)
Aisha Rahimi-Fike, Architectural Historian
Edward Yarbrough, Architectural Historian
ICF International
620 Folsom Street, 2nd floor
San Francisco, CA 94107

***P9. Date Recorded:** 12/2/2013

***P10. Survey Type:** (Describe)
Intensive



***P11. Report Citation:** *The Village at San Antonio Center Phase II Project, Draft Environmental Report, ICF 00396.15. December, 2013.*

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

Page 2 of 2

*Resource Name or # (Assigned by recorder) 391 San Antonio Rd

*Recorded by Aisha Rahimi-Fike *Date 12/2/2013 Continuation Update

*P6. Photographs:



Photograph 2. Shockley Semiconductor Laboratory at 391 San Antonio Road ca. 1960. Photo from Computerhistory.org.

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 _____

Page 1 of 1

*Resource Name or # (Assigned by recorder) 405 San Antonio Rd

P1. Other Identifier:

Location: Not for Publication Unrestricted *a. County Santa Clara

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Mountain View Date 1997 T ; R ; ____ ¼ of Sec ; MD B.M.

c. Address 405 San Antonio Rd City Mountain View Zip 94040

d. UTM: (give more than one for large and/or linear resources) Zone

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 14822008

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 405 San Antonio Road in Mountain View consists of a one-story commercial retail strip building constructed in 1958 in the Commercial Modern style. The large central reinforced concrete building is capped by a flat roof and widely spaced stepped parapet. The storefronts are recessed beneath a covered concrete breezeway that is supported by thick concrete columns. Storefront entrances consist of metal-frame double-entry glass doors with metal-frame multi-pane lights and transoms. The façade is greatly altered. The breezeway, cornices, and fenestration all appear to be late-20th Century alterations to the 1958 building.

*P3b. **Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

*P4. **Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, 377 San Antonio Rd, View East, May 2013.

*P6. **Date Constructed/Age and Sources:**

Historic Prehistoric Both
1958/Google Earth Pro

*P7. **Owner and Address:**

*P8. **Recorded by:** (Name, affiliation, address)
Aisha Rahimi-Fike, Architectural Historian
Edward Yarbrough, Architectural Historian
ICF International
620 Folsom Street, 2nd floor
San Francisco, CA 94107

*P9. **Date Recorded:** 12/2/2013

*P10. **Survey Type:** (Describe)
Intensive



*P11. **Report Citation:** *The Village at San Antonio Center Phase II Project, Draft Environmental Report*, ICF 00396.15. December, 2013.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record
 District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record
 Other (list) _____

DPR 523A (1/95)

*Required Information

Appendix F

**Geotechnical Investigation, The Village at San Antonio
Center North, Mountain View, California**

**GEOTECHNICAL INVESTIGATION
THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California**

**Merlone Geier
San Diego, California**

**7 October 2013
Project 731578603**

7 October 2013
Project 731578603

Mr. Glenn Goodman
Merlone Geier
3580 Carmel Mountain Road, Suite 260
San Diego, California 92130

Subject: Geotechnical Investigation
The Village at San Antonio Center North
Mountain View, California

Dear Mr. Goodman:

We are pleased to present our geotechnical investigation report for The Village at San Antonio Center North development in Mountain View, California. This investigation was performed in accordance with our proposal dated 1 February 2013, with the exception that subsurface conditions for a portion of the site, Parcel 3, were not evaluated because access to Parcel 3 was not authorized at the time of our investigation. We previously provided preliminary geotechnical conclusions and recommendations for the project in a letter dated 8 February 2013.

The site is southeast of the intersection of California Street and San Antonio Road and is bound by San Antonio Road to the west, California Street to the north, Pacchetti Way to the east, and the Hetch Hetchy easement to the south. South of the Hetch Hetchy easement is the San Antonio Center (Phase 1), which is a retail development currently under construction. The proposed Phase 2 site has maximum plan dimensions of approximately 600 feet by 700 feet and is currently a shopping center. On the northern side of the site there are three existing buildings with mixed commercial and retail use (excluding the two existing buildings on Parcel 3), while the remainder of the site is covered by surface parking and landscape areas. On the southern side of the site, a building was recently demolished and this area is now being used as a construction staging area for the Phase 1 site.

We understand the existing buildings on the site will be demolished and removed. The proposed development will consist of five new buildings on different parcels as described below:

- **Parcels 1 and 2** – Mixed-use commercial and retail consisting of six-story buildings over three or four levels of below grade parking.
- **Parcel 4** – A hotel with retail at ground floor consisting of a six-story building constructed at grade.
- **Parcel 5** – A parking structure consisting of a seven-story structure over one basement level extending approximately 11 feet below existing grades.
- **Parcel 6** – A movie house (cinema) consisting of an approximately 65 foot tall (three-story) structure constructed at grade.

Subsurface information from our field investigation indicates the site is generally underlain by interbedded layers of stiff to hard clay with variable sand and gravel content, medium dense to very dense sand with variable clay, silt, and gravel content, and medium dense to very dense gravel with variable clay and sand content to the maximum depth explored of 101.5 feet below the existing ground

surface (bgs). Results of laboratory tests performed on near-surface samples from borings throughout the site indicate the near-surface clay is moderately to highly expansive. Where groundwater was measured during our investigation, it was encountered between depths of 12 feet and 17 feet bgs.

We conclude that from a geotechnical engineering standpoint, the site can be redeveloped as planned, provided the recommendations presented in this report are incorporated into the project plans and specifications and are implemented during construction. The primary geotechnical concerns for the project are the presence of moderately to highly expansive near-surface soil at the site, the potential for liquefaction and associated settlement on proposed improvements, excavations of about 11 feet to possibly 40 feet below existing grades, dewatering, and potential consolidation settlement of the clay beneath the site under new building loads. We conclude the planned buildings may be supported on spread footings or mat foundations provided the estimated static and dynamic settlements presented in the report are acceptable. If the estimated static and dynamic settlements are acceptable, the at-grade and 1-basement level structures be supported on mats or spread footings over improved soil.

This report presents our recommendations regarding site preparation, foundation design, basement wall design, pavement design, and other geotechnical aspects of the project. The recommendations are based on limited subsurface exploration and laboratory testing programs. Consequently, variations between expected and actual soil conditions may be found in localized areas during construction. Therefore, we should be engaged to observe subgrade preparation, check compaction of fill and backfill, and observe installation of temporary shoring and building foundations, during which time we may make changes in our recommendations, if deemed necessary.

We appreciate the opportunity provide our services to you on this project. If you have any questions, please call.

Sincerely yours,
TREADWELL & ROLLO, A LANGAN COMPANY



Cary E. Ronan, GE
Senior Project Manager



Hadi J. Yap, PhD, GE
Vice President



**GEOTECHNICAL INVESTIGATION
THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California**

**Merlone Geier
San Diego, California**

**7 October 2013
Project 731578603**

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	SCOPE OF SERVICES.....	2
3.0	FIELD INVESTIGATION AND LABORATORY TESTING	3
3.1	Current Investigation	3
3.2	Laboratory Testing.....	5
3.3	Previous Investigations by Others	5
4.0	SUBSURFACE CONDITIONS	5
5.0	REGIONAL SEISMICITY	6
6.0	DISCUSSION AND CONCLUSIONS	8
6.1	Seismic Hazards.....	9
6.1.1	Fault Rupture.....	9
6.1.2	Soil Liquefaction and Associated Hazards.....	9
6.1.3	Lateral Spreading	12
6.1.4	Cyclic Densification	12
6.2	Groundwater and Dewatering	12
6.3	Foundation Support.....	14
6.3.1	Parcels 1 and 2	14
6.3.2	Parcel 5.....	15
6.3.3	Parcels 4 and 6	15
6.4	Temporary Cut Slopes and Shoring	17
6.5	Corrosion Potential.....	18
6.6	Construction Considerations.....	19
7.0	RECOMMENDATIONS	19
7.1	Earthwork.....	19
7.1.1	Site Preparation	19
7.1.2	Subgrade Preparation.....	20
7.1.3	Fill Placement	22
7.1.4	Utility Trenches.....	23
7.2	Foundation Support.....	23
7.2.1	Mat Foundations	24
7.2.2	Footings	25
7.2.3	Soil Improvement	26
7.3	Moisture Protection for Mats and Floor Slabs	27
7.4	Permanent Below-Grade and Retaining Walls.....	29
7.5	Temporary Cut Slopes and Shoring	30
7.5.1	Temporary Cut Slopes	30
7.5.2	Temporary Shoring	30
7.6	Pavement Design	33
7.6.1	Asphalt Concrete Pavement	33
7.6.2	Portland Cement Concrete Pavement	34

TABLE OF CONTENTS (Cont.)

7.7 Concrete Flatwork 34
7.8 Drainage 35
7.9 Irrigation and Landscaping Limitations 35
7.10 Seismic Design..... 36
8.0 ADDITIONAL GEOTECHNICAL SERVICES 36
9.0 LIMITATIONS 37

REFERENCES

FIGURES

APPENDIX A – Logs of Borings

APPENDIX B – Logs of Cone Penetration Tests

APPENDIX C – Laboratory Test Results

APPENDIX D – Logs of Borings by Others

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LIST OF FIGURES

Figure 1	Site Location Map
Figure 2	Site Plan
Figure 3	Map of Major Faults and Earthquake Epicenters in the San Francisco Bay Area
Figure 4	Modified Mercalli Intensity Scale
Figure 5	Design Parameters for Soldier-Pile-And-Lagging Temporary Shoring System Without Groundwater Cut-Off
Figure 6	Design Parameters for Sheet Pile or Soil-Cement Shoring System With Groundwater Cut-Off

APPENDIX A

Figures A-1 through A-12	Logs of Borings B-1, B-2, and B-5 through B-14
Figure A-13	Classification Chart

APPENDIX B

Cone Penetration Tests Results CPT-3 through CPT-10

APPENDIX C

Figures C-1 and C-2	Plasticity Charts
Figures C-3 and C-4	Particle Size Analyses
Figures C-5 through C-15	Unconsolidated-Undrained Triaxial Compression Tests
Figures C-16 through C-19	Consolidation Test Reports
Figure C-20	Resistance Value Test Data
Figure C-21	Corrosion Test Results

APPENDIX D

Logs of Borings 4, 8, 11-13, 15-17, 22, and 24 by Moore Twining Associates, Inc., 2011

**GEOTECHNICAL INVESTIGATION
THE VILLAGE AT SAN ANTONIO CENTER NORTH
MOUNTAIN VIEW, CALIFORNIA**

1.0 INTRODUCTION

This report presents the results of the geotechnical investigation performed by Treadwell & Rollo for The Village at San Antonio Center North in Mountain View, California. This investigation was performed in accordance with our proposal dated 1 February 2013, with the exception that subsurface conditions for a portion of the site, Parcel 3, were not evaluated because access to Parcel 3 was not authorized at the time of our investigation. We previously provided preliminary geotechnical conclusions and recommendations for the project in a letter dated 8 February 2013.

The site is southeast of the intersection of California Street and San Antonio Road in Mountain View, California, as shown on Figure 1. It is bound by San Antonio Road to the west, California Street to the north, Pacchetti Way to the east, and the San Francisco Public Utilities Commission (SFPUC) Hetch Hetchy easement to the south. South of the Hetch Hetchy easement is the San Antonio Center (Phase 1), which is a retail and residential development currently under construction. The proposed Phase 2 site has maximum plan dimensions of approximately 600 feet by 700 feet and is currently a shopping center. On the northern side of the site there are three existing buildings with mixed commercial and retail use (excluding the two existing buildings on Parcel 3), while the remainder of the site is covered by surface parking and landscape areas. On the southern side of the site, a building was recently demolished and this area is now being used as a construction staging area for the Phase 1 construction. The ground surface at the site generally slopes up gently toward the south, from about Elevations 50 feet¹ along California Street to about 60 feet along the Hetch Hetchy easement.

¹ Elevations are based on North American Vertical Datum of 1988 (NAVD88).

We understand the existing buildings on the site will be demolished and removed. The proposed development will consist of five new buildings on different parcels as described below:

- **Parcels 1 and 2** – Mixed-use commercial and retail consisting of six-story buildings over three or four levels of below grade parking.
- **Parcel 4** – A hotel with retail at ground floor consisting of a six-story building constructed at grade.
- **Parcel 5** – A parking structure consisting of a seven-story structure over one basement level extending approximately 11 feet below existing grades.
- **Parcel 6** – A movie house (cinema) consisting of an approximately 65 foot tall (three-story) structure constructed at grade.

Based on information provided by the project structural engineer, Magnusson Klemencic Associates (MKA), we understand estimated dead plus live (D + L) interior column loads to be on the order of 700 kips for the cinema structure. According to Paradigm Structural Engineers, D + L interior column loads for the Parcel 4 hotel structure are also on the order of 700 kips.

2.0 SCOPE OF SERVICES

Our scope of services for our geotechnical investigation, outlined in our proposal dated 1 February 2013, consisted of exploring the subsurface conditions at the site and performing laboratory tests and engineering analyses to develop conclusions and recommendations regarding:

- soil and groundwater conditions at the site
- most appropriate foundation type(s) for the proposed structures
- estimates of total and differential settlement of new foundations under design loads
- basement/retaining wall design
- site grading and excavation, including criteria for fill quality and compaction
- flexible (asphalt concrete) pavement design
- concrete (rigid) and permeable pavement design, as required
- temporary slopes and shoring for the proposed excavations
- soil corrosivity considerations
- expansion potential of the near surface soil
- site seismicity

- geologic hazards and related ground deformation, including seismic hazards
- 2010 California Building Code (CBC) seismic design criteria
- construction considerations.

3.0 FIELD INVESTIGATION AND LABORATORY TESTING

3.1 Current Investigation

Subsurface conditions were explored at the site by drilling twelve borings, designated B-1, B-2, and B-5 through B-14 and performing eight cone penetration tests (CPTs) designated CPT-3 through CPT-10. Two additional borings, designated B-3 and B-4, and two additional CPTs, designated CPT-1 and CPT-2, were planned for Parcel 3; however, they were not performed because Parcel 3 was not accessible at the time of our investigation. The approximate locations of the borings and CPTs are presented on Figure 2. The borings were drilled on 11 through 22 February 2013 using a truck-mounted rotary wash drill rig, and were advanced to depths ranging from about 46.5 to 101.5 feet bgs. Prior to performing our field investigation we obtained drilling permits from the Santa Clara Valley Water District (SCVWD), notified Underground Service Alert, and retained a private underground utility locating service to check that locations of exploratory points were clear of existing utilities.

Pitcher Drilling of East Palo Alto, California drilled the borings under the direction of our field engineer, who logged the borings and obtained representative samples of the soil for laboratory testing purposes. The boring logs are presented in Appendix A on Figures A-1 through A-12. The soil encountered in the borings was classified in accordance with the soil classification system presented on Figure A-13.

Soil samples were obtained during drilling using the following sampler types:

- Standard Penetration Test (SPT) split-barrel sampler with a 2.0-inch-outside diameter and a 1.5-inch-inside diameter, without liners
- Sprague and Henwood (S&H) split-barrel sampler with a 3.0-inch-outside diameter and a 2.5-inch-inside diameter lined with brass or stainless steel tubes with an inside diameter of 2.43 inches
- Shelby Tube (ST) sampler with a 3.0-inch outside diameter and a 2.875-inch inside diameter
- Dames and Moore Piston Sampler (D&M) with a 2.5-inch outside diameter and a 2.43-inch inside diameter.

The sampler types were chosen on the basis of soil type being sampled and desired sample quality for laboratory testing. In general, the S&H sampler was used to obtain samples in medium stiff to very stiff cohesive soil and the SPT sampler was used to evaluate the relative density of sandy soil. The Shelby and Dames and Moore samplers were used to obtain relatively undisturbed samples of the soft to medium stiff cohesive soil.

The SPT and S&H samplers were driven with a 140-pound, above-ground, automatic safety hammer falling 30 inches. The samplers were driven up to 18 inches and the hammer blows required to drive the samplers every six inches of penetration were recorded and are presented on the boring logs. A "blow count" is defined as the number of hammer blows per six inches of penetration or 50 blows for six inches or less of penetration. The driving of samplers was discontinued if the observed (recorded) blow count was 50 for six inches or less of penetration. The blow counts required to drive the S&H and SPT samplers were converted to approximate SPT N-values using factors of 0.7 and 1.2, respectively, to account for sampler type and hammer energy and are shown on the boring logs. The blow counts used for this conversion were: 1) the last two blow counts if the sampler was driven more than 12 inches, 2) the last one blow count if the sampler was driven more than six inches but less than 12 inches, and 3) the only blow count if the sampler was driven six inches or less.

The Shelby Tube and Dames and Moore samplers are both pushed hydraulically into the soil; when available, the pressure required to advance the sampler is shown on the logs, measured in pounds per square inch (psi).

The CPTs were performed by hydraulically pushing a 1.4-inch-diameter, cone-tipped probe with a projected area of 10 square centimeters into the ground. The cone-tipped probe measures tip resistance, and the friction sleeve behind the cone tip measures frictional resistance. Electrical strain gauges within the cone continuously measure soil parameters for the entire depth advanced. Soil data, including tip resistance and frictional resistance, were recorded by a computer while the test was conducted. Accumulated data were processed by computer to provide engineering information such as the types and approximate strength characteristics of the soil encountered.

The CPTs were advanced by Middle Earth Geo Testing, Inc. of Fremont, California on 20 through 21 February 2013 to depths between about 45 and 100.5 feet bgs. The CPT logs present tip resistance and friction ratio by depth, as well as interpreted standard penetration test blow counts, soil shear strength parameters, and soil classifications. The logs of the CPTs performed during our investigation are presented in Appendix B.

Upon completion of the field investigation, the boreholes and CPTs were backfilled with cement grout in accordance with SCVWD requirements. Soil cuttings from the borings were placed into 55-gallon drums which were temporarily stored on-site, tested, and eventually transported off-site for proper disposal.

3.2 Laboratory Testing

We re-examined the soil samples obtained from our borings to confirm the field classifications and select representative samples for geotechnical laboratory testing. Soil samples were tested to measure moisture content, dry density, gradation, fines content, Atterberg limits, strength, resistance value (R-value), consolidation properties, and corrosion potential. The geotechnical laboratory test results are presented on the boring logs and/or in Appendix C.

3.3 Previous Investigations by Others

A previous geotechnical investigation was performed in the vicinity of the project site by Moore Twining Associates, Inc., the results of which were presented in a report dated 23 July 2010 (revised 12 May 2011). The approximate locations of the borings at or near the site by others are presented on Figure 2. The boring logs from these investigations are presented in Appendix D.

4.0 SUBSURFACE CONDITIONS

Subsurface information from our field investigation indicates the site is generally underlain by interbedded layers of stiff to hard clay with variable sand and gravel content, medium dense to very dense sand with variable clay, silt, and gravel content, and medium dense to very dense gravel with variable clay and sand content to the maximum depth explored of 101.5 feet bgs. Results of Atterberg limits tests performed on the near-surface clay indicate it has a moderate to high expansion potential.²

In several of the borings (B-1, B-2, B-5, B-6, and B-12 through B-14), one to four layers of medium stiff clay were encountered, each ranging from about 3 to 11 feet thick. The combined thickness of the medium stiff clay layers in each of these borings ranges from about 5 to 20 feet, with the layers occurring generally between depths of about 10 and 33 feet bgs. In Borings B-11 and B-13, three to four feet of medium stiff clay were encountered at depths of about 40 to 45 feet bgs, respectively (with the tops of the layers at about Elevation 12 feet and 16 feet in Borings B-11 and B-13, respectively). No medium

² Expansive soil undergoes large volume changes with changes in moisture content (i.e. it shrinks when dried and swells when wetted.)

stiff clay layers were encountered in Borings B-7 through B-10, or B-14. In each of the borings, except Borings B-1 and B-9, several layers of medium dense sand with variable clay, silt, and gravel content and gravel with variable sand and clay content were encountered; in general, each of these layers was less than 6 feet thick.

The soil types encountered in the CPTs were generally characterized as medium stiff to very stiff clay with interbedded layers of medium dense to very dense sand and gravel. Thin layers of medium stiff clay (generally about 1 to 5 feet thick) were encountered throughout the CPTs. The total thickness of medium stiff clay layers in the CPTs ranged from less than 2 feet thick in CPT-9 to about 17 feet thick in CPT-3. In CPT-3 through CPT-6, the medium stiff clay was generally encountered above a depth of 44 to 54 feet bgs (corresponding to approximate Elevations between about 0 and 8 feet). In CPT-7 through CPT-10, the medium stiff clay was above a depth of about 36 feet bgs (corresponding to approximate Elevation 17 feet). In each CPT, a layer of dense to very dense sand, generally up to about five feet thick but as much as about 10 feet thick, was encountered at depths of about 7 to 9 feet bgs; the bottom of the sand layer was generally above about Elevation 41 feet. Below a depth of about 20 feet bgs, dense to very dense sand layers generally as much as about 5 thick, but up to 20 feet thick, were encountered in each of the CPTs.

Where groundwater was measured during our investigation, it was encountered between depths of 12 and 17 feet bgs, corresponding to elevations of about 38.5 to 43 feet. The groundwater levels were measured in the CPTs by performing pore pressure dissipation tests. Where groundwater was measured in the borings, it was generally measured during drilling; these levels do not represent stabilized groundwater conditions. The groundwater in Borings B-7 and B-12 was allowed to stabilize overnight with water levels measured the following morning. The groundwater levels at the sites are expected to vary seasonally.

5.0 REGIONAL SEISMICITY

The major active faults in the area are the San Andreas, Hayward, Calaveras, and San Gregorio Faults. These and other faults of the region are shown on Figure 3. For each of the active faults within about 50 kilometers of the site, the distance from the site and estimated mean characteristic Moment

magnitude³ [2007 Working Group on California Earthquake Probabilities (WGCEP) (2008) and Cao et al. (2003)] are summarized in Table 1.

TABLE 1
Regional Faults and Seismicity

Fault Segment	Approximate Distance from Site (km)	Direction from Site	Mean Characteristic Moment Magnitude
Monte Vista-Shannon	5.5	Southwest	6.5
N. San Andreas - Peninsula	9.5	Southwest	7.2
N. San Andreas (1906 event)	9.5	Southwest	8.1
Total Hayward	21	Northeast	7.0
Total Hayward-Rodgers Creek	21	Northeast	7.3
Total Calaveras	27	East	7.0
N. San Andreas - Santa Cruz	27	Southeast	7.1
San Gregorio Connected	28	West	7.5
Zayante-Vergeles	37	Southeast	7.0
Mount Diablo Thrust	44	Northeast	6.7
Greenville Connected	49	East	7.0

Figure 3 also shows the earthquake epicenters for events with magnitude greater than 5.0 from January 1800 through December 2000. Since 1800, four major earthquakes have been recorded on the San Andreas Fault. In 1836 an earthquake with an estimated maximum intensity of VII on the Modified Mercalli (MM) scale (Figure 4) occurred east of Monterey Bay on the San Andreas Fault (Topozada and Borchardt 1998). The estimated Moment magnitude, M_w , for this earthquake is about 6.25. In 1838, an earthquake occurred with an estimated intensity of about VIII-IX (MM), corresponding to a M_w of about 7.5. The San Francisco Earthquake of 1906 caused the most significant damage in the history of the Bay Area in terms of loss of lives and property damage. This earthquake created a surface rupture along the San Andreas Fault from Shelter Cove to San Juan Bautista approximately 470 kilometers in length. It had a maximum intensity of XI (MM), a M_w of about 7.9, and was felt 560 kilometers away in Oregon,

³ Moment magnitude is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

Nevada, and Los Angeles. The most recent earthquake to affect the Bay Area was the Loma Prieta Earthquake of 17 October 1989, in the Santa Cruz Mountains with a M_w of 6.9, approximately 46 km from the site.

In 1868 an earthquake with an estimated maximum intensity of X on the MM scale occurred on the southern segment (between San Leandro and Fremont) of the Hayward Fault. The estimated M_w for the earthquake is 7.0. In 1861, an earthquake of unknown magnitude (probably a M_w of about 6.5) was reported on the Calaveras Fault. The most recent significant earthquake on this fault was the 1984 Morgan Hill earthquake ($M_w = 6.2$).

The 2007 WGCEP at the U.S. Geologic Survey (USGS) predicted a 63 percent chance of a magnitude 6.7 or greater earthquake occurring in the San Francisco Bay Area in 30 years. More specific estimates of the probabilities for different faults in the Bay Area are presented in Table 2.

TABLE 2
WGCEP (2008) Estimates of 30-Year Probability
of a Magnitude 6.7 or Greater Earthquake

Fault	Probability (percent)
Hayward-Rodgers Creek	31
N. San Andreas	21
Calaveras	7
San Gregorio	6
Concord-Green Valley	3
Greenville	3
Mount Diablo Thrust	1

6.0 DISCUSSION AND CONCLUSIONS

We conclude that from a geotechnical engineering standpoint, the site can be developed as planned, provided the recommendations presented in this report are incorporated into the project plans and specifications and are implemented during construction. The primary geotechnical concerns for this site are:

- the potential for liquefaction and associated settlement on proposed improvements

- excavations between about 11 and 40 feet below existing grades
- dewatering
- potential consolidation settlement of the clay beneath the site, under new building loads

Our conclusions regarding seismic hazards, the most appropriate foundation type(s), settlement, and other geotechnical issues are presented in this section.

6.1 Seismic Hazards

During a major earthquake on one of the nearby faults, strong to very strong shaking is expected to occur at the site. Strong shaking during an earthquake can result in ground failure such as that associated with soil liquefaction,⁴ lateral spreading,⁵ and cyclic densification.⁶ We used the results of the borings and CPTs to evaluate the potential for these phenomena to occur at the site. The results of our evaluation are presented below.

6.1.1 Fault Rupture

Historically, ground surface displacements closely follow the trace of geologically young faults. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no active or potentially active faults exist on the site. In a seismically active area, the remote possibility exists for future faulting in areas where no active faults previously existed; however, we conclude the risk of surface faulting and consequent secondary ground failure from unknown faults is low.

6.1.2 Soil Liquefaction and Associated Hazards

Liquefaction is a phenomenon in which saturated soil temporarily loses strength from the build-up of excess pore water pressure, especially during earthquake-induced cyclic loading. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures, and sand boils are evidence

⁴ Liquefaction is a transformation of soil from a solid to a liquefied state during which saturated soil temporarily loses strength resulting from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits.

⁵ Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

⁶ Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing differential settlement.

of excess pore pressure generation and liquefaction. We evaluated the potential for liquefaction to occur at the site in accordance with Special Publication 117A, *Guidelines for Evaluating and Mitigating Seismic Hazards Zones in California*, dated 11 September 2008, as described below.

The level of ground shaking that may occur at the site during future earthquakes is uncertain because the location, recurrence interval, and magnitude of future earthquakes are not known. A peak ground acceleration (PGA) of 0.46 times gravity (0.46g) was used in our liquefaction analysis. This PGA was calculated using the procedures specified in Section 1613 of the 2009 International Building Code (IBC) for the Design Earthquake, using site class D. We assumed an earthquake magnitude of 8.1, which is the maximum Moment magnitude for the San Andreas Fault, located about 9.5 kilometers from the site as shown in Table 1. We used the groundwater levels measured in our CPTs and borings in our liquefaction analyses.

We used the results of the CPTs to evaluate liquefaction potential at the site. The liquefaction analyses using CPT data were performed in accordance with the methodology presented in the publication titled *Proceedings of the NCEER Workshop on Evaluation of Liquefaction Resistance of Soils*, prepared by the National Center for Earthquake Engineering Research (NCEER), dated 31 December 1997, and in Youd et al. (2001). The susceptibility of sand to liquefaction under seismic loading was evaluated in general accordance with the procedure presented by Seed and Idriss (1982). Our liquefaction analysis using the CPT data indicates that isolated, thin, and discontinuous layers of medium dense granular soil below the groundwater table in the CPTs are susceptible to liquefaction ($FS_{liq} < 1.3$) during the design-level earthquake, as defined by the 2009 IBC.

We estimated liquefaction-induced settlement using the procedure outlined in the NCEER report. The strain potential of any potentially liquefiable layers was estimated in accordance with the method developed by Tokimatsu and Seed (1984), which relates $(N_1)_{60,CS}$ values to strain potential. The CPT tip resistance $(q_{C1N})_{CS}$ was converted to an $(N_1)_{60,CS}$ value assuming the ratio $(q_{C1N})_{CS}/(N_1)_{60,CS}$ (blows/foot) is equal to five. This value is consistent with published values for clean sand. The estimated liquefaction-induced settlement at the CPT locations is summarized below in Table 3.

TABLE 3
Estimated Liquefaction-Induced Settlement at CPT Locations

CPT Location	Computed Liquefaction-Induced Settlement (inches)
CPT-3	N/A
CPT-4	0.1
CPT-5	0.1
CPT-6	N/A
CPT-7	0.2
CPT-8	0.1
CPT-9	0.4
CPT-10	N/A

Note: N/A – not applicable (no potentially-liquefiable layers encountered).

In addition, we evaluated the potential for liquefaction using the results of our borings. The results of our analyses indicated that thin layers of potentially liquefiable soil were encountered in Borings B-6 and B-11, with associated liquefaction-induced settlements of less than 1/4 inch.

Based on our liquefaction analyses using the borings and CPTs, we conclude that beneath the majority of the site liquefaction-induced total settlement will be less than about 1/4 inch. In the vicinity of CPT-9, we estimate liquefaction-induced settlement may be on the order of 1/2 inch. Because liquefaction will likely occur in isolated areas, differential settlement may be relatively abrupt; therefore, differential settlements on the order of 1/4 inch may occur over short distances over the majority of the site. In the vicinity of CPT-9, we estimate differential settlement on the order of 1/2 inch could occur over a distance of about 50 feet.

The potential for liquefaction-induced ground rupture and sand boils to occur at the site depends on the thickness of the liquefiable soil layer relative to the thickness of the overlying non-liquefiable material. Ishihara (1985) presented an empirical relationship that provides criteria that can be used to evaluate whether liquefaction-induced surface ruptures and sand boils would be expected to occur under a given level of shaking for a liquefiable layer overlain by a non-liquefiable surficial layer. The potentially

liquefiable soil layers encountered in the borings and CPTs are relatively thin and deep (generally less than five feet thick and below a depth of 15 feet bgs). Therefore, we conclude that the potential for surface manifestations of liquefaction to be low under the current site conditions.

6.1.3 Lateral Spreading

Lateral spreading occurs when a continuous layer of soil liquefies at depth and the soil layers above move toward an unsupported face, such as an open slope cut, or in the direction of a regional slope or gradient. The potential for lateral spreading to occur at a site is typically evaluated using an empirical relationship developed by Youd, Hansen, and Bartlett (2002). This relationship incorporates the thickness of the liquefiable layer, the fines content and mean grain-size diameter of the liquefiable soil, the relative density of the liquefiable soil, the magnitude and distance of the earthquake from the site, the slope of the ground surface, and boundary conditions (such as a free face or edge of shoreline), to estimate the horizontal ground movement. The potentially liquefiable layers encountered in the CPTs and borings are thin, isolated, and discontinuous. Therefore, we conclude the potential for lateral spreading beneath the site is low.

6.1.4 Cyclic Densification

Cyclic densification of non-saturated cohesionless soil (sand and silt above the groundwater table) caused by earthquake vibrations may result in settlement. About 2 to 4 feet of loose to medium dense sand with varying clay and gravel content were encountered above the groundwater level in Borings B-6 and B-11. We compute that shallow foundations and surface improvements bearing within these non-saturated granular layers may settle up to approximately 1/4 inch due to strong shaking from a large earthquake, with a possibility of abrupt differential settlements of up to 1/4 inch over short distances. However, the potentially densifiable soil is present within the proposed excavation depths and, therefore, will be removed from beneath the building. The estimated densification settlement could potentially occur where these soil layers remain outside of the building footprint (e.g. beneath exterior sidewalks).

6.2 Groundwater and Dewatering

Groundwater levels were measured during our field investigation at approximate Elevations 38.5 to 42 feet, and are expected to fluctuate seasonally. We conclude a design groundwater level corresponding to Elevation 43 feet should be used at the site.

We understand one basement level is planned at Parcel 5; we anticipate the excavation for the basement will be about 11 feet below existing grades. If the excavation will extend below the design groundwater level (Elevation 43 feet), dewatering will be needed. Even with active dewatering, wet, disturbed subgrade soil may require stabilization prior to placement of improvements. One method of stabilizing subgrade soil consists of overexcavating the disturbed material and replacing it with a lean concrete rat slab. Alternatively, the removed soil could be replaced by a layer of reinforcement geotextile and crushed rock.

At Parcels 1 and 2, we understand three or four levels of below-grade parking are planned; we anticipate an excavation on the order of 30 to 40 feet below existing site grades will be needed to construct the below-grade levels. The excavation will extend below the groundwater level, and temporary dewatering will be required during construction. Even with active dewatering, the soil at the base of the excavation will likely be near saturation, and may require stabilization using one of the methods previously described.

The selection and design of the dewatering system should be the responsibility of the contractor. However, we should check the design of the proposed dewatering system prior to installation. The contractor should be familiar with any permit requirements for the installation of the dewatering wells and for disposal of the groundwater.

An active dewatering system is recommended if shoring is to consist of soldier piles and lagging. The active dewatering system should be designed to maintain the groundwater at least three feet below the lowest level of the excavation until sufficient weight and/or tiedown capacity is available to resist the hydrostatic uplift forces on the bottom of the foundation. Variables which significantly influence the performance of the dewatering system and the quantity of water produced include the number of wells, the depth and positioning of the wells, the interval over which each well is screened, and the rate at which each well is pumped. Different combinations of these variables can be used to dewater the site.

Dewatering the site could result in subsidence of the surrounding area due to increases in effective stresses in the soil. Therefore, adjacent improvements should be monitored for vertical movement and groundwater levels outside the excavation should be monitored while dewatering is in progress. While it is considered unlikely, should excessive settlement or groundwater drawdown be measured, the contractor should be prepared to recharge the groundwater outside the excavation through recharge wells. A recharge program should be submitted as a contingency item to the dewatering plan.

6.3 Foundation Support

Moderately to highly expansive near-surface soil was encountered at the site. Expansive soil is subject to high volume changes during seasonal fluctuations in moisture content, which can cause cracking of foundations and floor slabs. The detrimental effects of near-surface expansive soil can be mitigated by moisture conditioning the expansive soil below slabs, placing non-expansive fill below slabs, supporting foundations below the zone of severe moisture change, and/or designing foundations to resist the movements associated with the volume changes. Because expansive soil is present, we conclude the foundations for the at-grade structures (i.e. no basements), including the buildings planned for Parcels 4 and 6, should be designed to reduce the potential for movement due to moisture change. Because the planned buildings at Parcels 1, 2, and 5 will have below-grade levels, we conclude the foundations will be supported below the zone of severe moisture change and will not be susceptible to the effects of volume changes.

If the foundation and building loads are not sufficient to resist the seismic uplift loads, tiedown anchors may be needed. If tiedown anchors are used, they should be installed after placing the mud slab/waterproofing (where used). Additional waterproofing around the anchor penetration may be required to fill any voids left by the drilling operation.

6.3.1 Parcels 1 and 2

Parcels 1 and 2 will consist of six-story structures over three or four levels of below-grade parking. The primary concern for these structures is the impact of hydrostatic groundwater pressures on the foundations and basement walls.

We anticipate the excavation for the basement level will be on the order of 30 to 40 feet below existing grades. At this depth, we anticipate medium stiff to very stiff clay with varying amounts of sand and gravel, medium dense to very dense sand with varying amounts of clay and gravel, and very dense gravel with varying amounts of clay and sand will be exposed. The soil at the foundation level has moderate to high strength and relatively low compressibility, especially in the recompression range after the relief of overburden due to excavation of soil above the foundation level. On the basis of our investigation, a design groundwater level at Elevation 43 feet should be used for design. We conclude a mat foundation would be the most appropriate for these structures. A mat foundation can be designed to resist hydrostatic uplift pressures associated with the design groundwater level and will facilitate the installation of waterproofing.

Initially, as the proposed basement area is being excavated, we expect the removal of soil and resultant pressure relief will cause the base of the excavation to rebound (rise), especially near the center of the excavation. After the new foundation is constructed and new building loads are applied, the pressures will once again increase and the clay layer will recompress. The settlement associated with this recompression could be on the order of 1 inch. We estimate post-construction differential settlement between columns may be on the order of ½ inch. In addition, liquefaction-induced settlement on the order of 1/4 inch, as discussed in Section 6.1.2, may occur beneath the building during a major earthquake.

6.3.2 Parcel 5

Parcel 5 will consist of a seven-story parking structure with one basement level. The excavation for the Parcel 5 basement level will be about 11 feet below existing grades. We anticipate this will be above the groundwater. At this depth, we anticipate medium stiff to stiff clay with varying amounts of sand and gravel and medium dense to dense sand with varying amounts of clay and gravel will be exposed. The soil at the foundation level has moderate strength and moderate compressibility. On the basis of our investigation, a design groundwater level at Elevation 43 feet should be used for design. Given the estimated column loads, we judge this structure may be supported on continuous, strip footings.

We estimate the settlement associated with recompression of the excavation bottom once construction is complete could be on the order of 1/2 to 3/4 inch. We estimate post-construction differential settlement between columns may be on the order of 1/4 to 1/2 inch. In addition, liquefaction-induced settlement of up to 1/2 inch, as discussed in Section 6.1.2, may occur beneath the building during a major earthquake. We estimate differential settlement between adjacent columns should not exceed 1/2 inch (including static and dynamic settlement). If these static and dynamic settlements are unacceptable, we conclude using a mat foundation or spread footings in combination with soil improvement system to transfer the building loads below the upper compressible and potentially liquefiable soil would be an appropriate foundation solution for this structure. More discussion regarding soil improvement is provided in Section 6.3.3.

6.3.3 Parcels 4 and 6

Parcel 4 will consist of a 6-story hotel constructed at-grade. Parcel 6 will consist of a 3-story cinema constructed at-grade. The primary concerns for these structures are allowable bearing pressure and associated settlement.

Based on our field investigation, we anticipate the soil exposed at the foundation level of the planned Parcel 4 and Parcel 6 buildings will generally consist of anticipate stiff to very stiff sandy clay with varying amounts of gravel and medium dense clayey sand with gravel. The soil at and below the foundation level has moderate strength and low to moderate compressibility. Given the estimated column loads, we judge these structures may be supported on individual spread footings and/or continuous strip footings.

We estimate the immediate and consolidation settlement of these structures could be on the order of $\frac{3}{4}$ inch. In addition, liquefaction-induced settlement of up to 1/2 inch, as discussed in Section 6.1.2, may occur beneath the building during a major earthquake. We estimate differential settlement between adjacent columns should not exceed 1/2 inch (including static and dynamic settlement). If these static and dynamic settlements are unacceptable, we conclude using a mat foundation or spread footings in combination with soil improvement system to transfer the building loads below the upper compressible and potentially liquefiable soil would be an appropriate foundation solution for this structure. Proper installation of soil improvement reduces the potential for foundation settlement and allows for higher allowable foundation bearing pressures.

If the estimated settlements are unacceptable, we conclude that the most practical and economical foundation type/soil improvement system for the proposed structures is a mat or spread footings supported by displacement rammed aggregate piers (RAPs) or controlled low-strength material (CLSM) columns. Displacement RAPs (also known as Impact RAPs or Impact Geopiers) and CLSM columns improve the existing soil by replacing a portion of it with compacted aggregate (gravel) and CLSM, respectively, and by densifying the soil in between the columns/RAPs. Note that non-displacement RAPs or traditional Geopiers are likely not an appropriate system for this site because the zone of soil improvement needs to extend below the groundwater table, which generally renders open shaft drilling impractical.

CLSM columns are constructed by drilling 18- to 36-inch-diameter shafts with an auger and then, as the auger is withdrawn, installing CLSM under pressure into the shaft. Because the CLSM is injected under pressure, the soil in between adjacent CLSM columns is displaced and densified. The displacement RAPs are installed in a similar fashion by drilling 18- to 36-inch-diameter shafts with an auger and then backfilling the shaft with compacted aggregate material while removing the auger. The depths of the displacement RAPs and CLSM columns are based on the targeted zone of soil improvement. The purpose

of the displacement RAPs and CLSM columns is to reduce settlement potential and increase allowable bearing capacities (thus reducing the footing size) by strengthening the soil matrix. RAPs and CLSM columns can also be designed to resist uplift loads.

Based on our experience with sites with similar soil conditions, we anticipate static settlement of a properly constructed mat or spread footings supported on displacement RAP- or CLSM column-improved soil will be limited to 1/2 inch or less under the building loads, with less than 1/2 inch of differential settlement between adjacent columns. The estimated static settlement should be confirmed by the RAP/CLSM column design-build contractor.

6.4 Temporary Cut Slopes and Shoring

We anticipate excavations approximately 11 to 40 feet deep may be needed to construct the below-grade levels at Parcels 1, 2, and 5. In addition, excavations will be required for building foundations and below-grade utilities. The soil to be excavated consists predominantly of clay, sand, and gravel, which can be excavated using conventional earth-moving equipment such as loaders and backhoes. Excavations that will be deeper than five feet and will be entered by workers should be shored or sloped in accordance with the Occupational Safety and Health Administration (OSHA) standards (29 CFR Part 1926).

Temporary shoring will be required where temporary slopes are not possible because of space constraints. The primary considerations related to the selection of the shoring systems are:

- Protection of surrounding improvements, including roadways, utilities and adjacent structures
- Presence of groundwater within the proposed excavation depths.

We conclude the excavations can be retained using a soldier-pile-and-lagging shoring system or a soil-cement/concrete diaphragm wall. We also considered the use of sheet pile shoring; however, it may be difficult to install sheet piles through the dense to very dense sand and gravel layers present at the site. Tiebacks and/or internal bracing will likely be required for excavations greater than about 10 to 15 feet.

A soldier-pile-and-lagging system usually consists of concrete encased steel H-beams placed in predrilled holes extending below the bottom of the excavation. Where sand or gravel with little or no cohesion is encountered during soldier pile installation, drilling of the shafts for the soldier piles will likely require casing and/or the use of drilling mud to prevent caving. After installation of the H-beams, wood lagging is placed between the piles as the excavation proceeds. If voids are created by caving and running sand during lagging installation, the voids should be backfilled immediately after placement of the lagging.

Concrete diaphragm walls are reinforced concrete walls constructed using a slurry trench method. The walls are constructed in sections, called panels. After the excavation reaches the design depth and the reinforcement cage is placed, the slurry is displaced by concrete that is poured through a tremie pipe. Diaphragm walls can be used as temporary shoring and permanent walls.

Soil-cement walls are installed by advancing hollow-stem augers and pumping cement slurry through the tips of the augers during auger withdrawal. The soil is mixed with the cement slurry in situ, forming continuous, overlapping, soil-cement columns or continuous walls. Steel beams are placed in the soil-cement columns to provide rigidity. Soil-cement walls are faster to install and less expensive than concrete-diaphragm walls; however, they are considered temporary; permanent walls are usually built in front of the soil-cement walls.

The contractor should be responsible for the construction and safety of temporary shoring, which should be designed by an experienced shoring designer. The design of the selected dewatering system should be provided to the shoring designer so that the temporary groundwater elevation can be incorporated into the shoring design. Encroachment permits may be required for tiebacks installed under public streets and adjacent properties.

A monitoring program should be established to evaluate the effects of the construction on the adjacent improvements. The contractor should install survey points to monitor the movement of shoring and settlement of adjacent structures, if any, during excavation. The monitoring should provide timely data which can be used to modify the shoring system if needed. In addition, geotechnical instrumentation including inclinometers and piezometers should be installed to monitor movement of the shoring system and the groundwater level during excavation and construction.

6.5 Corrosion Potential

We performed corrosivity tests on soil samples collected from Borings B-1 and B-7 at depths of 2 feet bgs and 11 feet bgs, respectively. The soil samples were tested in accordance with Caltrans and ASTM protocols by Environmental Technical Services (ETS) of Petaluma, California. The corrosivity test results are presented in Appendix C on Figure C-21.

6.6 Construction Considerations

We anticipate portions of the foundation subgrade will be wet, soft and easily remolded during construction. To facilitate mat and slab construction for the buildings with excavations that will be near or below groundwater (Parcels 1, 2, and 5), we recommend a one-foot thick working pad of drain rock ($\frac{1}{2}$ to $\frac{3}{4}$ inch gradation) be placed on the subgrade. Where the subgrade is disturbed during construction, the disturbed material should be removed and replaced with either crushed rock or lean concrete. Furthermore, to reduce mat subgrade disturbance, only light construction equipment should be used. Waterproofing material and a mud slab can be placed immediately following the placement of the rock if approved by the waterproofing consultant. Alternatively, if rock is not used, the waterproofing material may be placed directly on the approved subgrade, followed by the mud slab, and then the reinforcing steel and concrete for the mat. The waterproofing material should reduce the risk of groundwater penetrating through the floor. The mud slab should reduce the potential for disturbing the underlying subgrade and rock, and should help protect the waterproofing from damage during construction.

Weak soil or non-engineered fill encountered in the bottom of footing excavations or mat subgrade should be excavated and replaced with lean concrete. The bottoms and sides of the foundation excavations should be maintained in a moist condition until concrete is placed.

We should check the foundation subgrade prior to placement of the working pad or waterproofing. Foundation subgrades should be free of standing water, debris, and disturbed materials.

7.0 RECOMMENDATIONS

Our recommendations regarding design of foundations, below-grade walls, temporary shoring, pavement, and other geotechnical aspects of this project are presented in this section.

7.1 Earthwork

7.1.1 Site Preparation

Site preparation should include removal of all existing structures, foundations, slabs, pavements, and underground utilities within the footprint of the planned development. All areas to receive improvements should be stripped of vegetation and organic topsoil. Stripped materials should be removed from the site or stockpiled for later use in landscaped areas, if approved by the landscape architect. Underground

utilities should be removed to the service connections and properly capped or plugged with concrete. Where existing utility lines will not interfere with the planned construction, they may be abandoned in-place, provided the lines are filled with lean concrete or cement grout to the limits of the project. Voids resulting from demolition activities should be properly backfilled with engineered fill as described in Section 7.1.3.

From a geotechnical standpoint, concrete and asphalt generated by demolition may be crushed and reused providing it is free of organic material and rocks or lumps greater than three inches in greatest dimension. The acceptability of using crushed asphalt at the site should be verified by the architect. Where crushed asphalt pavement materials are used, particles between 1 and 3 inches in greatest dimension should comprise no more than 30 percent of the fill by weight.

7.1.2 Subgrade Preparation

Mat Foundations and Slab-on-Grade for Parcel 5

We conclude the mats and slab-on-grade for Parcel 5 (and underlying capillary break/vapor retarder or waterproofing) may bear on native soil. Although the excavations for Parcels 1 and 2 will be actively dewatered and Parcel 5 basement should be above the groundwater, the soil at basement subgrade level will likely be near saturation. We recommend a one-foot thick working pad of drain rock ($\frac{1}{2}$ to $\frac{3}{4}$ inch gradation) be placed on the subgrade. Where the subgrade is disturbed during construction, the disturbed material should be removed and replaced with crushed rock or lean concrete. To protect the subgrade, we recommend heavy construction equipment (such as scrapers) not be allowed within two feet of subgrade and that final excavation be made with an excavator equipped with a smooth bucket. The soil subgrade should be kept moist until it is covered with the drain rock working pad or other improvements.

Slab-on-Grade for Parcels 4 and 6

Because of the presence of moderately to highly expansive, near-surface soil, the slabs-on-grade for Parcels 4 and 6 should be underlain by at least 12 inches of select fill, Caltrans Class 2 aggregate base (AB), or lime-treated soil. Prior to placement of the select fill or aggregate base, the soil subgrade should

be should be scarified to a depth of at least 12 inches, moisture-conditioned to at least three percent above optimum moisture content, and compacted to between 88 and 92 percent relative compaction⁷.

Pavement Areas

In asphalt and concrete pavement areas, where on-site engineered or select fill is exposed at soil subgrade, the upper six inches should be moisture-conditioned to above optimum moisture content and compacted to at least 95 percent relative compaction to provide a smooth non-yielding surface.

If expansive native clay is at subgrade in pavement areas, the upper 12 inches should be moisture-conditioned to at least two percent over optimum moisture content and compacted to at least 90 percent relative compaction. Because of the presence of expansive soil, concrete pavement sections should be underlain by at least six inches of select fill.

Flatwork Areas

As a minimum preparation for exterior concrete flatwork, including patio slabs and sidewalks, the upper 12 inches of expansive native soil at subgrade should be moisture-conditioned to at least three percent above optimum moisture content and compacted to between 88 and 92 percent relative compaction.

If it is desirable to reduce the potential for differential movement and cracking, exterior concrete flatwork should be underlain by at least 12 inches of select fill, Caltrans Class 2 aggregate base (AB), or lime-treated soil. Prior to placement of the select fill or aggregate base, the soil subgrade should be scarified to a depth of at least 12 inches, moisture-conditioned to at least three percent above optimum moisture content, and compacted to between 88 and 92 percent relative compaction. Select fill and AB at subgrade in concrete flatwork areas should be moisture-conditioned to above optimum moisture content and compacted to at least 95 percent relative compaction.

As an alternative to importing select fill or AB, the upper 12 inches of soil beneath the concrete flatwork may be lime-treated. The purpose of the lime treatment is to reduce the expansion potential of the surface soil and provide a firm surface for construction of the slab. For lime treatment, the upper 12 inches of the flatwork subgrade should be treated in place with between four to eight percent dolomitic quicklime by dry weight of soil. A specialty subcontractor typically performs lime treatment, and we recommend this work be performed only by an experienced contractor. The contractor should

⁷ Relative compaction refers to the in-place dry density of soil expressed as a percentage of the maximum dry density of the same material, as determined by the ASTM D1557 laboratory compaction procedure.

determine the percent lime to be used. Prior to lime treatment, we recommend the site be graded to a level pad elevation and all below-grade obstructions be removed. The soil treated with lime should be mixed and compacted in one lift. The lime should be thoroughly blended with the soil and allowed to cure for 24 hours prior to compaction. The lime-treated soil should be moisture-conditioned to above optimum moisture content and compacted to at least 90 percent relative compaction. Lime-treated soil should not be placed in landscaping areas as it will inhibit growth of vegetation. It should be noted that disposal of lime-treated soil is typically expensive because of the high pH of the treated soil.

7.1.3 Fill Placement

We anticipate fill placement at the site will consist primarily of minor grading for building pads, and backfill for utility trenches and around basement and retaining walls. Because the on-site, near-surface soil is moderately to highly expansive, concrete flatwork should be underlain by at least 12 inches of select fill, lime-treated soil, or Caltrans Class 2 AB, as recommended in Section 7.1.2. Prior to placement of fill, the subgrade soil should be scarified, moisture-conditioned, and recompacted as recommended in Section 7.1.2.

If native expansive clay is to be used as general site fill, it should be moisture-conditioned to at least three percent above optimum moisture content, placed in horizontal lifts not exceeding eight inches in loose thickness, and compacted to between 88 and 92 percent relative compaction.

Select fill should consist of imported or on-site soil that is free of organic matter and hazardous material, contain no rocks or lumps larger than three inches in greatest dimension, have a liquid limit less than 40 and plasticity index less than 12, and be approved by the geotechnical engineer. In addition, select fill should contain at least 20 percent fines (particles passing the No. 200 sieve) to reduce the potential for surface water to infiltrate beneath slabs. Select fill should be placed in lifts not exceeding eight inches in loose thickness, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction for fill thickness equal to or less than five feet and 95 percent relative compaction for fill thickness greater than five feet.

We should approve all sources of engineered fill at least three days before use at the site. The grading subcontractor should provide analytical test results or other suitable environmental documentation indicating the imported fill is free of hazardous materials at least three days before use at the site. If this data is not available, up to two weeks should be allowed to perform analytical testing on the proposed import material.

7.1.4 Utility Trenches

Excavations for utility trenches can be made with a backhoe. All trenches should conform to the current CAL-OSHA requirements for slopes, shoring, and other safety concerns.

To provide uniform support, pipes or conduits should be bedded on a minimum of four inches of sand or fine gravel. After the pipes and conduits are tested, inspected (if required), and approved, they should be covered to a depth of six inches with sand or fine gravel, which should be mechanically tamped. If groundwater is encountered during trench excavation, the gravel used as bedding and cover should be replaced with Caltrans Class 2 permeable material below the water level, or the open-graded gravel used as bedding and cover should be wrapped in filter fabric (Mirafi 140N or equivalent) to reduce the potential for infiltration of fines.

Backfill for utility trenches and other excavations is also considered fill and should be placed and compacted according to the recommendations previously presented. If imported clean sand or gravel (defined as soil with less than 10 percent fines) is used as backfill, it should be compacted to at least 95 percent relative compaction. Jetting of trench backfill should not be permitted. Special care should be taken when backfilling utility trenches in pavement areas. Poor compaction may cause excessive settlements, resulting in damage to the pavement section.

Where utility trenches backfilled with sand or gravel enter the building pads, an impermeable plug consisting of native clay or lean concrete, at least five feet in length, should be installed at the building line. Further, where sand- or gravel-backfilled trenches cross planter areas and pass below asphalt or concrete pavements, a similar plug should be placed at the edge of the pavement. The plug should extend from the bottom of the trench to the subgrade elevation. The purpose of these recommendations is to reduce the potential for water to become trapped in trenches beneath the building or pavements. This trapped water can cause heaving of soils beneath slabs and softening of subgrade soil beneath pavements.

7.2 Foundation Support

We recommend the proposed buildings for Parcels 1 and 2 be supported on mat foundations. Parcels 4, 5, and 6 may be supported on spread and/or continuous strip footings. For these structures, if the static settlements discussed in Sections 6.3.2 or 6.3.3 are unacceptable, the soil beneath the foundation subgrade can be improved to reduce the potential for foundation settlement and allow for use of higher

allowable foundation bearing pressures or a mat foundation may be used. Because of the presence of near-surface moderately to highly expansive soil, select fill should be placed beneath the slab-on-grade and the foundations should be deepened to extend below the zone of severe moisture change for the at-grade structures at Parcels 4 and 6.

7.2.1 Mat Foundations

Provided the anticipated settlements are acceptable, the buildings at Parcels 1 and 2 should be supported on mats bearing on native, undisturbed soil.

We expect the average bearing pressure of the mats for each building will be low (about 1,700 pounds per square foot (psf), based on estimated column loads and an assumed column spacing of 30 feet); however, concentrated stresses may occur at interior columns and at the edges of the mat. The mat foundations may be designed to impose a maximum dead plus live load pressure under columns and walls equivalent to an allowable bearing pressure of 9,000 psf for the Parcels 1 and 2 buildings.

The allowable bearing pressure can be increased by one-third for total design loads, including wind and seismic loads. The allowable bearing pressure for dead plus live and total design loads include factors of safety of about 2.0 and 1.5, respectively. During a seismic event, these pressures may be exceeded under portions of the mat, and we should review the predicted stress distributions when available. Because the mats for the buildings at Parcels 1 and 2 will be below the design groundwater level, they should be designed to resist hydrostatic uplift forces using a factor of safety of at least 2.0.

To design the mats using the modulus of subgrade reaction method, we recommend moduli of subgrade reaction of 50 kips per cubic foot (kcf) for the Parcels 1 and 2 buildings; these values are representative of the anticipated settlement under the estimated average mat pressure previously provided.

After the mat analyses are completed, we should review the computed settlement and bearing pressure profiles to check that the moduli are appropriate.

Resistance to lateral loads can be mobilized by a combination of passive pressure acting against the vertical faces of the mat and friction along the base of the mat. We recommend passive resistance be calculated using the following uniform passive pressure distribution of 2,000 psf for the Parcels 1 and 2 buildings.

For the at-grade structures, the upper foot of soil should be ignored in calculation of the passive resistance unless it is confined by slabs or pavement. Frictional resistance should be computed using a base friction coefficient of 0.20, assuming a waterproofing membrane is placed below the mat. If the mat is not waterproofed (such as for the at-grade buildings or one-basement level building if a mat is used there), a base friction coefficient of 0.30 may be used. These values include a factor of safety of about 1.5.

If weak or non-engineered fill is encountered at the bottom of the mat excavation, it should be over-excavated and replaced with engineered fill or lean concrete. The bottom and sides of the mat excavation should be wetted following excavation and maintained in a moist condition until the working pad or waterproofing is placed. If the foundation soil dries during construction, the foundation may heave when exposed to moisture, which may result in cracking and distress. We should observe mat subgrade prior to placement of reinforcing steel. Mat excavations should be free of standing water, debris, and disturbed materials prior to placing concrete. Where the top of the mat is greater than 30 inches above the design groundwater level and moisture on the mat is undesirable, a capillary break and water vapor retarder should be provided beneath the mat as recommended in Section 7.3. Where the mat will extend below the design groundwater level, or within 30 inches of the design groundwater level, permanent waterproofing will be required beneath the mat. We recommend a waterproofing consultant be retained to determine the most appropriate system for this project and to provide input regarding waterproofing details. Installation of waterproofing should be performed in accordance with the manufacturer's requirements.

If the mat thickness and building loads are not sufficient to resist the seismic or hydrostatic uplift loads, tiedown anchors connected to the mat foundation may be needed. Tiedown anchors should be installed after placing the mud slab/waterproofing (where used). Additional waterproofing around the anchor penetration may be required to fill any voids left by the drilling operation.

7.2.2 Footings

The Parcel 5 garage structure may be supported on continuous strip footings bearing on native soil. The Parcel 4 and Parcel 6 structures may be supported on individual spread footings and/or continuous strip footings bearing on native soil. Continuous footings should be at least 18 inches wide and isolated spread footings should be at least 24 inches wide. To reduce the potential for movement of the footings due to shrink and swell of the expansive clay, we recommend that perimeter footings be bottomed at

least 30 inches below the lowest adjacent soil subgrade. Interior footings should extend at least 24 inches below the lowest adjacent soil subgrade (measured from the top of the select fill). If at least three feet of select fill is placed on a building pad, the minimum footing embedment depth may be decreased to 24 inches. The footings may be designed using an allowable bearing pressure of 3,000 psf for dead plus live loads and 4,300 psf for total design loads, which include wind or seismic forces.

Lateral loads may be resisted by a combination of passive pressure on the vertical faces of the footings and friction between the bottoms of the footings and the supporting clay. To compute lateral resistance, we recommend using an allowable uniform pressure of 2,000 psf (rectangular distribution) in the native soil and an allowable equivalent fluid weight (triangular distribution) of 300 pounds per cubic foot (pcf) in the compacted select fill. The upper foot of soil should be ignored unless confined by a slab or pavement. Frictional resistance should be computed using a base friction coefficient of 0.30. The passive pressure and frictional resistance values include a factor of safety of at least 1.5.

Footing excavations should be free of standing water, debris, and disturbed materials prior to placing concrete. The bottoms and sides of the footing excavations should be moistened following excavation and maintained in a moist condition until concrete is placed. If the foundation soil dries during construction, the footing will eventually heave, which may result in cracking and distress. We should check footing excavations prior to placement of reinforcing steel.

Positive surface drainage should be provided around the building to direct surface water away from the foundations. In addition, roof downspouts should be discharged into controlled drainage facilities to keep the water away from the foundations.

7.2.3 Soil Improvement

As previously discussed, if the estimated settlements are not acceptable, the proposed structures at Parcels 4 and 6 may be supported on mats or spread footings over improved soil. We recommend the soil improvement be achieved by installing RAPs or CLSM columns. All RAP and CLSM column systems are installed under design-build contracts by specialty contractors. Therefore, we do not provide specific design recommendations or settlement estimates for these systems. Our geotechnical report should be provided to potential RAP and CLSM column designers for preliminary design and cost estimating purposes, and we should be retained to provide technical input and review the design prior to construction. We estimate RAPs and CLSM columns for the at-grade buildings at Parcels 4 and 6 would

be on the order of 35 to 40 feet long. A mat foundation or spread footings supported on soil improved using RAP or CLSM columns generally can be designed for allowable bearing capacities of 5,000 to 6,000 psf for dead plus live loads. The design capacity of the RAPs and CLSM columns should be verified by at least one load test in compression and one test in tension, if uplift elements are used. We should provide load test parameters and confirm that an acceptable factor of safety exists for RAP or CLSM design.

To compute passive resistance along the sides of the mat we recommend using the values presented in Section 7.2.1, except that frictional resistance against the base of the mat should be calculated based on parameters provided by the RAP/CLSM design-build contractor.

7.3 Moisture Protection for Mats and Floor Slabs

For the Parcel 5 building, if the basement finished floor elevation is within 30 inches of the design groundwater level and moisture intrusion through the slab is a concern, we recommend the mat or floor slab be waterproofed to prevent moisture transmission through it. Due to the expected seasonal fluctuations in moisture content, a bentonite-based water proofing membrane (which requires constant hydration) should not be used. The basements for the Parcels 1 and 2 buildings will be below groundwater and we recommend the mats be waterproofed. We recommend a waterproofing consultant be retained to determine the most appropriate system for this project and to provide input regarding waterproofing details. Installation of waterproofing should be performed in accordance with the manufacturer's requirements.

For mat foundations with finished floor elevations greater than 30 inches above the design groundwater level (such as the at-grade buildings planned for Parcels 4 and 6 and possibly the building with one basement level planned for Parcel 5, depending on the basement finished floor elevation) and where moisture on the floor slab is undesirable, we recommend installing a capillary moisture break and water vapor retarder beneath the mat to reduce water vapor transmission through the floor slab or mat where moisture migration through the slab is a concern. A capillary moisture break and vapor retarder are generally not required below parking garage slabs/mats because there is sufficient air circulation to limit condensation of moisture on the slab surface. Therefore, the capillary moisture break/vapor retarder described below may not be needed for where parking levels are planned. Where the capillary moisture break/vapor retarder is not used, the mat or floor slab should be underlain by six inches of Caltrans

Class 2 AB. The AB should be compacted to at least 95 percent relative compaction. If a gravel working pad is used at the subgrade level, this may be used as the final subgrade condition for the slab-on-grade (i.e. AB would not be required for this condition).

A capillary moisture break consists of at least four inches of clean, free-draining gravel or crushed rock. The vapor retarder should meet the requirements for Class C vapor retarders stated in ASTM E1745-97. The vapor retarder should be placed in accordance with the requirements of ASTM E1643-98. These requirements include overlapping seams by six inches, taping seams, and sealing penetrations in the vapor retarder. The vapor retarder should be covered with two inches of sand to aid in curing the concrete and to protect the vapor retarder during slab construction. The particle size of the gravel/crushed rock and sand should meet the gradation requirements presented in Table 4.

TABLE 4
Gradation Requirements for Capillary Moisture Break

Sieve Size	Percentage Passing Sieve
<i>Gravel or Crushed Rock</i>	
1 inch	90 - 100
3/4 inch	30 - 100
1/2 inch	5 - 25
3/8 inch	0 - 6
<i>Sand</i>	
No. 4	100
No. 200	0 - 5

The sand overlying the membrane should be moist at the time concrete is placed; however, there should be no free water present in the sand. Excess water trapped in the sand could eventually be transmitted as vapor through the slab. If rain is forecast prior to pouring the slab, the sand should be covered with plastic sheeting to avoid wetting. If the sand becomes wet, concrete should not be placed until the sand has been dried or replaced.

Concrete mixes with high water/cement (w/c) ratios result in excess water in the concrete, which increases the cure time and results in excessive vapor transmission through the slab. Therefore, concrete for the floor slab should have a low w/c ratio - less than 0.50. If approved by the project

structural engineer, the sand can be eliminated and the concrete can be placed directly over the vapor retarder, provided the w/c ratio of the concrete does not exceed 0.45 and water is not added in the field. If necessary, workability should be increased by adding plasticizers. In addition, the slab should be properly cured. Before the floor covering is placed, the contractor should check that the concrete surface and the moisture emission levels (if emission testing is required) meet the manufacturer's requirements.

7.4 Permanent Below-Grade and Retaining Walls

Below-grade walls, including basement walls, utility boxes, and retaining walls, should be designed to resist both static lateral earth pressures and lateral pressures caused by earthquakes. We recommend basement and other restrained walls be designed for the more critical of the following criteria:

- at-rest equivalent fluid weight of 60 pcf for walls that are fully backdrained and 95 pcf for walls below the design groundwater level or without a backdrain, plus a traffic increment where the retaining wall is adjacent to streets. The traffic increment consists of a uniform (rectangular distribution) lateral pressure of 100 psf, applied over the entire wall height.
- active equivalent fluid weight of 40 pcf for walls that are fully backdrained and above the design groundwater level and 85 pcf for walls below the design groundwater level or without a backdrain, plus a seismic earth pressure using an equivalent fluid weight of 25 pcf (triangular distribution).

Foundations for basement and retaining walls can be designed using the recommendations presented in Section 7.2. Resistance to lateral loads on basement and retaining walls may be computed using passive resistance and base friction coefficient values provided in Section 7.2.

A backdrain should be provided behind basement and retaining walls to prevent the buildup of hydrostatic pressure. One acceptable method for backdraining basement and retaining walls is to place a prefabricated drainage panel against the backside of the newly cast wall. If temporary shoring is used, the panel may be placed directly on the shoring prior to casting the wall. The panel should extend down to a perforated PVC collector pipe or an equivalent "flat" pipe (such as AdvanEdge) at the base of the wall or shoring; where walls are above the groundwater level, the drain should extend to a pipe at the design groundwater level. The PVC pipe should be bedded on and covered by at least 4 inches of Class 2 permeable material (per Caltrans Standard Specifications) or drain rock, and the aggregate material should be surrounded by filter fabric (Mirafi 140NC or equivalent). If a flat pipe surrounded by a filter

fabric is used, it is not necessary to surround it with rock. A closed pipe should be sloped to drain to a suitable outlet. If water is collected in a sump, a pumping system may be required to carry the water to the storm drain system.

To protect against moisture migration, basement and below-grade walls should be waterproofed and water stops placed at all construction joints. The waterproofing should be placed directly against the backside of the walls, or on the backdrain panels (where temporary shoring is used).

During placement of backfill behind basement and retaining walls, the walls should be braced, or hand compaction equipment should be used, to prevent surcharges on walls or foundations (as determined by the structural engineer).

7.5 Temporary Cut Slopes and Shoring

7.5.1 Temporary Cut Slopes

We judge that temporary cuts in native soil that are less than 12 feet high and inclined no steeper than 1.5:1 (horizontal:vertical) will be stable provided that they are above the groundwater level and are not surcharged by equipment or building material. Temporary shoring will be required where temporary slopes are not possible because of space constraints.

7.5.2 Temporary Shoring

For design of a cantilevered shoring system, we recommend using an active earth pressure equivalent to a fluid weight of 40 pcf, assuming the ground behind the shoring is level. Where excavation depths exceed 12 feet, tiebacks or internal bracing will likely be required. Lateral earth pressures for the different types of recommended shoring systems are presented on Figures 5 and 6.

If traffic is within a distance equal to the shoring depth, a uniform surcharge load of 100 psf acting on the upper 10 feet should be used in the design. In addition, shoring should be designed for surcharge loads where there will be construction equipment, stockpiled soil, adjacent footings, or other surcharge loads above an imaginary 60-degree line (from the horizontal) projected from the bottom of the shoring. Construction equipment should not be allowed within five feet from the edge of the excavation unless the shoring is specifically designed for the appropriate surcharge. The increase in pressure should be computed after the surcharge loads are known.

For computing lateral resistance below the bottom of the excavation, we recommend using the passive pressures presented on Figures 5 and 6 for the appropriate excavation level.

Vertical loads on the shoring can be resisted by skin friction along the back side of the soldier piles and perimeter of soil-cement columns/wall below the bottom of the excavation. We recommend using an allowable skin friction value of 550 psf along the back side of the soldier piles above the excavation level and 750 psf along the perimeter of the soldier piles below the bottom of the excavation to compute vertical capacities for the shoring, which includes a factor of safety of 1.5. End bearing should be neglected.

The anticipated deflections of the shoring system should be estimated to check if they are acceptable. The shoring system should be sufficiently rigid to prevent detrimental movement of the temporary shoring and possible damage to existing improvements, including underground utilities and structures, adjacent to the site. In our experience, the deflection of a properly designed shoring system should generally be held to one inch or less. The shoring and tieback system should be designed so that it does not conflict with nor damage existing improvements outside the site boundaries.

The shoring system should be installed by an experienced shoring specialty contractor. The contractor should be familiar with applicable local, state, and federal regulations for temporary shoring, including the current OSHA Excavation and Trench Safety Standards. The shoring designer should be responsible for shoring design. We should review the final shoring plans to check that they are consistent with the recommendations presented in this report. In addition, we recommend a representative from our office observe the installation of the temporary shoring system.

Temporary tiebacks may be used to restrain the shoring. The vertical load from the temporary tiebacks should be accounted for in the design. Design criteria for tiebacks are also presented on Figures 5 and 6. As shown, tiebacks should derive their load-carrying capacity from the soil behind an imaginary line sloping upward from a point $H/5$ feet away from the bottom of the excavation at an angle 60 degrees from horizontal, where H is the wall height in feet. The minimum stressing and bond lengths should be 15 feet each. The shoring designer should be responsible for determining the actual length of tieback required. The determination should be based on the designer's familiarity with the installation method to be used. The computed bond length should be confirmed by a performance- and proof-testing program

under the observation of an engineer experienced in this type of work. Replacement tiebacks should be installed for tiebacks that fail the load test. The bottom of the excavation should not extend more than two feet below a row of unsecured tiebacks.

Tiebacks will generally be installed in stiff to hard clay with variable sand and gravel content and medium dense to very dense sand and gravel with variable clay content. Allowable capacities of the tiebacks will depend upon the drilling method, shaft diameter, grout pressure, and workmanship. Because of the tendency of sand and gravel layers to cave, augers should not be used in these materials. We recommend a smooth-cased method (such as a Klemm rig) be used to install tiebacks in these materials. For estimating purposes, we recommend using the skin friction values for pressure-grouted tiebacks given on Figures 5 and 6.

The first two production tiebacks and two percent of the remaining tiebacks should be performance-tested to 1.25 times the design load. The remaining tiebacks should be confirmed by a proof-test to 1.25 times the design load. The performance tests will be used to determine the load carrying capacity of the tiebacks and the residual movement. The performance-tested tiebacks should be checked 24 hours after initial lock off to confirm stress relaxation has not occurred. If any tiebacks fail to meet the proof-testing requirements, additional tiebacks should be added to compensate for the deficiency, as determined by the shoring designer.

The movement of each tieback should be monitored with a free-standing, tripod-mounted dial gauge during performance and proof testing. The performance test is used to verify the capacity and the load-deformation behavior of the tiebacks. It is also used to separate and identify the causes of tieback movement, and to check that the designed unbonded length has been established. In the performance test, the load is applied to the tieback in several cycles of incremental loading and unloading. During the test, the tieback load and movement are measured. The maximum test load should be held for a minimum of 10 minutes, with readings taken at 0, 1, 3, 6, and 10 minutes. If the difference between the 1- and 10-minute reading is less than 0.04 inch during the loading, the test is discontinued. If the difference is more than 0.04 inch, the holding period is extended by 50 minutes to 60 minutes, and the movements should be recorded at 15, 20, 25, 30, 45, and 60 minutes.

A proof test is a simple test used to measure the total movement of the tieback during one cycle of incremental loading. The maximum test load should be held for a minimum of 10 minutes, with readings taken at 0, 1, 2, 3, 6, and 10 minutes. If the difference between the 1- and 10-minute reading is less

than 0.04 inch, the test is discontinued. If the difference is more than 0.04 inch, the holding period is extended by 50 minutes to 60 minutes, and the movements should be recorded at 15, 20, 25, 30, 45, and 60 minutes.

We should evaluate the tieback test results to determine whether the tiebacks are acceptable. A performance- or proof-tested tieback with a ten-minute hold is acceptable if the tieback carries the maximum test load with less than 0.04 inch movement between one and 10 minutes, and total movement at the maximum test load exceeds 80 percent of the theoretical elastic elongation of the unbonded length.

A performance- or proof-tested tieback with a 60-minute hold is acceptable if the tieback carries the maximum test load with less than 0.08 inch movement between six and 60 minutes, and total movement at the maximum test load exceeds 80 percent of the theoretical elastic elongation of the unbonded length. Tiebacks that failed to meet the first criterion will be assigned a reduced capacity.

If the total movement of the tiebacks at the maximum test load does not exceed 80 percent of the theoretical elastic elongation of the unbonded length, the contractor should replace the tiebacks.

7.6 Pavement Design

7.6.1 Asphalt Concrete Pavement

The State of California resistance value (R-value) method for flexible pavement design was used to develop recommendations for asphalt concrete pavement sections. We anticipate the final soil subgrade in areas to receive asphalt concrete pavement will generally consist of clay. The R-value test performed on clay collected from Boring B-5 indicates the material has an R-value of 13. Previous R-value testing performed by Moore Twining Associates, Inc. indicates the soil at the site has an R-value between about 11 and 15. We used an R-value of 11 in our calculations.

For our calculations, we assumed a Traffic Index (TI) of 4.5 for automobile parking areas with occasional trucks, and 6.0 for driveways and truck-use areas; these TIs should be confirmed by the project civil engineer. Table 6 presents our preliminary recommendations for asphalt pavement sections. Recommendations for subgrade preparation beneath pavement sections are provided in Section 7.1.2. AB should be compacted to at least 95 percent relative compaction.

TABLE 6
Asphaltic Concrete Pavement Section Design
Resistance Value = 11

TI	Asphalt Concrete (inches)	Class 2 Aggregate Base R = 78 (inches)
4.5	2.5	8.5
6.0	3.5	11.5

7.6.2 Portland Cement Concrete Pavement

Concrete pavement design is based on a maximum single-axle load of 18,000 pounds and a maximum tandem axle of 32,000 pounds (corresponds to a garbage truck). The recommended rigid pavement section for these axle loads is seven inches of Portland cement concrete over six inches of Caltrans Class 2 AB. If only passenger cars or light trucks will use the pavement, the recommended minimum pavement section is five inches of Portland cement concrete over six inches of Class 2 AB. AB should conform to the current State of California Department of Transportation (Caltrans) Standard Specifications.

Because of the presence of expansive soil, the pavement section should rest on at least six inches of select fill, in addition to the Class 2 AB. Recommendations for compaction of select fill are presented in Section 7.1.3. Recommendations for subgrade preparation and AB compaction for Portland cement concrete pavement are the same as those for asphalt concrete pavement.

The modulus of rupture of the concrete should be at least 500 psi at 28 days. Contraction joints should be constructed at 15-foot spacing. Where the outer edge of a concrete pavement meets asphalt pavement, the concrete slab should be thickened by 50 percent at a taper not to exceed a slope of 1 in 10.

7.7 Concrete Flatwork

If it is desirable to reduce the potential for differential movement and cracking, exterior concrete flatwork should be underlain by at least 12 inches of select fill, lime-treated soil, or Caltrans Class 2 AB, which should extend at least two feet beyond the slab edges. Even with 12 inches of select fill, lime-treated soil, or AB, exterior slabs may experience some cracking due to shrinking and swelling of the underlying

expansive soil. Thickening the slabs and adding additional reinforcement will control this cracking to some degree. In addition, where slabs provide access to the building, it would be prudent to dowel the slab to the foundation at the entrance to permit rotation of the slab as the exterior ground shrinks and swells and to prevent a vertical offset at the entries. Recommendations for subgrade preparation beneath concrete flatwork are provided in Section 7.1.2.

7.8 Drainage

Positive surface drainage should be provided around the buildings and water tank to direct surface water away from the foundations. To reduce the potential for water ponding adjacent to the structures, we recommend the ground surface within a horizontal distance of five feet from a building slope down away from the building with a surface gradient of at least two percent in unpaved areas and one percent in paved areas. In addition, roof downspouts should be discharged into controlled drainage facilities to keep the water away from the foundations. Because the subgrade soil consists predominantly of clay, it will have a relatively low permeability and infiltration into the soil is not feasible. If infiltration basins, bioswales, or permeable pavement are planned, drains should be provided beneath them that direct the water to an appropriate outlet. Infiltration basins or bioswales should not be placed within five feet of the foundations.

7.9 Irrigation and Landscaping Limitations

The use of water-intensive landscaping around the perimeter of the buildings should be avoided to reduce the amount of water introduced to the expansive clay subgrade. In addition, irrigation of landscaping around the buildings should be limited to drip or bubbler-type systems. The purpose of these recommendations is to avoid large differential moisture changes adjacent to the foundations, which has been known to cause large differential settlement over short horizontal distances in expansive soil, resulting in cracking of slabs and architectural damage.

Moderately to highly expansive native clay is expected to be present at or near the subgrade level. For this condition, prior experience and industry literature indicate some species of high water-demand⁸ trees can induce ground surface settlement by drawing water from the expansive soil and causing it to shrink. Where these types of trees are planted adjacent to structures, the ground-surface settlement may result in damage to the structures. This problem usually occurs ten or more years after project completion as

⁸ "Water-demand" refers to the ability of the tree to withdraw large amounts of water from the soil subgrade, rather than soil suction exerted by the root system.

the trees reach mature height. To reduce the risk of tree-induced, ground-surface settlement, we recommend trees of the following genera not be planted within a horizontal distance from the buildings equal to the mature height of the tree: *Eucalyptus*, *Populus*, *Quercus*, *Crataegus*, *Salix*, *Sorbus* (*simple-leafed*), *Ulmus*, *Cupressus*, *Chamaecyparis*, and *Cupressocyparis*. Because this is a limited list and does not include all genera than may induce ground-surface settlement, the project landscape architect should use judgment in limiting other types or trees with similar properties in the vicinity of the buildings.

7.10 Seismic Design

The closest active fault to the site is the Monte Vista – Shannon Fault, a Type B fault, which is about 5.5 kilometers from the site. In addition, the San Andreas Fault, a Type A fault, is about 9.5 kilometers from the site. Although some liquefaction is expected to occur at the site during a major earthquake (as discussed in Section 6.1.2), we judge the liquefaction will occur in thin, isolated, and discontinuous layers; therefore we conclude Site Class D is appropriate for the site. For seismic design in accordance with the provisions of 2010 California Building Code (CBC) we recommend the following:

- Site Class D
- Maximum Considered Earthquake (MCE) S_s and S_1 of 1.71g and 0.72g, respectively.
- Site Coefficients F_a and F_v of 1.0 and 1.5
- Maximum Considered Earthquake (MCE) spectral response acceleration parameters at short periods, S_{MS} , and at one-second period, S_{M1} , of 1.71g and 1.08g, respectively.
- Design Earthquake (DE) spectral response acceleration parameters at short period, S_{DS} , and at one-second period, S_{D1} , of 1.14g and 0.72g, respectively.

8.0 ADDITIONAL GEOTECHNICAL SERVICES

Prior to construction, Treadwell & Rollo should review the project plans and specifications to check their conformance with the intent of our recommendations. During construction, our field engineer should provide on-site observation and testing services during subgrade preparation, excavation, shoring installation, excavation and installation of foundations, and fill placement and compaction, including utility trench backfill. These observations will allow us to compare the actual with the anticipated soil conditions and to check that the contractor's work conforms with the geotechnical aspects of the plans and specifications.

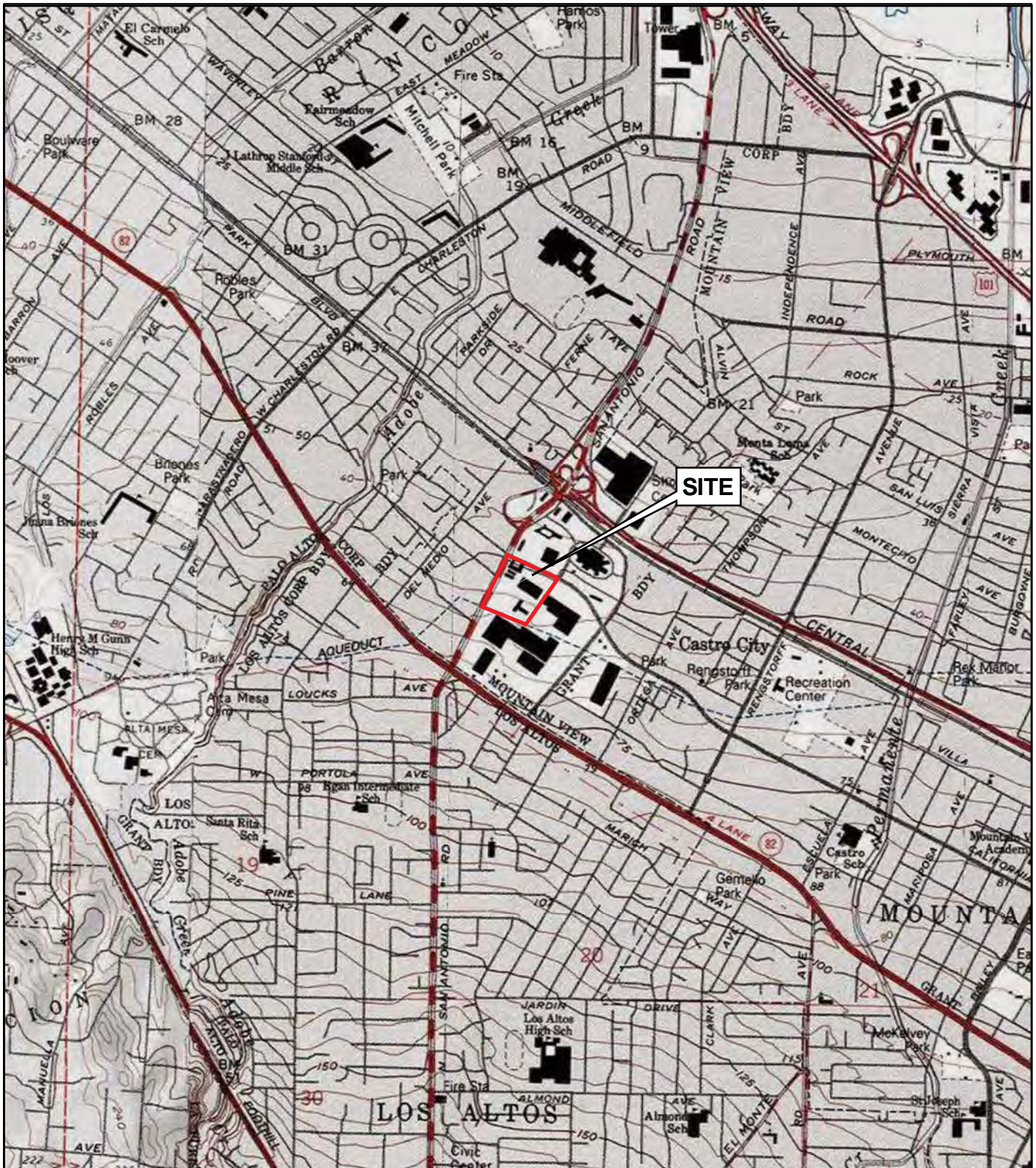
9.0 LIMITATIONS

The conclusions and recommendations presented in this report result from limited engineering studies based on our interpretation of the geotechnical conditions existing at the time of the investigation. Actual subsurface conditions may vary. If any variations or undesirable conditions are encountered during construction, or if the planned construction will differ from that described in this report, Treadwell & Rollo, A Langan Company should be notified to make supplemental recommendations, if necessary.

REFERENCES

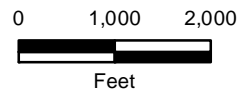
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FIGURES



SITE

NOTES:
 Topographic basemap is provided through Langan's Esri ArcGIS software licensing and ArcGIS online © 2011



THE VILLAGE AT SAN ANTONIO CENTER NORTH
 Mountain View, California

SITE LOCATION MAP

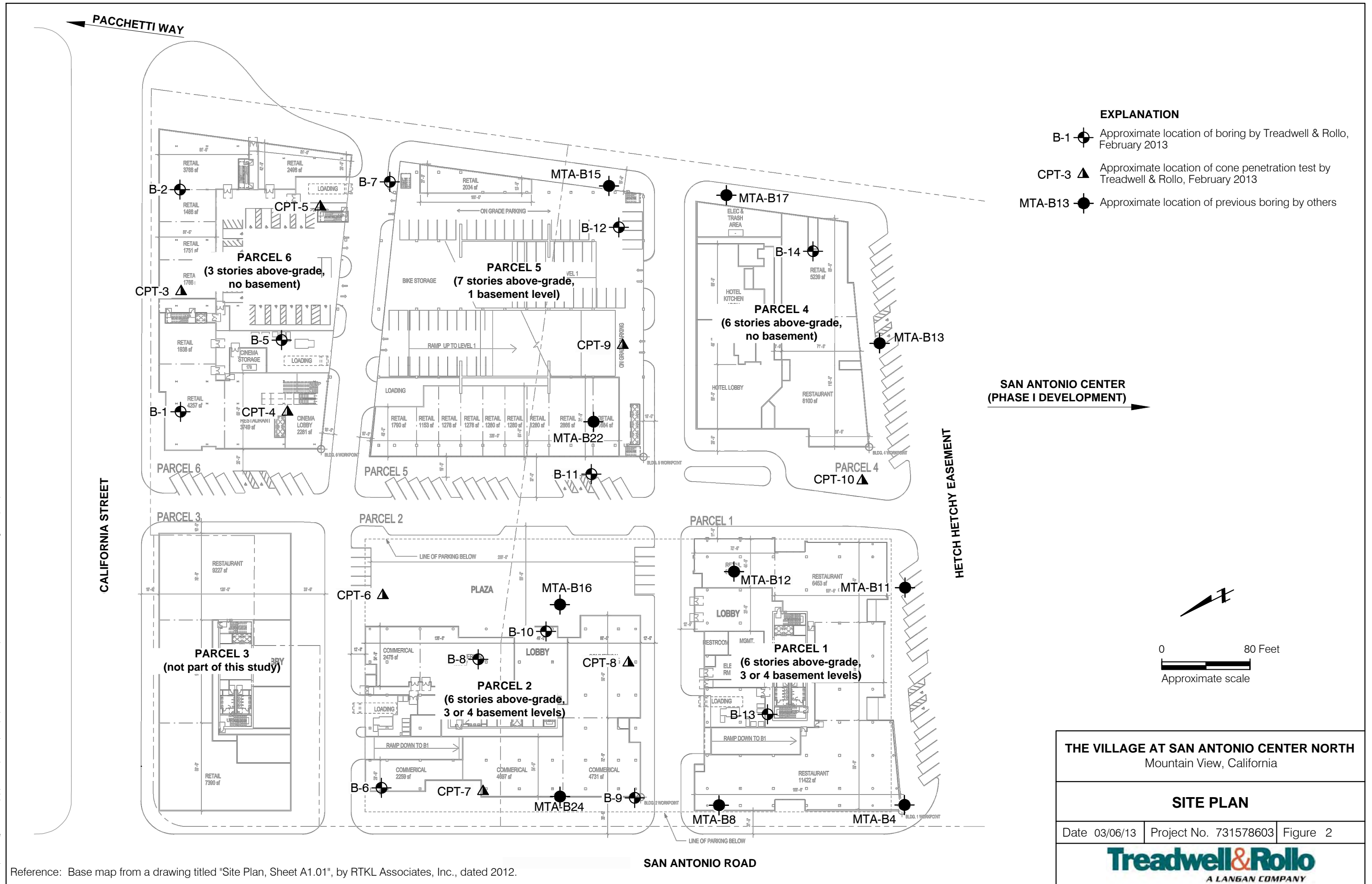


Date 2/11/2013

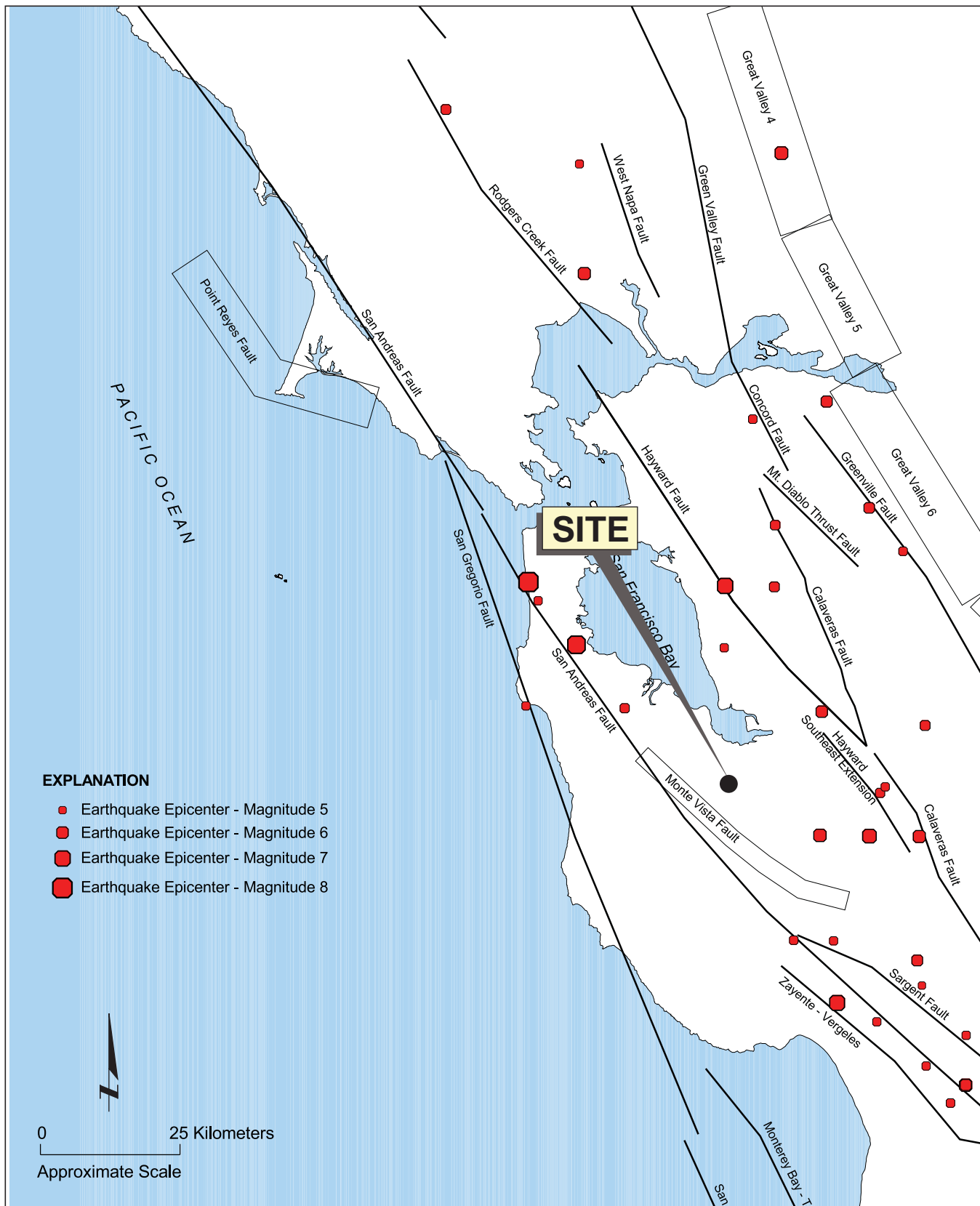
Project 731578603

Figure 1

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Reference: Base map from a drawing titled "Site Plan, Sheet A1.01", by RTKL Associates, Inc., dated 2012.



EXPLANATION

- Earthquake Epicenter - Magnitude 5
- Earthquake Epicenter - Magnitude 6
- Earthquake Epicenter - Magnitude 7
- Earthquake Epicenter - Magnitude 8

NOTES:
 Digitized data for fault coordinates and earthquake catalog was developed by the California Geological Survey (formerly CDMG).
 The historic earthquake catalog includes events from January 1800 to December 2000.

THE VILLAGE AT SAN ANTONIO CENTER NORTH
 Mountain View, California



MAP OF MAJOR FAULTS AND EARTHQUAKE EPICENTERS IN THE SAN FRANCISCO BAY AREA

Date 02/08/13 | Project No. 731578603 | Figure 3

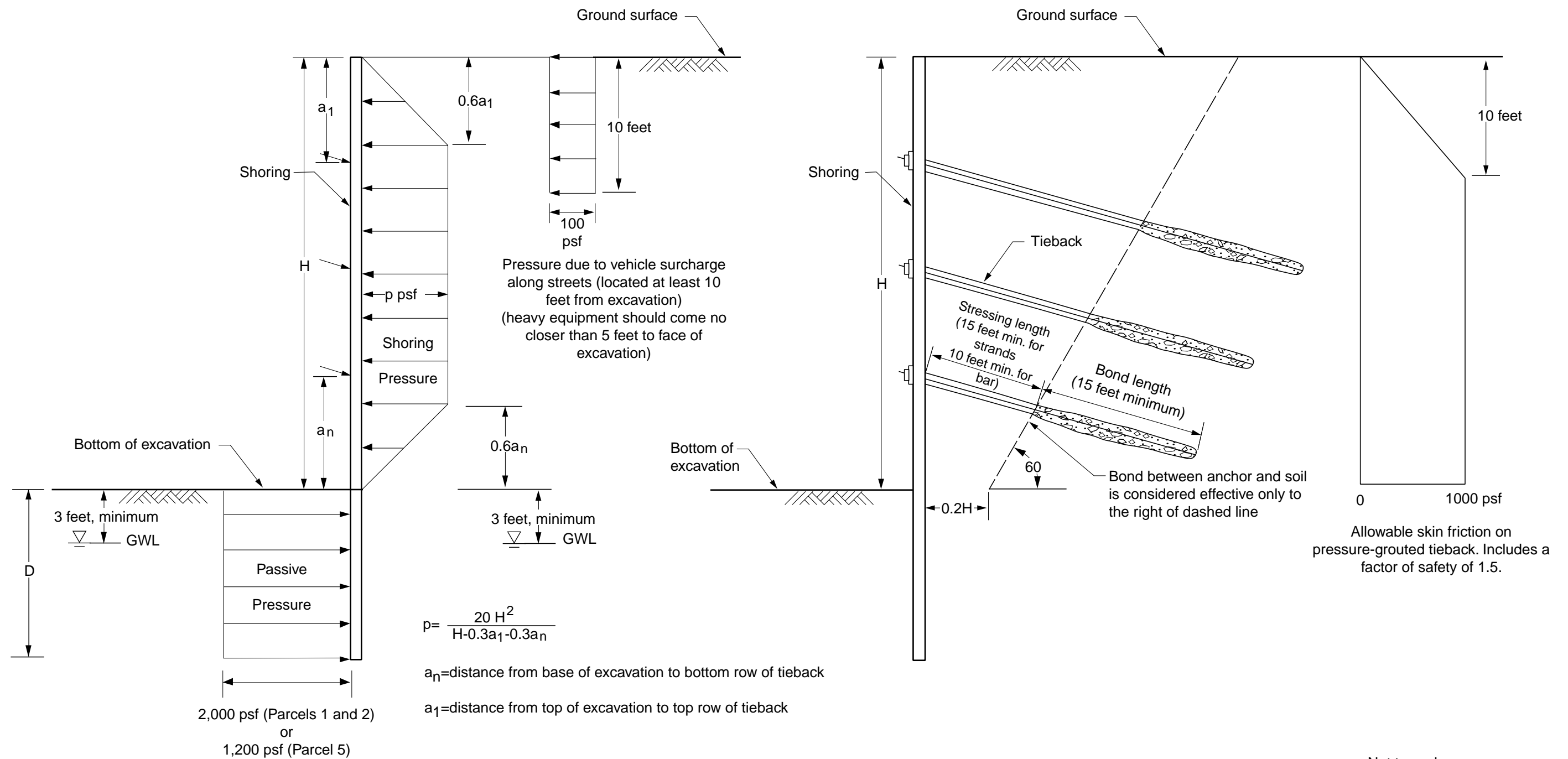
- I **Not felt by people, except under especially favorable circumstances. However, dizziness or nausea may be experienced.**
Sometimes birds and animals are uneasy or disturbed. Trees, structures, liquids, bodies of water may sway gently, and doors may swing very slowly.
- II **Felt indoors by a few people, especially on upper floors of multi-story buildings, and by sensitive or nervous persons.**
As in Grade I, birds and animals are disturbed, and trees, structures, liquids and bodies of water may sway. Hanging objects swing, especially if they are delicately suspended.
- III **Felt indoors by several people, usually as a rapid vibration that may not be recognized as an earthquake at first. Vibration is similar to that of a light, or lightly loaded trucks, or heavy trucks some distance away. Duration may be estimated in some cases.**
Movements may be appreciable on upper levels of tall structures. Standing motor cars may rock slightly.
- IV **Felt indoors by many, outdoors by a few. Awakens a few individuals, particularly light sleepers, but frightens no one except those apprehensive from previous experience. Vibration like that due to passing of heavy, or heavily loaded trucks. Sensation like a heavy body striking building, or the falling of heavy objects inside.**
Dishes, windows and doors rattle; glassware and crockery clink and clash. Walls and house frames creak, especially if intensity is in the upper range of this grade. Hanging objects often swing. Liquids in open vessels are disturbed slightly. Stationary automobiles rock noticeably.
- V **Felt indoors by practically everyone, outdoors by most people. Direction can often be estimated by those outdoors. Awakens many, or most sleepers. Frightens a few people, with slight excitement; some persons run outdoors.**
Buildings tremble throughout. Dishes and glassware break to some extent. Windows crack in some cases, but not generally. Vases and small or unstable objects overturn in many instances, and a few fall. Hanging objects and doors swing generally or considerably. Pictures knock against walls, or swing out of place. Doors and shutters open or close abruptly. Pendulum clocks stop, or run fast or slow. Small objects move, and furnishings may shift to a slight extent. Small amounts of liquids spill from well-filled open containers. Trees and bushes shake slightly.
- VI **Felt by everyone, indoors and outdoors. Awakens all sleepers. Frightens many people; general excitement, and some persons run outdoors.**
Persons move unsteadily. Trees and bushes shake slightly to moderately. Liquids are set in strong motion. Small bells in churches and schools ring. Poorly built buildings may be damaged. Plaster falls in small amounts. Other plaster cracks somewhat. Many dishes and glasses, and a few windows break. Knickknacks, books and pictures fall. Furniture overturns in many instances. Heavy furnishings move.
- VII **Frightens everyone. General alarm, and everyone runs outdoors.**
People find it difficult to stand. Persons driving cars notice shaking. Trees and bushes shake moderately to strongly. Waves form on ponds, lakes and streams. Water is muddied. Gravel or sand stream banks cave in. Large church bells ring. Suspended objects quiver. Damage is negligible in buildings of good design and construction; slight to moderate in well-built ordinary buildings; considerable in poorly built or badly designed buildings, adobe houses, old walls (especially where laid up without mortar), spires, etc. Plaster and some stucco fall. Many windows and some furniture break. Loosened brickwork and tiles shake down. Weak chimneys break at the roofline. Cornices fall from towers and high buildings. Bricks and stones are dislodged. Heavy furniture overturns. Concrete irrigation ditches are considerably damaged.
- VIII **General fright, and alarm approaches panic.**
Persons driving cars are disturbed. Trees shake strongly, and branches and trunks break off (especially palm trees). Sand and mud erupts in small amounts. Flow of springs and wells is temporarily and sometimes permanently changed. Dry wells renew flow. Temperatures of spring and well waters varies. Damage slight in brick structures built especially to withstand earthquakes; considerable in ordinary substantial buildings, with some partial collapse; heavy in some wooden houses, with some tumbling down. Panel walls break away in frame structures. Decayed pilings break off. Walls fall. Solid stone walls crack and break seriously. Wet grounds and steep slopes crack to some extent. Chimneys, columns, monuments and factory stacks and towers twist and fall. Very heavy furniture moves conspicuously or overturns.
- IX **Panic is general.**
Ground cracks conspicuously. Damage is considerable in masonry structures built especially to withstand earthquakes; great in other masonry buildings - some collapse in large part. Some wood frame houses built especially to withstand earthquakes are thrown out of plumb, others are shifted wholly off foundations. Reservoirs are seriously damaged and underground pipes sometimes break.
- X **Panic is general.**
Ground, especially when loose and wet, cracks up to widths of several inches; fissures up to a yard in width run parallel to canal and stream banks. Landsliding is considerable from river banks and steep coasts. Sand and mud shifts horizontally on beaches and flat land. Water level changes in wells. Water is thrown on banks of canals, lakes, rivers, etc. Dams, dikes, embankments are seriously damaged. Well-built wooden structures and bridges are severely damaged, and some collapse. Dangerous cracks develop in excellent brick walls. Most masonry and frame structures, and their foundations are destroyed. Railroad rails bend slightly. Pipe lines buried in earth tear apart or are crushed endwise. Open cracks and broad wavy folds open in cement pavements and asphalt road surfaces.
- XI **Panic is general.**
Disturbances in ground are many and widespread, varying with the ground material. Broad fissures, earth slumps, and land slips develop in soft, wet ground. Water charged with sand and mud is ejected in large amounts. Sea waves of significant magnitude may develop. Damage is severe to wood frame structures, especially near shock centers, great to dams, dikes and embankments, even at long distances. Few if any masonry structures remain standing. Supporting piers or pillars of large, well-built bridges are wrecked. Wooden bridges that "give" are less affected. Railroad rails bend greatly and some thrust endwise. Pipe lines buried in earth are put completely out of service.
- XII **Panic is general.**
Damage is total, and practically all works of construction are damaged greatly or destroyed. Disturbances in the ground are great and varied, and numerous shearing cracks develop. Landslides, rock falls, and slumps in river banks are numerous and extensive. Large rock masses are wrenched loose and torn off. Fault slips develop in firm rock, and horizontal and vertical offset displacements are notable. Water channels, both surface and underground, are disturbed and modified greatly. Lakes are dammed, new waterfalls are produced, rivers are deflected, etc. Surface waves are seen on ground surfaces. Lines of sight and level are distorted. Objects are thrown upward into the air.

THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California

MODIFIED MERCALLI INTENSITY SCALE



Date 02/05/13	Project No. 731578603	Figure 4
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Not to scale

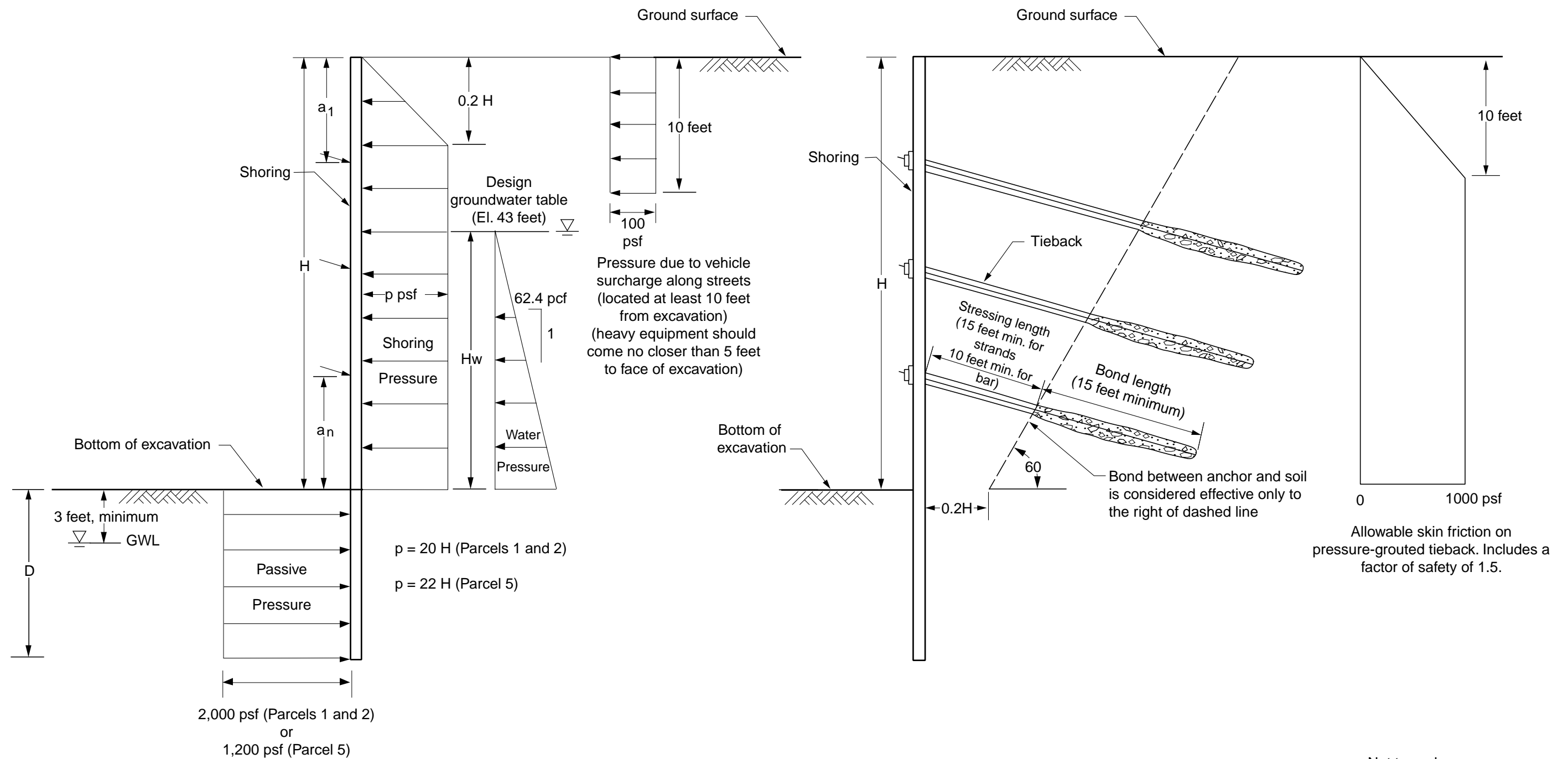
- Notes:
1. Passive pressure includes a factor of safety of about 1.5.
 2. For soldier piles spaced at more than three times the soldier pile diameter, the passive pressure should be assumed to act over three diameters.
 3. Assumes an active dewatering system is used and the groundwater level behind the shoring is at least three feet below the bottom of the excavation.
 4. psf = pounds per square foot
pcf = pounds per cubic foot

THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California

DESIGN PARAMETERS FOR SOLDIER-PILE-AND-LAGGING TEMPORARY SHORING SYSTEM WITHOUT GROUNDWATER CUT-OFF

Date 04/24/13 | Project No. 731578603 | Figure 5

Treadwell & Rolo
A LANGAN COMPANY



Not to scale

- Notes:
1. Passive pressure includes a factor of safety of about 1.5.
 2. For soldier piles spaced at more than three times the soldier pile diameter, the passive pressure should be assumed to act over three diameters.
 3. psf = pounds per square foot
pcf = pounds per cubic foot

THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California

DESIGN PARAMETERS FOR SHEET-PILE OR SOIL CEMENT SHORING SYSTEM WITH GROUNDWATER CUT-OFF

Date 04/24/13 | Project No. 731578603 | Figure 6

Treadwell & Rolo
A LANGAN COMPANY

APPENDIX A
Logs of Borings

Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/15/13

Date finished: 2/15/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Dames & Moore (D&M)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹								
Ground Surface Elevation: ~52 feet ²												
1						4 inches Asphalt Concrete (AC)						
2						5 inches Aggregate Base (AB)						
3	BULK	⊗			CL	SANDY CLAY (CL) dark brown, very stiff, moist, trace fine- to coarse-grained subangular to subrounded gravel Corrosion Test, see Figure C-21						
5	S&H	■	14	28	CL	SANDY CLAY with GRAVEL (CL) olive, very stiff, moist, fine-grained, subangular to subrounded gray gravel						
6			18									
6			22									
10	S&H	■	4	13	CL	SANDY CLAY (CL) mottled olive and yellow-brown, stiff, moist, trace fine-grained subangular gravel					26.7	92
11			8									
11			10									
13						▽ (02/15/13, 11:00 a.m.)						
15	S&H	■	5	8	CL	CLAY with SAND (CL) olive with yellow-brown mottling, medium stiff to stiff, wet, trace fine-grained subangular gravel	PP TxUU	1,600	1,750 1,430		24.2	106
16			4			Triaxial Test, see Figure C-5						
16			7									
20	S&H	■	5	13	CL	CLAY (CL) mottled olive, gray and yellow-brown, stiff, wet	PP		1,500		27.1	96
21			6									
21			12									
25	SPT	▽	1	8	CL	CLAY (CL) olive and olive-gray, medium stiff to stiff, wet, trace fine-grained gravel, with organics (plant fibers)						
26			2									
26			5			CLAY with SAND (CL) yellow-brown, medium stiff to stiff, wet, fine-grained sand, trace fine-grained gravel						
27												
28												
29												
30					CL	SANDY CLAY (CL)						

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-1a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
31	D&M			175	CL	SANDY CLAY (CL) (continued) yellow-brown, stiff, wet, trace fine-grained subangular gravel Consolidation Test, see Figure C-16	PP	1,500	28.6	94		
32												
33					SP-SM	SAND with SILT and GRAVEL (SP-SM) olive-brown and yellow-brown, very dense, wet, fine-grained subangular gravel, trace clay			20.6			
34												
35	SPT		15	52	SP-SM							
36			21									
37			22									
38					CL	SANDY CLAY (CL) olive and yellow-brown, stiff, wet, trace fine-grained gravel			20.6			
39												
40	S&H		12	13	CL				20.6			
41			7									
42			11									
43					SC	very stiff CLAYEY SAND with GRAVEL (SC) olive, dense, wet, fine- to coarse-grained sand, fine-grained subangular gravel						
44												
45	S&H		8	24	SC							
46			16									
47	SPT		10	43	SC							
48			15									
49			21									
50					SP-SM	SAND with SILT and GRAVEL (SP-SM) olive-brown, very dense, wet, fine- to coarse-grained sand, fine-grained subangular gravel						
51	SPT		22									
52			30	65	SP-SM							
53			24									
54					CL	gray CLAY (CL) gray, stiff to very stiff, wet						
55	S&H		14									
56			13	25	CL	CLAY with GRAVEL (CL) yellow-brown, very stiff, wet, fine-grained subrounded to subangular gravel						
57			22									
58					CL							
59												
60												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-1b

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA							
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft		
61	SPT		22 27 27	65	SP-SM	SAND with SILT and GRAVEL (SP-SM) yellow-brown, gray and red-brown, very dense, wet, fine- to coarse-grained sand, fine-grained subangular gravel								
62														
63														
64														
65	SPT		13 16 24	48	SC	CLAYEY SAND with GRAVEL (SC) olive-gray and gray, dense, wet, fine-grained subangular gravel								
66														
67														
68														
69														
70	SPT		5 5 8	16	CL	SANDY CLAY (CL) olive-gray and gray, very stiff, wet								
71														
72														
73														
74														
75	S&H		14 39 32	50	SP-SM	SAND with SILT and GRAVEL (SP-SM) olive-gray and gray, dense to very dense, wet, fine-grained subangular gravel, trace organics (plant fibers)								
76														
77														
78														
79														
80	SPT		21 28 30	70	SC	CLAYEY SAND with GRAVEL (SC) olive-gray and gray, very dense, wet, fine-grained subangular gravel								
81														
82														
83														
84														
85														
86														
87														
88														
89														
90														

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 81.5 feet below ground surface.
Boring backfilled with cement grout.
Groundwater encountered at 13 feet below ground surface during drilling.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Project No.:
731578603

Figure:
A-1c

Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/19/13

Date finished: 2/19/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Shelby Tube (ST)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹								
Ground Surface Elevation: ~52 feet ²												
1						4 inches Asphalt Concrete (AC)						
2						5 inches Aggregate Base (AB)						
3	BULK	⊗				SANDY CLAY with GRAVEL (CL) dark brown, very stiff, moist, fine-grained subangular to subrounded gravel LL = 38, PI = 18, see Figure C-1					10.1	
5	SPT	▒	4	20	CL							
6			7			fine-grained sand						
10	S&H	▒	12	27	SC	CLAYEY SAND with GRAVEL (SC) yellow-brown, medium dense, moist, fine- to coarse-grained sand, fine-grained subangular gravel				14.0	10.8	
12	SPT	▒	6	12	CL	Sieve Analysis, see Figure C-3						
13			4			SANDY CLAY (CL) olive mottled yellow-brown, stiff, wet, trace fine-grained subangular gravel						
15						CLAY (CL) olive, stiff, wet, trace fine-grained sand and gravel						
16	ST			350		Consolidation Test, see Figure C-17	PP		1,250		25.0	99
21	S&H	▒	3	8		olive-gray, medium stiff to stiff	PP		1,250			
22			4			SANDY CLAY (CL) olive-gray to olive-brown, medium stiff to stiff, wet, fine-grained subangular gravel						
24						CLAY with SAND (CL) gray, stiff, wet, trace organics (plant fibers) and fine-grained gravel						
25	S&H	▒	5	13								
26			7									
27			12		CL							

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA								
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft			
31	ST				CL	CLAY with SAND (CL) (continued)									
32					SP-SC	SAND with CLAY and GRAVEL (SP-SC) gray, wet, fine-grained subangular to subrounded gravel, trace organics (plant fibers)									
33	SPT		4	19	CL	CLAY (CL) olive-gray, very stiff, wet, trace organics (plant fibers), trace silt and fine-grained sand									
34			7												
35			9												
36					CL										
37															
38															
39															
40	SPT		4	24	CL	CLAY with SAND and GRAVEL (CL) olive-gray, very stiff, wet, fine-grained sand and subangular gravel, trace organics (plant fibers)									
41			6												
42			14												
43					GC	CLAYEY GRAVEL with SAND (GC) olive-gray, medium dense, wet, fine-grained subangular to subrounded gravel, trace organics (plant fibers) LL = 29, PI = 12, see Figure C-1				17.6		15.6			
44															
45															
46															
47															
48						CLAY (CL) olive, stiff, wet, fine-grained sand, trace fine-grained sand and subangular gravel									
49															
50															
51	S&H		9	14		gray	PP			2,000		23.4		105	
52			11				PP			1,000					
53			9		CL										
54															
55															
56															
57															
58															
59					SC	CLAYEY SAND with GRAVEL (SC) olive-gray and gray, very dense, wet, fine-grained- to coarse-grained subangular gravel									
60															

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



A LANGAN COMPANY

Project No.: 731578603

Figure: A-2b

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA						
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft	
61	SPT		14 20 27	56	SC	CLAYEY SAND with GRAVEL (SC) (continued)							
62													
63													
64													
65													
66													
67													
68													
69													
70	SPT		14 20 19	47	SP-SC	SAND with CLAY and GRAVEL (SP-SC) olive-brown, dense, wet, fine-grained subangular to subrounded gravel							
71													
72													
73													
74													
75													
76													
77					CL	SANDY CLAY (CL) olive-gray and gray, stiff to very stiff, wet, trace fine-grained gravel							
78													
79													
80	S&H		4 10 11	15		with 4 inch lens of CLAYEY GRAVEL with SAND (GC)				15.0	119		
81													
82					SC	CLAYEY SAND (SC) gray, medium dense, wet, trace fine-grained subangular to subrounded gravel							
83													
84													
85													
86													
87													
88													
89					CL	CLAY (CL) gray with white mottling, very stiff, wet,							
90													

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
91	S&H		10	24	CL	CLAY (CL) (continued) trace fine-grained subangular gravel, trace organics (plant fibers)	PP	2,000				
92			14									
93			20									
94												
95												
96												
97						CLAY with SAND (CL) gray, stiff to very stiff, wet, trace fine-grained subangular gravel and organics						
98												
99					CL							
100												
101	S&H		6	15								
102			10									
103			12									
104												
105												
106												
107												
108												
109												
110												
111												
112												
113												
114												
115												
116												
117												
118												
119												
120												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 101.5 feet below ground surface.
Boring backfilled with cement grout.
Groundwater obscured by drilling method.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Project No.:
731578603

Figure:
A-2d

Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/20/13

Date finished: 2/20/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Shelby Tube (ST)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹								
Ground Surface Elevation: 53.5 feet ²												
1						4 inches Asphalt Concrete (AC)						
2						4 inches Aggregate Base (AB)						
3	HA					SANDY CLAY with GRAVEL (CL) dark brown, moist, with fine- to coarse-grained gravel R-Value = 13, see Figure C-20						
4												
5						olive, increase in sand content						
6	S&H		9	22	CL	very stiff, moist, with fine-grained subangular to subrounded gravel						
7			14									
8			17									
9												
10						olive with yellow-brown mottling						
11	SPT		5	26								
12			8									
13			14									
14					CL	SANDY CLAY (CL) olive, very stiff, wet, trace fine-grained subangular gravel						
15												
16	S&H		4	19	SC	CLAYEY SAND with GRAVEL (SC) olive and olive-brown, medium dense, wet, fine- to coarse-grained sand, fine-grained angular to subangular gravel Sieve Analysis, see Figure C-3				13.2	13.7	120
17			14									
18			13									
19												
20						CLAY (CL) olive-gray with yellow-brown mottling, medium stiff, wet, trace fine-grained sand and subangular to subrounded gravel Triaxial Test, see Figure C-6						
21	SPT		2	6								
22			2									
23	ST		3				TxUU PP	2,150	1,350 1,500- 1,750		29.9	93
24						olive, stiff						
25					CL							
26												
27												
28												
29												
30												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13





A LANGAN COMPANY

Project No.: 731578603

Figure: A-3a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
31	S&H		3	10	CL	CLAY (CL) (continued) olive mottled yellow-brown	PP	1,500	20.8	14.4	108	
32			6		CL	CLAY with SAND (CL) mottled olive and yellow-brown, stiff, wet, trace fine-grained subangular to subrounded gravel						
33												
34												
35						very stiff, increased sand content						
36	S&H		13	25	SC	CLAYEY SAND with GRAVEL (SC) olive-brown and yellow-brown, medium dense to dense, wet, fine-grained subangular to subrounded gravel						
37	SPT		14	40		LL = 38, PI = 17, see Figure C-1						
38			16			SAND with CLAY and GRAVEL (SP-SC) olive, yellow-brown, and red-brown, dense, wet						
39			17									
40												
41					SP-SC							
42												
43												
44												
45						SANDY CLAY (CL) olive mottled yellow-brown, stiff, wet, fine-grained sand						
46	SPT		1	10	CL							
47			4									
48			4									
49												
50						SAND with SILT and GRAVEL (SP-SM) red-brown, dense, wet, fine-grained subangular to subrounded gravel						
51												
52												
53					SP-SM							
54												
55												
56	SPT		9	37								
57			18			CLAY (CL) olive-brown and gray, hard, wet, trace fine-grained sand						
58			13		CL							
59												
60												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA									
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft				
61					CL	CLAY (CL) (continued)										
62						SAND with CLAY and GRAVEL (SP-SC) gray, medium dense, wet, fine-grained subangular to subrounded gravel Sieve Analysis, see Figure C-3										
63																
64																
65	SPT		18 16 7	28	SP-SC					8.0	10.8					
66																
67																
68																
69																
70																
71						CLAY (CL) gray, very stiff, wet, trace fine-grained subangular gravel, trace organics (plant fibers)										
72																
73																
74					CL											
75																
76	S&H		16 12 14	18			PP	2,250								
77																
78																
79																
80																
81																
82																
83																
84																
85																
86																
87																
88																
89																
90																

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 76.5 feet below ground surface.
Boring backfilled with cement grout.
Groundwater obscured by drilling method.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/21/13

Date finished: 2/21/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft	
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹									
Ground Surface Elevation: ~52 feet ²													
1					CL	5 inches Asphalt Concrete (AC)							
2					CL	CLAY (CL) dark brown, moist, trace sand and fine-grained gravel							
3					CL	CLAY with SAND (CL) olive, moist, trace fine-grained subangular to subrounded gravel							
4					CL	SANDY CLAY (CL) mottled olive-gray and yellow-brown, stiff, moist, trace fine-grained subangular to subrounded gravel							
5			4										
6	SPT		5	16									
7													
8													
9					SP	SAND with GRAVEL (SP) olive-gray, loose, moist, fine-grained subangular gravel, trace clay							
10			5	8	CL	SANDY CLAY (CL) olive and gray, medium stiff to stiff, moist, trace fine-grained subangular gravel				31.0	93		
11	S&H		7										
12			5		CL	CLAY (CL) mottled olive and yellow-brown, medium stiff to stiff, moist							
13													
14													
15			12	17		with trace sand and gravel, very stiff, wet							
16	S&H		13										
17			11		SP-SC	SAND with CLAY and GRAVEL (SP-SC) yellow-brown, medium dense, wet, fine-grained subangular to subrounded gravel							
18						SANDY CLAY (CL) olive-gray and gray, stiff, wet, trace fine-grained subangular to subrounded gravel, trace organics (plants fibers)							
19													
20			3	10									
21	S&H		5		CL								
22			9										
23													
24													
25			17	30		SAND with SILT and GRAVEL (SP-SM) olive-brown and yellow-brown, medium dense to dense, wet, fine-grained subangular to subrounded gravel							
26	S&H		18		SP-SM								
27			25										
28			3	7									
29	SPT		2		CL	CLAY with SAND (CL) gray, medium stiff, wet, trace fine-grained gravel and organics (plant fibers)							
30			4		CL								

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-4a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA							
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft		
31						SANDY CLAY (CL) gray and olive-gray, stiff, wet, trace fine-grained subangular gravel, trace organics (plant fibers)								
32														
33														
34														
35					CL									
36	S&H		6	15		stiff to very stiff						20.5	110	
37			8											
38			14											
39														
40														
41	SPT		15	55	SP-SM	SAND with SILT and GRAVEL (SP-SM) red-brown, olive and yellow-brown, very dense, wet, fine- to coarse-grained, subangular to subrounded gravel								
42			21											
43			25											
44			21		CL	CLAY with SAND (CL) olive mottled yellow-brown and red-brown, very stiff, wet								
45			4											
46	S&H		10	21										
47			20											
48	SPT		21	70	SC	CLAYEY SAND with GRAVEL (SC) yellow-brown, very dense, wet, fine-grained subangular gravel						14.9	117	
49			25			very dense								
50			33											
51														
52			16	82		olive-brown and red-brown								
53			32		SC									
54			36											
55														
56	SPT		24	71		olive-brown, decreased clay content								
57			30											
58			29											
59					SC	CLAYEY SAND with GRAVEL (SC) gray, dense to very dense, wet, fine-grained subangular to subrounded gravel								
60														

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-4b




DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA								
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft			
61	S&H		25	50	SC	CLAYEY SAND with GRAVEL (SC) (continued)									
62			32			SAND with CLAY and GRAVEL (SP-SC) yellow-brown and olive-brown, dense to very dense, wet, fine-grained subangular to subrounded gravel									
63			40												
64															
65															
66	SPT		17	65	SP-SC	gray and olive-gray, very dense, fine-grained, angular to subangular gravel									
67			27												
68			27												
69															
70															
71	SPT		16	49		dense, fine-grained subangular to subrounded gravel									
72			19												
73			22												
74															
75						CLAY (CL) gray, very stiff, wet, trace fine-grained sand and organics (plant fibers)									
76	S&H		10	21	CL		PP		2,500						
77			12												
78			18												
79															
80															
81	S&H		10	67/9"	SP-SC	hard SAND with CLAY and GRAVEL (SP-SC) gray and olive-gray, very dense, wet, fine- to coarse-grained subangular to subrounded gravel									
82			46												
83			50/3"												
84															
85						CLAY with SAND (CL) gray, very stiff, wet, fine-grained sand, trace fine-grained subrounded gravel									
86	S&H		11	19	CL		PP		2,500						
87			12												
88			15												
89															
90															

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-4c

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
91	SPT		4 7 9	19	CL	CLAY with SAND (CL) (continued)	PP	2,500				
92												
93					CL	CLAY (CL) gray, very stiff, wet	PP	3,000				
94												
95	S&H		5 12 17	20								
96												
97												
98												
99												
100	S&H		13 17 24	29								
101												
102												
103												
104												
105												
106												
107												
108												
109												
110												
111												
112												
113												
114												
115												
116												
117												
118												
119												
120												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 101.5 feet below ground surface.
Boring backfilled with cement grout.
Groundwater encountered at 12 feet below ground surface during drilling.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Project No.:
731578603

Figure:
A-4d

Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/14/13

Date finished: 2/14/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Shelby Tube (ST)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES			SPT N-Value ¹	LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"									
						Ground Surface Elevation: 54.5 feet ²						
1						4 inches Asphalt Concrete (AC)						
2						4 inches Aggregate Base (AB)						
3	BULK	⊗			CL	SANDY CLAY with GRAVEL (CL) dark brown, moist, fine- to coarse-grained subangular to subrounded gravel LL = 38, PI = 19, see Figure C-1						
4												
5	S&H	■	11	25	SC	CLAYEY SAND with GRAVEL (SC) olive, medium dense, moist, fine-grained, subrounded to subangular gravel					12.7	115
6			15				20					
7												
8												
9												
10	S&H	■	7	13	SP- SM	SAND with SILT and GRAVEL (SP-SM) olive, medium dense, moist Corrosion Test, see Figure C-21						
11			8				10					
12					CL	CLAY with SAND (CL) olive-brown, stiff, moist, trace fine-grained gravel						
13												
14												
15						▼ CLAY with GRAVEL (CL) yellow-brown, stiff, wet, trace fine-grained sand (02/15/13, 7:25 a.m.) Triaxial Test, see Figure C-7 Consolidation Test, see Figure C-18	TxUU	1,500	2,630		27.3	99
16	ST	■		300 psi	CL						26.4	97
17												
18												
19						CLAY (CL) olive with yellow-brown mottling, stiff, wet, trace fine-grained subangular gravel						
20												
21	S&H	■	5	12	CL		PP		1,750- 2,000			
22			7							10		
23												
24												
25												
26	S&H	■	4	12	CL	SANDY CLAY with GRAVEL (CL) olive with red-brown mottling, stiff, wet, fine-grained, subangular gravel						
27			8				10					
28												
29					CL	SANDY CLAY (CL) yellow-brown, stiff, wet, trace fine-grained gravel						
30												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



A LANGAN COMPANY

Project No.: 731578603

Figure: A-5a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA								
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft			
31	S&H		4	11	CL	SANDY CLAY (CL) (continued)									
32	ST		6	--	CL	SANDY CLAY (CL) yellow-brown, stiff, wet							28.1	96	
33			9		CL										
34					GC	CLAYEY GRAVEL with SAND (GC) yellow-brown and red-brown, dense, wet, fine-grained- to coarse-grained subrounded to subangular gravel									
35			12		GC										
36	S&H		23	36	SP	SAND with GRAVEL (SP) olive-brown and gray, dense, wet, trace fines									
37			28		SP										
38					CL	CLAY with GRAVEL (CL) olive with yellow-brown mottling, very stiff, wet, fine-grained subangular to subrounded gravel, trace sand									
39			6	17	CL										
40	S&H		10	14	CL	CLAY with SAND (CL) gray, wet, stiff, trace fine-grained angular to subangular gravel and organics (plant fibers)									
41					CL										
42					CL										
43					CL										
44					CL										
45					CL										
46	S&H		4	10			PP			1,250- 1,500					
47			6												
48			8												
49															
50															
51															
52															
53															
54															
55															
56															
57															
58															
59															
60															

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 46.5 feet below ground surface.
Boring backfilled with cement grout.
Groundwater encountered at 14.5 feet below ground surface one day after drilling.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Project No.:
731578603

Figure:
A-5b

Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/19/13

Date finished: 2/19/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹								
Ground Surface Elevation: ~54 feet ²												
1						4 inches Asphalt Concrete (AC)						
2						5 inches Aggregate Base (AB)						
2	BULK	⊗			CL	CLAY with SAND (CL) dark brown, moist						
3												
4					SC	CLAYEY SAND with GRAVEL (SC) olive, dense, moist, fine-grained, subrounded to subangular gravel						
5	SPT	▒	3	38								
6			10									
6			22									
7						SAND with SILT and GRAVEL (SP-SM) olive, dense, moist, fine- to coarse-grained angular to subangular gravel						
8												
9					SP-SM							
10	SPT	▒	17	29								
11			16									
11			8			medium dense, wet						
12						SANDY CLAY (CL) yellow-brown, stiff, wet, fine-grained sand, trace fine-grained subangular to subrounded gravel						
13												
15	S&H	▒	3	19	CL		PP	1,250		26.0	102	
16			5									
16			8									
17												
18												
19						SANDY CLAY with GRAVEL (CL) olive with red-brown mottling, stiff, wet, subangular to subrounded gravel						
20	S&H	▒	4	10	CL							
21			6									
21			8									
22						CLAY (CL) gray with brown mottling, stiff, wet, trace organics (plant fibers)						
23					CL							
24												
25	SPT	▒	2	11		SANDY CLAY with GRAVEL (CL) olive with yellow-brown mottling, stiff, wet, fine-grained subangular to subrounded gravel						
26			4									
26			5									
27												
28					CL							
29												
30												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



A LANGAN COMPANY

Project No.: 731578603

Figure: A-6a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA							
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft		
31	S&H		3	16	CL	SANDY CLAY with GRAVEL (CL) (continued) very stiff, increased gravel content								
32	SPT		5 17	52		SAND with CLAY and GRAVEL (SP-SC) yellow-brown, very dense, wet, fine-grained subangular to subrounded gravel						19.6	113	
33			14											
34			16											
35	SPT		29	64	SP-SC	olive-brown								
36			23											
37			30											
38														
39														
40	S&H		7	27	SC	CLAYEY SAND with GRAVEL (SC) brown, medium dense, wet, fine-grained subangular gravel				23.5	16.6			
41			17											
42	SPT		8	68	SP-SC	LL = 32, PI = 14, see Figure C-1 SAND with CLAY and GRAVEL (SP-SC) olive, very dense, wet, fine-grained, subangular to subrounded gravel								
43			25											
44			32											
45	SPT		9	32	CL	SANDY CLAY (CL) olive with yellow-brown mottling, hard, wet, trace fine-grained subangular to subrounded gravel								
46			10											
47			17			CLAYEY SAND with GRAVEL (SC) olive, dense, wet, fine-grained, fine-grained subangular to subrounded gravel								
48														
49														
50	SPT		20	38	SC	olive-brown and yellow-brown								
51			16											
52			16											
53														
54														
55	SPT		11	20	SP-SC	SAND with CLAY (SP-SC) olive, medium dense, wet								
56			8		CL	CLAY (CL) olive, very stiff, wet, trace fine-grained sand and gravel, trace organics (plant fibers)								
57			9			gray								
58														
59														
60					SC									

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.:
731578603

Figure:
A-6b

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
61	SPT		29 18 8	31	SC	SAND with CLAY and GRAVEL (SC) yellow-brown, dense, wet, fine-grained subangular gravel	PP	2,000	27.9	95		
62					CL						CLAY (CL) olive-gray, very stiff to hard, wet, trace organics (plant fibers)	
63												
64												
65	S&H		5 18 28	32	CL	CLAY with SAND (CL) gray, hard, wet						
66												
67												
68												
69					SC	CLAYEY SAND with GRAVEL (SC) gray, dense, wet, fine-grained subangular to subrounded gravel						
70												
71	SPT		10 20 22	37								
72					CL	CLAY (CL) olive-brown, hard, wet, trace organics (plant fibers)						
73												
74												
75	S&H		6 12 12	17	CL	SANDY CLAY (CL) gray, very stiff, wet, with lens of gray medium dense SAND with CLAY and GRAVEL (SP-SC) approximately 9 inches thick						
76												
77												
78												
79												
80												
81												
82												
83												
84												
85												
86												
87												
88												
89												
90												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 76.5 feet below ground surface.
Boring backfilled with cement grout.
Groundwater obscured by drilling method.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Project No.:
731578603

Figure:
A-6c

Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/22/13

Date finished: 2/22/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Shelby Tube (ST)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹								
Ground Surface Elevation: ~53.5 feet ²												
1					CL	SANDY CLAY (CL) olive, moist						
2												
3	HA											
4						dark brown						
5						SAND with GRAVEL (SP) olive-brown, dense, moist, fine- to coarse-grained angular to subrounded gravel, trace silt						
6	SPT		10	36	SP							
7			15									
8												
9												
10						CLAYEY SAND (SC) red-brown, medium dense, moist, trace fine-grained subangular gravel, with interbedded layers of red-brown CLAY (CL)						
11	SPT		6	17	SC							
12			7									
13			7			CLAY (CL) olive with yellow-brown mottling, very stiff, moist, trace fine-grained sand and gravel (02/22/13, 12:45 p.m.)						
14												
15												
16	S&H		3	11	CL	stiff, wet, increase in sand content	PP	1,500-2,000			31.0	93
17			6									
18			9									
19												
20						SANDY CLAY (CL) mottled gray and olive-brown, stiff, wet, with fine-grained subangular gravel						
21	S&H		5	9	CL	CLAY (CL) olive-brown, stiff, wet, trace fine-grained subangular to subrounded gravel					22.9	102
22			4									
23			9			SANDY CLAY with GRAVEL (CL) olive-brown and yellow-brown, stiff, wet, fine-grained rounded to subrounded gravel						
24												
25												
26	ST			150 psi								
27				300 psi								
28					SC	CLAYEY SAND with GRAVEL (SC) yellow-brown, wet, fine-grained subangular to subrounded gravel						
29												
30												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
31	SPT		5	19	CL	SANDY CLAY (CL) olive-gray and gray, very stiff, wet, trace fine-grained gravel	PP TxUU	3,600	1,500	28.0	98	
32			6									
33			10									
34					CL	CLAY with SAND (CL) olive-gray and gray, stiff, wet, trace organics (plant fibers)						
35												
36	S&H		7	12		Triaxial Test, see Figure C-8						
37			8									
38			9									
39					SP-SC	SAND with CLAY and GRAVEL (SP-SC) olive and yellow-brown, very dense, wet, fine-grained angular to subangular gravel, with layer of dark brown GRAVEL with SAND (GP) about 3 inches thick						
40	SPT		17	61								
41			24									
42			27									
43					CL	SANDY CLAY with GRAVEL (CL) olive with yellow-brown and red-brown mottling, very stiff, wet, fine-grained subangular to subrounded gravel						
44												
45	SPT		6	22								
46			5									
47			13									
48					CL	yellow-brown, fine-grained sand						
49												
50	S&H		12	17		SANDY CLAY with GRAVEL (CL) gray, very stiff, wet, fine-grained subangular to subrounded gravel, trace organics (plant fibers)						
51			13									
52			11									
53					CL	CLAY with SAND (CL) yellow-brown, hard, wet						
54												
55	SPT		7	48								
56			16									
57			24		SC	CLAYEY SAND with GRAVEL (SC) yellow-brown, dense, wet, fine-grained subangular to subrounded gravel						
58												
59					CL	CLAY with SAND (CL) olive-gray and gray, stiff, wet, trace fine-grained						
60												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-7b

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
61	S&H		7	12	CL	CLAY with SAND (CL) (continued) subangular to subrounded gravel Triaxial Test, see Figure C-9	TxUU	6,100	1,250		21.9	109
62			8									
63			9									
64												
65	SPT		3	52	SC	CLAYEY SAND with GRAVEL (SC) olive-gray and gray, very dense, wet, fine-grained subangular to subrounded gravel						
66			13									
67			30									
68												
69												
70	SPT		6	16	CL	CLAY (CL) olive-gray and gray with white mottling, very stiff, wet, trace organics (plant fibers), with shell fragments						
71			5									
72			8									
73												
74												
75	S&H		7	33	SP-SM	SAND with SILT and GRAVEL (SP-SM) olive-gray and gray, dense, wet, fine-grained subangular to subrounded gravel, trace organics (plant fibers)						
76			24									
77			23									
78	SPT		5	17	CL	CLAY (CL) gray, very stiff, wet, trace organics (plant fibers), trace fine-grained subangular gravel and trace shell fragments						
79			6									
80			8									
81												
82												
83												
84												
85												
86												
87												
88												
89												
90												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 78 feet below ground surface.
Boring backfilled with cement grout.
Groundwater encountered at 12.8 feet below ground surface during drilling.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Project No.:
731578603

Figure:
A-7c

Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/13/13

Date finished: 2/13/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Dames & Moore (D&M)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES			LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"								
					Ground Surface Elevation: ~55 feet ²						
1					4 inches Asphalt Concrete (AC)						
2					4 inches Aggregate Base (AB)						
2	BULK	⊗		CL	SANDY CLAY (CL) olive and olive-brown, moist						
3											
4					SILTY SAND with GRAVEL (SM) olive-brown, very dense, moist, fine- to coarse-grained, subangular to subrounded gravel						
5											
5	SPT	▒	10	SM							
6			19								
6			26								
7											
8											
9											
10											
10	SPT	▒	5	CL							
11			3								
11			5			CLAY with SAND (CL) olive with red-brown mottling, stiff, moist, trace fine-grained subangular gravel					
12											
13											
14											
15											
15	S&H	▒	8	SC-SM					21.6	18.4	117
16			14			CLAYEY SILTY SAND (SC-SM) yellow-brown, medium dense, moist to wet, fine-grained subangular gravel and lenses of SANDY CLAY (CL) LL = 26, PI = 7, see Figure C-1					
16			18								
17											
18											
19											
20											
20	S&H	▒	17	GC					1,500-2,000		
21			24			CLAYEY GRAVEL with SAND (GC) yellow-brown, olive, and gray, medium dense, wet					
21			12								
22											
22					CLAY (CL) yellow-brown, very stiff, wet, trace fine-grained sand and gravel						
23											
24											
24											
25											
25	S&H	▒	5	CL							
26			11			olive with yellow-brown mottling, increase in gravel and sand content					
26			17								
27											
27					CLAYEY SAND with GRAVEL (SC) olive and yellow-brown, medium dense, wet, fine-grained subangular gravel						
28											
28											
29											
29											
30											

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



A LANGAN COMPANY

Project No.: 731578603

Figure: A-8a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA						
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft	
31	SPT		2 4 4	10	CL	CLAY with SAND (CL) yellow-brown, with red-brown mottling, stiff, wet, fine-grained sand, trace fine-grained gravel	PP	1,500-2,000	17.2	15.7	32.9	18.2	118
32	D&M			400 psi	GC	CLAYEY GRAVEL with SAND (GC) yellow-brown, wet, fine-grained subangular gravel							
33													
34													
35	SPT		13 18 21	47	GC	yellow-brown, gray, and brown, dense, fine- to coarse-grained angular to subrounded gravel							
36													
37													
38													
39													
40	S&H		23 35 39	52	SP-SM	SAND with SILT and GRAVEL (SP-SM) olive-brown, very dense, wet, fine- to coarse-grained angular to subrounded gravel							
41													
42													
43													
44													
45	SPT		10 8 7	18	SC	CLAYEY SAND with GRAVEL (SC) olive-brown, wet, medium dense, fine-grained subangular gravel LL = 36, PI = 15, see Figure C-2							
46													
47													
48													
49													
50	S&H		18 19 22	29	SC	CLAYEY SAND (SC) olive-brown, medium dense, wet, trace fine-grained subangular gravel Sieve Analysis, see Figure C-3							
51													
52	SPT		16 17 26	52	CL	very dense SANDY CLAY (CL) olive with yellow-brown mottling, hard, wet, trace fine-grained angular to subangular gravel							
53													
54													
55	S&H		9 11 13	17	CL	olive, very stiff, less gravel							
56													
57													
58													
59													
60					SC	CLAYEY SAND with GRAVEL (SC) olive-brown, very dense, wet, fine- to							

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-8b

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
61	SPT		32	60/6"	SC	CLAYEY SAND with GRAVEL (SC) (continued) coarse-grained, angular to subangular gravel						
62			50/6"									
63					CL	SANDY CLAY (CL) gray, very stiff, wet, fine-grained sand, trace organics (plant fibers)						
64												
65	S&H		14	27	SC	CLAYEY SAND with GRAVEL (SC) gray, dense, wet, fine-grained subangular gravel, trace organics (plant fibers)						
66			10				29					
67					CL	CLAY with GRAVEL (CL) olive-brown, very stiff, wet						
68												
69					SC	mottled gray and olive-brown, increased sand content						
70												
71	SPT		5	25	SC	CLAYEY SAND with GRAVEL (SC) gray, medium dense to dense, wet, fine-grained angular to subangular gravel						
72			6									
73			15		CL	CLAY (CL) gray, hard, wet, trace fine-grained sand and organics (plant fibers)						
74												
75	SPT		5	41	SC	CLAYEY SAND with GRAVEL (SC) gray, dense, wet						
76			10				24					
77												
78												
79												
80												
81												
82												
83												
84												
85												
86												
87												
88												
89												
90												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 76.5 feet below ground surface.
Boring backfilled with cement grout.
Groundwater obscured by drilling method.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/14/13

Date finished: 2/14/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Shelby Tube (ST)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES			LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"								
Ground Surface Elevation: ~56 feet ²											
1					4 inches Asphalt Concrete (AC)						
2					6 inches Aggregate Base (AB)						
3	BULK				SANDY CLAY (CL) olive, moist, trace fine-grained subangular to subrounded gravel						
4					olive mottling						
5					CLAYEY SAND with GRAVEL (SC) olive, loose to medium dense, fine-grained subangular to subrounded gravel						
6	SPT		2 2 6	10							
7											
8											
9					CLAY (CL) yellow-brown, medium stiff, moist, trace fine-grained sand and gravel						
10											
11	S&H		6 4 6	7	Triaxial Test, see Figure C-10	PP TxUU	1,100	750- 1,000 1,050		32.3	91
12											
13											
14											
15											
16	ST			200 psi	∇ (02/14/13, 9:00 a.m.) wet Consolidation Test, see Figure C-19					33.8	86
17					SAND with SILT and GRAVEL (SP-SM) olive-brown, wet, fine-grained subangular gravel						
18											
19											
20					SANDY CLAY (CL) olive-brown with red-brown mottling, stiff, wet, fine-grained sand, trace fine-grained subangular gravel						
21	S&H		10 8 9	12		PP		1,500		20.9	109
22											
23											
24					CLAY (CL) yellow-brown, medium stiff, wet						
25											
26	S&H		2 3 6	6	Triaxial test, see Figure C-11	PP TxUU	2,600	600- 750 980		31.4	94
27											
28											
29											
30											

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



A LANGAN COMPANY

Project No.: 731578603

Figure: A-9a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
31	SPT		3	11	CL	SANDY CLAY (CL) (continued) olive with yellow-brown mottling, stiff, increase in gravel content						
32			4									
33			5									
34				23	CL	SANDY CLAY with GRAVEL (CL) yellow-brown with olive and red-brown mottling, very stiff, wet, fine-grained subangular gravel						
35			12									
36	S&H		14									
37			19									
38				13	CL	SANDY CLAY (CL) gray, stiff, wet, trace fine-grained subangular gravel with thin, interbedded layers of gray CLAYEY GRAVEL with SAND (GC) and CLAYEY SAND with GRAVEL (SC) (2-4 inches thick)						
39			3									
40	S&H		4									
41			14									
42	SPT		5	18	CL	very stiff, trace organics (plant fibers)						
43			6									
44			9									
45				8	CL	medium stiff to stiff						
46	S&H		6									
47			4	11	CL	olive-gray with light gray and white mottling, stiff, trace organics (plant fibers)						
48	SPT		3									
49			4									
50			5									
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 48 feet below ground surface.
Boring backfilled with cement grout.
Groundwater encountered at 15.5 feet below ground surface during drilling.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Project No.:
731578603

Figure:
A-9b

Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/12/13

Date finished: 2/12/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT), Dames & Moore (D&M), Shelby Tube (ST)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹								
Ground Surface Elevation: ~56 feet ²												
1						4 inches Asphalt Concrete (AC)						
2						5 inches Aggregate Base (AB)						
3	BULK	⊗			CH	SANDY CLAY (CH) dark brown, moist LL = 55, PI = 31, see Figure C-2					21.1	
4												
5					CL	SANDY CLAY (CL) olive-brown, moist, trace fine-grained gravel						
6	S&H	■	10	24								
7			15									
8			19		SP-SM	SAND with SILT and GRAVEL (SP-SM) olive, medium dense, moist, fine-grained subangular gravel						
9												
10												
11	SPT	▽	6	17								
12			7		CL	CLAY (CL) yellow-brown with olive mottling, very stiff, moist, trace fine-grained sand						
13			7									
14												
15												
16	D&M	■		300 psi	CL	▼ (02/13/13, 7:15 a.m.) Triaxial Test, see Figure C-12	PP TxUU	1,500	3,250 2,720		24.8	104
17												
18												
19												
20												
21	ST	■		300 psi	CL	SANDY CLAY with GRAVEL (CL) olive-gray, medium stiff, fine-grained angular to subrounded gravel Triaxial Test, see Figure C-13	TxUU	2,000	990		23.3	105
22												
23												
24												
25												
26	S&H	■	5	14	CL	CLAY (CL) olive with yellow-brown mottling, stiff, wet, trace fine-grained sand and fine-grained gravel	PP		1,500			
27			6									
28			14									
29												
30					SC	CLAYEY SAND with GRAVEL (SC) olive, medium dense, wet, fine-grained subangular gravel						

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-10a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
31	SPT		4 7 9	19	CL	CLAY (CL) (continued) olive with yellow-brown mottling, very stiff, wet trace sand and fine-grained subangular gravel						
32					CL							
33					CL							
34					CL							
35	S&H		6 14 19	23	SC	CLAYEY SAND with GRAVEL (SC) olive-gray and red-brown, medium dense, wet LL = 36, PI = 16, see Figure C-2			15.1	16.1		
36					SC							
37					SC							
38					SC							
39					SC							
40	SPT		4 4 5	11	CL	CLAY (CL) gray, stiff, wet, trace fine-grained sand						
41					CL							
42					CL							
43					CL							
44					CL							
45	S&H		5 10 12	15	SC	CLAYEY SAND with GRAVEL (SC) olive and gray, medium dense, fine- to coarse-grained sand, with fine-grained angular to subrounded gravel LL = 39, PI = 21, see Figure C-2			19.6	15.4		
46					SC							
47	SPT		4 11 24	42		dense						
48												
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 48 feet below ground surface.
Boring backfilled with cement grout.
Groundwater encountered at 15.5 feet below ground surface one day after drilling.
Upper 5 feet hand augered to check for utilities.
PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/11/13

Date finished: 2/11/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES			LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"								
					Ground Surface Elevation: ~55.5 feet ²						
1					4 inches Asphalt Concrete (AC)						
2					4 inches Aggregate Base (AB)						
2	BULK	⊗		ML	SILT with SAND (ML) olive-brown, moist, trace clay						
3											
4					SAND with SILT and GRAVEL (SP-SM) olive, medium dense, moist, fine-grained angular to subrounded gravel						
5	S&H	■	9	18							
6			12								
6			14								
7											
8				SP-SM							
9											
10	SPT	▽	9	49	dense, moist						
11			24								
11			17								
12											
13											
14					CLAY (CL) yellow-brown with olive mottling, medium stiff to stiff, moist, trace fine-grained angular gravel						
15	S&H	■	3	8							
16			4								
16			7						1,250-1,750		
17											
18											
19				CL							
20											
21	S&H	■	4	13	olive-gray with red-brown mottling,						
21			8								
21			11								
22											
23											
24					CLAY (CH) gray with brown mottling, medium stiff, wet, trace sand						
25	S&H	■	7	6							
26			4								
26			5		CH				750	40.0	83
27											
28											
29				CL	CLAY (CL) olive with yellow-brown mottling, medium stiff to						
30											

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
31	S&H		3	8	CL	CLAY (CL) (continued) stiff, trace sand and gravel, wet Triaxial Test, see Figure C-14	PP TxUU	3,100	1,500 1,510		29.1	97
32			5									
33			7									
34					GC	CLAYEY GRAVEL with SAND (GC) yellow-brown and gray, dense, wet, fine-grained angular to subrounded gravel					11.0	129
35	S&H		14	41								
36			24									
37	SPT		9	41								
38			14									
39			20									
40	SPT		3	7	CL	CLAY with SAND (CL) light olive-brown, medium stiff, wet, trace fine-grained gravel						
41			2									
42			4									
43					GP-GM	GRAVEL with SILT and SAND (GP-GM) gray-brown and yellow-brown, dense, wet, fine- to coarse-grained subangular to subrounded gravel very dense						
44												
45	S&H		7	40								
46			17									
47	SPT		20	80								
48			42									
49			25									
50					CL	CLAY with SAND (CL) gray, stiff, wet, trace fine-grained sand	PP	1,500				
51	S&H		8	13								
52			9									
53			10									
54					SP-SC	SAND with CLAY and GRAVEL (SP-SC) olive-brown with yellow-brown mottling, very dense, wet, coarse-grained sand, fine-grained subangular gravel medium dense to dense						
55	S&H		29	35/ 6"								
56			50/ 6"									
57	SPT		9	30								
58			14									
59			11									
60												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA					
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
61	SPT		22 24 30	65	SP-SC	SAND with CLAY and GRAVEL (SP-SC) (continued) very dense, with thin lenses of olive SAND CLAY (CL) less than 2 inches thick	PP	2,500				
62												
63												
64												
65	S&H		10 12 17	20	CL	CLAY (CL) olive-gray, very stiff, wet, trace fine-grained sand and gravel, trace organics (plant fibers)						
66												
67												
68												
69					SC	CLAYEY SAND (SC) gray, dense, wet						
70												
71	SPT		15 17 19	43	CL	CLAY (CL) mottled gray and olive-brown, hard, wet						
72						CLAY (CL) olive-gray, hard, wet, trace fine-grained sand, fine-grained gravel, and silt						
73					CL							
74												
75												
76	S&H		9 42 30	50	SP	SAND with GRAVEL (SP) gray, dense to very dense, wet, trace silt						
77	SPT		7 9 10	23		CLAY (CL) olive-gray, very stiff, wet, trace fine-grained sand and silt						
78												
79												
80					CL							
81												
82												
83												
84												
85					SC	CLAYEY SAND with GRAVEL (SC) olive-gray, dense, wet						
86	SPT		24 29 17	43		SANDY CLAY (CL) olive-gray, hard, wet, trace fine-grained gravel						
87					CL							
88												
89					CL	CLAY with SAND (CL) olive-gray, very stiff, wet						
90												

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-11c

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA							
	Sampler Type	Sample	Blows/6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft		
91	S&H		9	24	CL	CLAY with SAND (CL) (continued)								
92			12		SC	CLAYEY SAND (SC) olive-gray, medium dense, wet								
93						CL	SANDY CLAY (CL) olive-gray, hard, wet, fine-grained sand, trace silt							
94					SC	CLAYEY SAND (SC) olive-gray, dense, wet, trace fine-grained gravel								
95	SPT		9	37		CL	SANDY CLAY (CL) olive-gray, hard, wet, fine-grained sand, trace silt							
96			12		SC	CLAYEY SAND (SC) olive-gray, dense, wet, trace fine-grained gravel								
97						SC								
98					SP-SC	SAND with CLAY and GRAVEL (SP-SC) olive-gray, dense, wet, fine-grained subangular to subrounded gravel								
99						SC								
100	S&H		18	35	SP-SC	SAND with CLAY and GRAVEL (SP-SC) olive-gray, dense, wet, fine-grained subangular to subrounded gravel								
101			27		CL	CLAY (CL) olive-gray, very stiff, wet, trace silt								
102			23			CL	CLAY (CL) olive-gray, very stiff, wet, trace silt							
103														
104														
105														
106														
107														
108														
109														
110														
111														
112														
113														
114														
115														
116														
117														
118														
119														
120														

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 101.5 feet below ground surface.
 Boring backfilled with cement grout.
 Groundwater obscured by drilling method.
 Upper 5 feet hand augered to check for utilities.
 PP = pocket penetrometer

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Boring location: See Site Plan, Figure 2

Logged by: J. Ray

Date started: 2/12/13

Date finished: 2/12/13

Drilling method: Rotary Wash

Hammer weight/drop: 140 lbs./30 inches

Hammer type: Automatic

Sampler: Sprague & Henwood (S&H), Standard Penetration Test (SPT)

LABORATORY TEST DATA

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹								
Ground Surface Elevation: ~58.7 feet ²												
1						4 inches Asphalt Concrete (AC)						
2						4 inches Aggregate Base (AB)						
3	BULK	⊗			CL	SANDY CLAY (CL) olive-brown, stiff, moist, trace fine-grained subangular gravel, petroleum odor LL = 33, PI = 17, see Figure C-2						
5	S&H	■	7	20		olive, increase in gravel content, very stiff						
6			14								6.8	117
7			14		SC	CLAYEY SAND with GRAVEL (SC) olive, medium dense, moist, fine-grained angular to subrounded gravel						
10	S&H	■	13	13		CLAY with SAND (CL) olive with yellow-brown mottling, stiff, moist, with fine- to coarse-grained subangular sand Triaxial Test, see Figure C-15	TxUU	1,100	1,930		25.6	100
11			9									
12			10									
13					CL							
15	S&H	■	4	13		trace fine-grained subangular gravel						
16			6									
17			12			▽ (02/12/13, 9:20 a.m.)						
20	S&H	■	9	29	SP-SC	SAND with CLAY and GRAVEL (SP-SC) red-brown and dark gray, medium dense, wet, fine-grained angular to subrounded gravel Sieve Analysis, see Figure C-4				10.5	16.3	
21			20									
22	SPT	▴	10	48								
23			17		GM	SILTY GRAVEL with SAND (GM) olive-brown, dense, wet						
24			23									
25	S&H	■	4	19	CL	CLAY (CL) olive, very stiff, wet, trace fine-grained angular gravel, trace sand					24.5	102
26			10									
27	SPT	▴	15	53	SC	CLAYEY SAND with GRAVEL (SC) olive with yellow-brown mottling, very dense, fine-grained angular gravel						
28			20									
29			24		GC	CLAYEY GRAVEL with SAND (GC) olive-brown and gray, very dense, wet, fine-grained subrounded gravel						

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13



Project No.: 731578603

Figure: A-12a

DEPTH (feet)	SAMPLES				LITHOLOGY	MATERIAL DESCRIPTION	LABORATORY TEST DATA							
	Sampler Type	Sample	Blows/ 6"	SPT N-Value ¹			Type of Strength Test	Confining Pressure Lbs/Sq Ft	Shear Strength Lbs/Sq Ft	Fines %	Natural Moisture Content, %	Dry Density Lbs/Cu Ft		
31	SPT		18 25 27	62	SP-SC	SAND with CLAY and GRAVEL (SP-SC) (continued)								
32						olive-brown and gray, very dense, wet								
33														
34														
35	SPT		16 20 17	44		dense, decrease in gravel content								
36														
37														
38														
39														
40	S&H		10 20 26	32	SC	CLAYEY SAND with GRAVEL (SC) yellow-brown with red-brown mottling, dense, wet, fine-grained subangular gravel								
41														
42														
43														
44														
45	S&H		5 11 18	20	CL	CLAY with SAND (CL) gray, very stiff, wet, trace organics (plant fibers), fine-grained sand								
46														
47						SANDY CLAY with GRAVEL (CL) yellow-brown, very stiff, wet, fine-grained subangular gravel								
48														
49														
50														
51														
52														
53														
54														
55														
56														
57														
58														
59														
60														

TEST GEOTECH LOG 731578603.GPJ TR.GDT 10/7/13

Boring terminated at a depth of 46.5 feet below ground surface.
Boring backfilled with cement grout.

Groundwater encountered at 17 feet below ground surface during drilling.
Upper 5 feet hand augered to check for utilities.

¹ S&H and SPT blow counts for the last two increments were converted to SPT N-Values using factors of 0.7 and 1.2, respectively to account for sampler type and hammer energy.
² Elevations based on NAVD 88 datum.



Project No.:
731578603

Figure:
A-12b

UNIFIED SOIL CLASSIFICATION SYSTEM

	Major Divisions	Symbols	Typical Names
Coarse-Grained Soils (more than half of soil > no. 200 sieve size)	Gravels (More than half of coarse fraction > no. 4 sieve size)	GW	Well-graded gravels or gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels or gravel-sand mixtures, little or no fines
		GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
	Sands (More than half of coarse fraction < no. 4 sieve size)	SW	Well-graded sands or gravelly sands, little or no fines
		SP	Poorly-graded sands or gravelly sands, little or no fines
		SM	Silty sands, sand-silt mixtures
Fine-Grained Soils (more than half of soil < no. 200 sieve size)	Silts and Clays LL = < 50	ML	Inorganic silts and clayey silts of low plasticity, sandy silts, gravelly silts
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays
		OL	Organic silts and organic silt-clays of low plasticity
	Silts and Clays LL = > 50	MH	Inorganic silts of high plasticity
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic silts and clays of high plasticity
Highly Organic Soils		PT	Peat and other highly organic soils

SAMPLE DESIGNATIONS/SYMBOLS

GRAIN SIZE CHART		
Classification	Range of Grain Sizes	
	U.S. Standard Sieve Size	Grain Size in Millimeters
Boulders	Above 12"	Above 305
Cobbles	12" to 3"	305 to 76.2
Gravel coarse fine	3" to No. 4	76.2 to 4.76
	3" to 3/4" 3/4" to No. 4	76.2 to 19.1 19.1 to 4.76
Sand coarse medium fine	No. 4 to No. 200	4.76 to 0.075
	No. 4 to No. 10	4.76 to 2.00
	No. 10 to No. 40 No. 40 to No. 200	2.00 to 0.420 0.420 to 0.075
Silt and Clay	Below No. 200	Below 0.075

- Sample taken with Sprague & Henwood split-barrel sampler with a 3.0-inch outside diameter and a 2.43-inch inside diameter. Darkened area indicates soil recovered
- Classification sample taken with Standard Penetration Test sampler
- Undisturbed sample taken with thin-walled tube
- Disturbed sample
- Sampling attempted with no recovery
- Core sample
- Analytical laboratory sample
- Sample taken with Direct Push sampler

- Unstabilized groundwater level
- Stabilized groundwater level

SAMPLER TYPE

- | | |
|---|--|
| <ul style="list-style-type: none"> C Core barrel CA California split-barrel sampler with 2.5-inch outside diameter and a 1.93-inch inside diameter D&M Dames & Moore piston sampler using 2.5-inch outside diameter, thin-walled tube O Osterberg piston sampler using 3.0-inch outside diameter, thin-walled Shelby tube | <ul style="list-style-type: none"> PT Pitcher tube sampler using 3.0-inch outside diameter, thin-walled Shelby tube S&H Sprague & Henwood split-barrel sampler with a 3.0-inch outside diameter and a 2.43-inch inside diameter SPT Standard Penetration Test (SPT) split-barrel sampler with a 2.0-inch outside diameter and a 1.5-inch inside diameter ST Shelby Tube (3.0-inch outside diameter, thin-walled tube) advanced with hydraulic pressure |
|---|--|

THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California



CLASSIFICATION CHART

Date 03/07/13 Project No. 731578603 Figure A-13

APPENDIX B

Logs of Cone Penetration Tests



Treadwell & Rollo

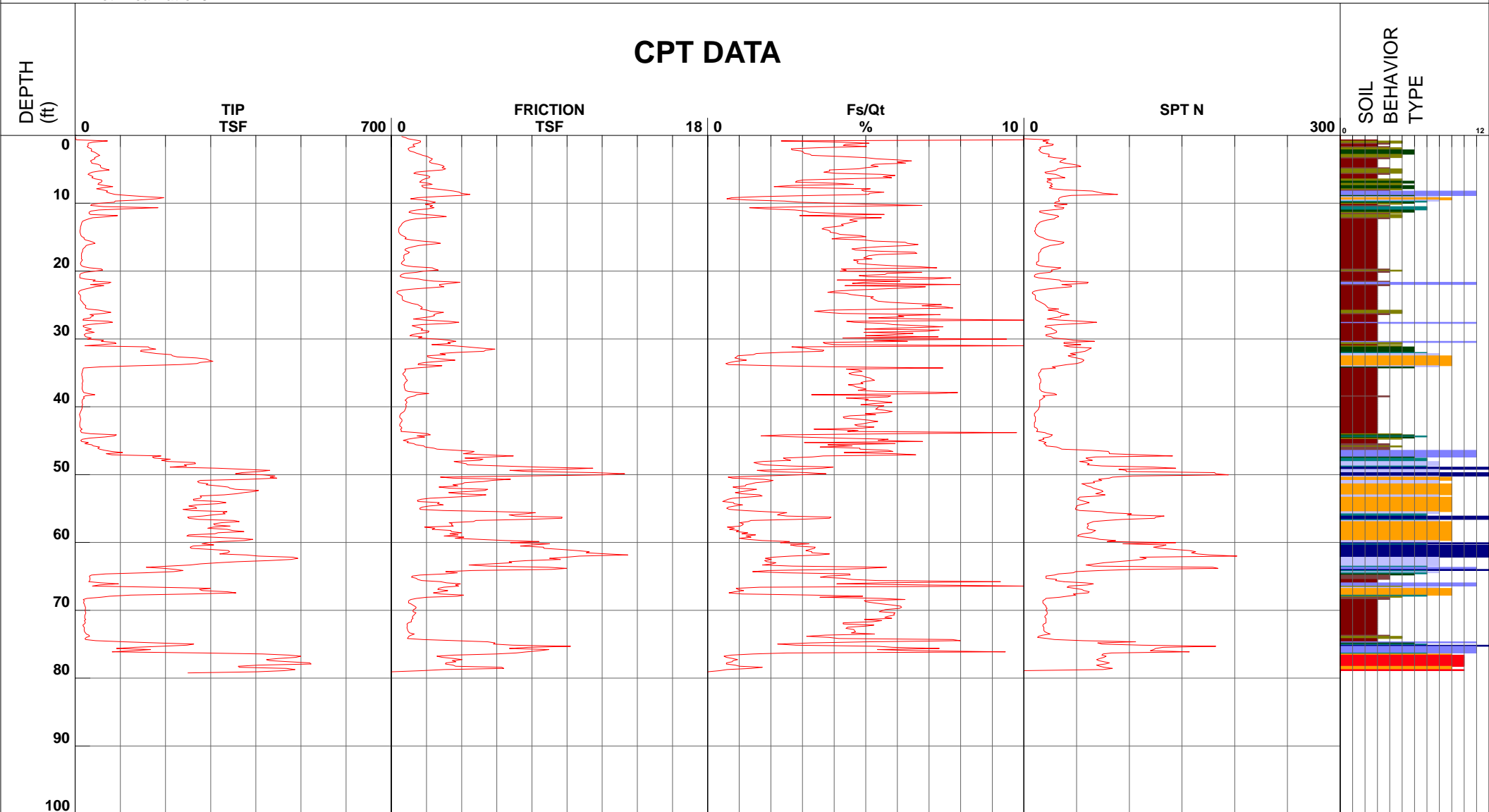
Project Village at San Antonio
 Job Number 731578603
 Hole Number C-3
 Water Table Depth _____

Operator RA-KF
 Cone Number DSG1104
 Date and Time 2/22/2013 8:48:39 AM

Filename SDF (449)C.cpt
 GPS _____
 Maximum Depth 79.23 ft

Net Area Ratio .8

CPT DATA



- | | | | |
|------------------------------|---------------------------------|--------------------------------|------------------------------------|
| ■ 1 - sensitive fine grained | ■ 4 - silty clay to clay | ■ 7 - silty sand to sandy silt | ■ 10 - gravelly sand to sand |
| ■ 2 - organic material | ■ 5 - clayey silt to silty clay | ■ 8 - sand to silty sand | ■ 11 - very stiff fine grained (*) |
| ■ 3 - clay | ■ 6 - sandy silt to clayey silt | ■ 9 - sand | ■ 12 - sand to clayey sand (*) |

Cone Size 10cm squared

S*Soil behavior type and SPT based on data from UBC-1983



Treadwell & Rollo

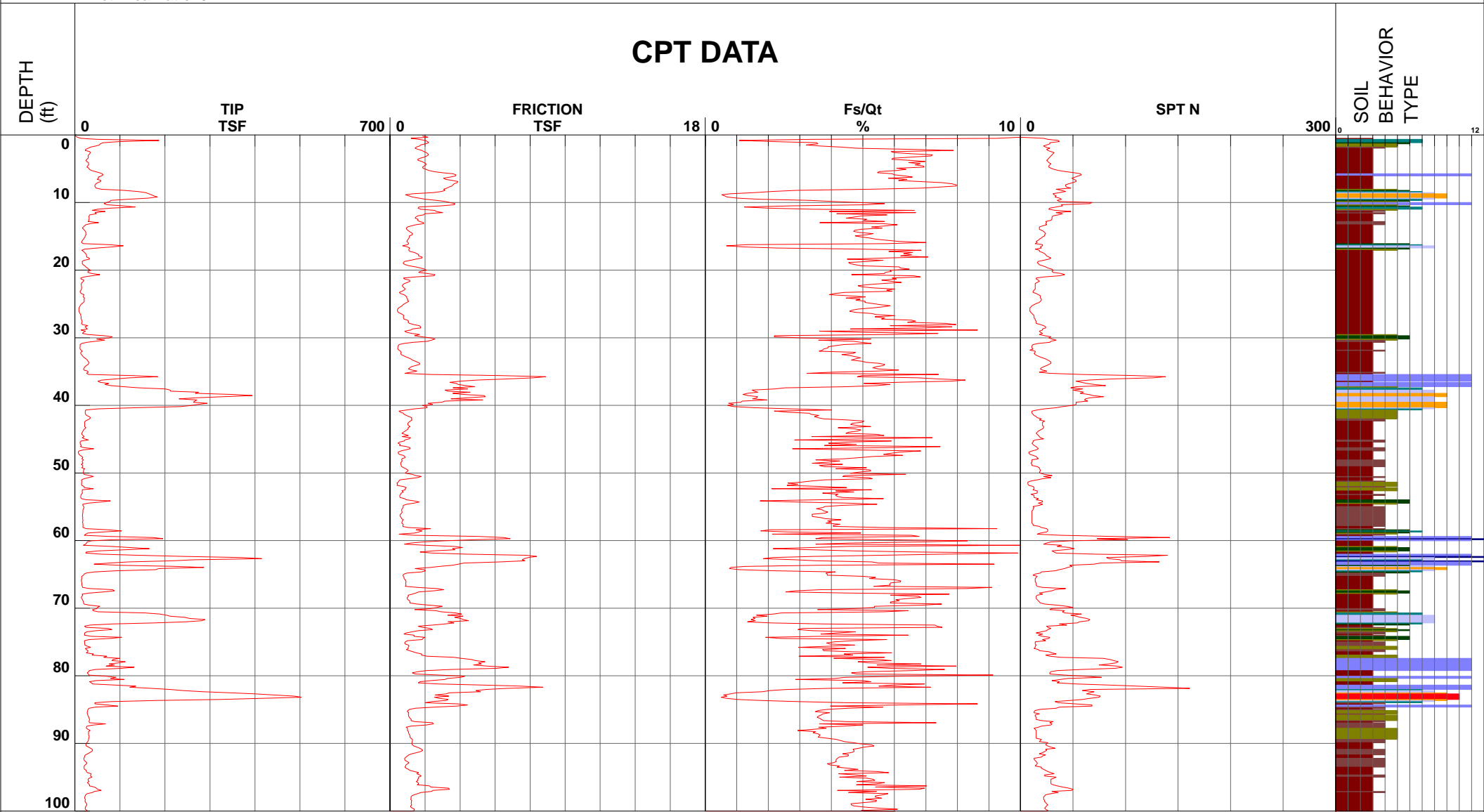
Project Village at San Antonio
 Job Number 731578603
 Hole Number C-4
 Water Table Depth _____

Operator RA-KF
 Cone Number DSG1104
 Date and Time 2/21/2013 11:19:57 AM
 14.60 ft

Filename SDF (443).cpt
 GPS _____
 Maximum Depth 100.56 ft

Net Area Ratio .8

CPT DATA



- | | | | |
|------------------------------|---------------------------------|--------------------------------|------------------------------------|
| ■ 1 - sensitive fine grained | ■ 4 - silty clay to clay | ■ 7 - silty sand to sandy silt | ■ 10 - gravelly sand to sand |
| ■ 2 - organic material | ■ 5 - clayey silt to silty clay | ■ 8 - sand to silty sand | ■ 11 - very stiff fine grained (*) |
| ■ 3 - clay | ■ 6 - sandy silt to clayey silt | ■ 9 - sand | ■ 12 - sand to clayey sand (*) |

Cone Size 10cm squared

S*Soil behavior type and SPT based on data from UBC-1983



Treadwell & Rollo

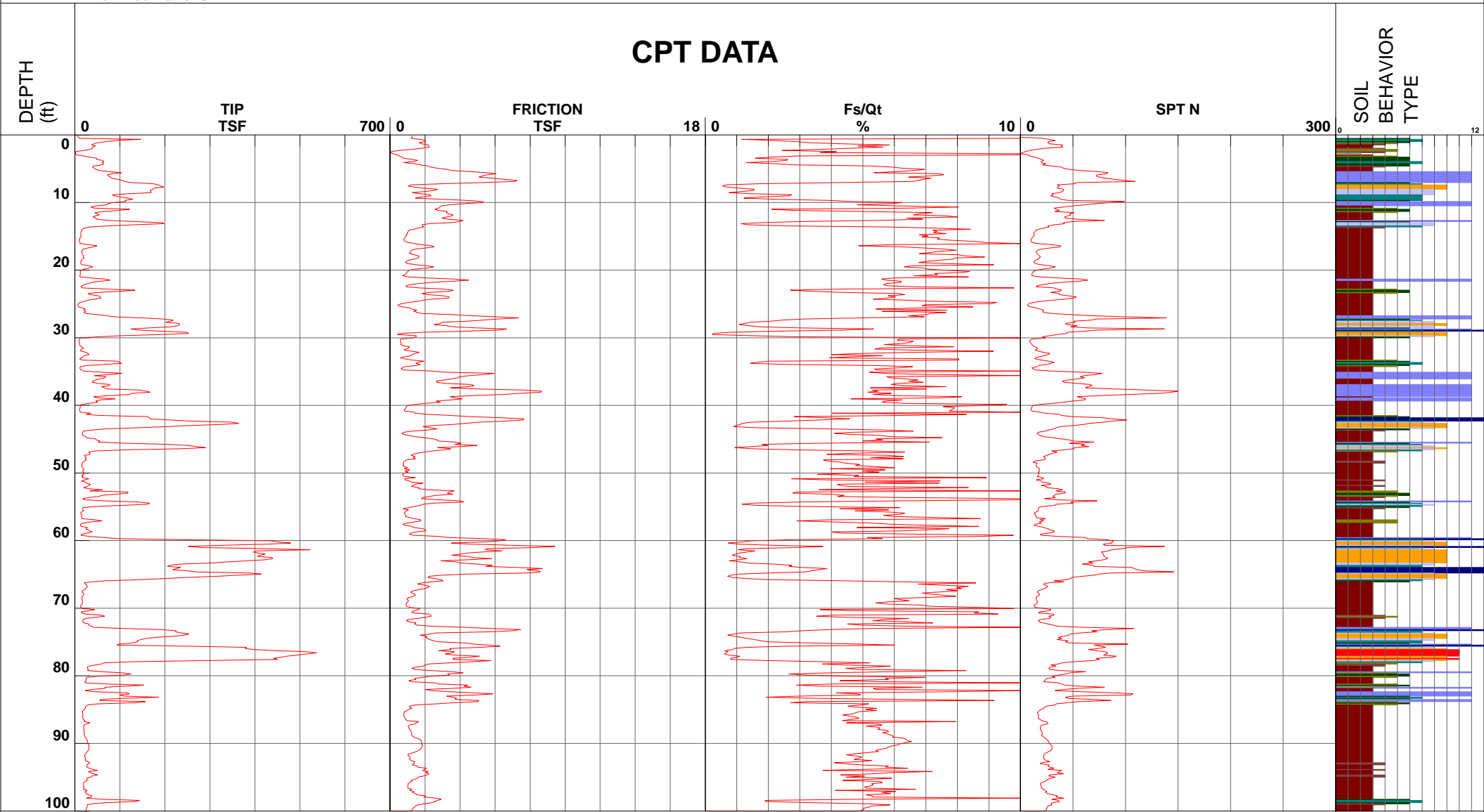
Project Village at San Antonio
 Job Number 731578603
 Hole Number C-5
 Water Table Depth _____

Operator RA-KF
 Cone Number DSG1104
 Date and Time 2/21/2013 12:57:45 PM
 14.50 ft

Filename SDF (444).cpt
 GPS _____
 Maximum Depth 100.56 ft

Net Area Ratio .8

CPT DATA



SOIL BEHAVIOR TYPE

- 1 - sensitive fine grained
- 4 - silty clay to clay
- 7 - silty sand to sandy silt
- 10 - gravelly sand to sand
- 2 - organic material
- 5 - clayey silt to silty clay
- 8 - sand to silty sand
- 11 - very stiff fine grained (*)
- 3 - clay
- 6 - sandy silt to clayey silt
- 9 - sand
- 12 - sand to clayey sand (*)

Cone Size 10cm squared

S*Soil behavior type and SPT based on data from UBC-1983



Treadwell & Rollo

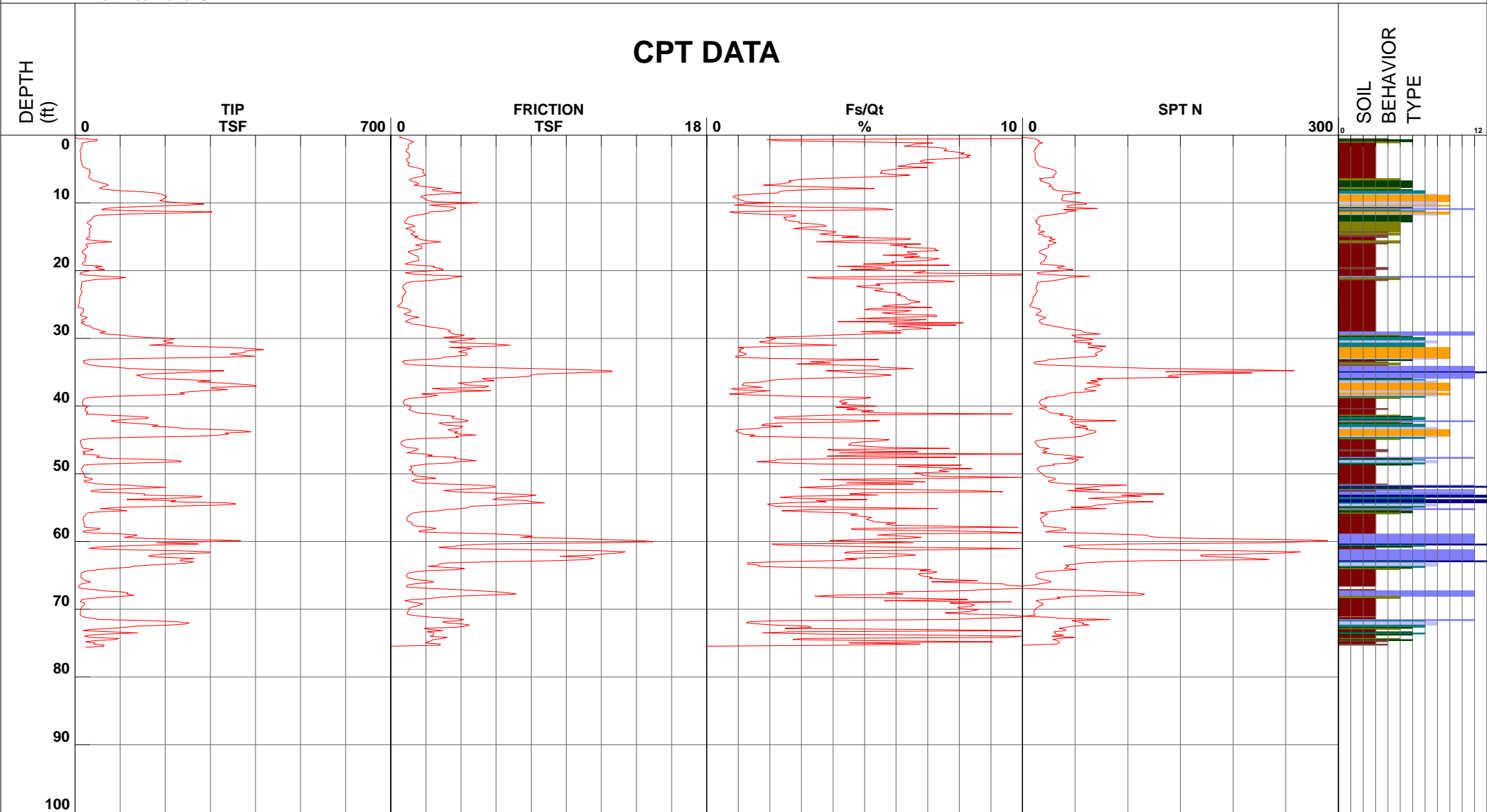
Project Village at San Antonio
 Job Number 731578603
 Hole Number C-6
 Water Table Depth _____

Operator RA-KF
 Cone Number DSG1104
 Date and Time 2/21/2013 5:23:39 PM
 14.10 ft

Filename SDF (446).cpt
 GPS _____
 Maximum Depth 75.62 ft

Net Area Ratio .8

CPT DATA



- | | | | |
|------------------------------|---------------------------------|--------------------------------|------------------------------------|
| ■ 1 - sensitive fine grained | ■ 4 - silty clay to clay | ■ 7 - silty sand to sandy silt | ■ 10 - gravelly sand to sand |
| ■ 2 - organic material | ■ 5 - clayey silt to silty clay | ■ 8 - sand to silty sand | ■ 11 - very stiff fine grained (*) |
| ■ 3 - clay | ■ 6 - sandy silt to clayey silt | ■ 9 - sand | ■ 12 - sand to clayey sand (*) |

Cone Size 10cm squared

S*Soil behavior type and SPT based on data from UBC-1983



Treadwell & Rollo

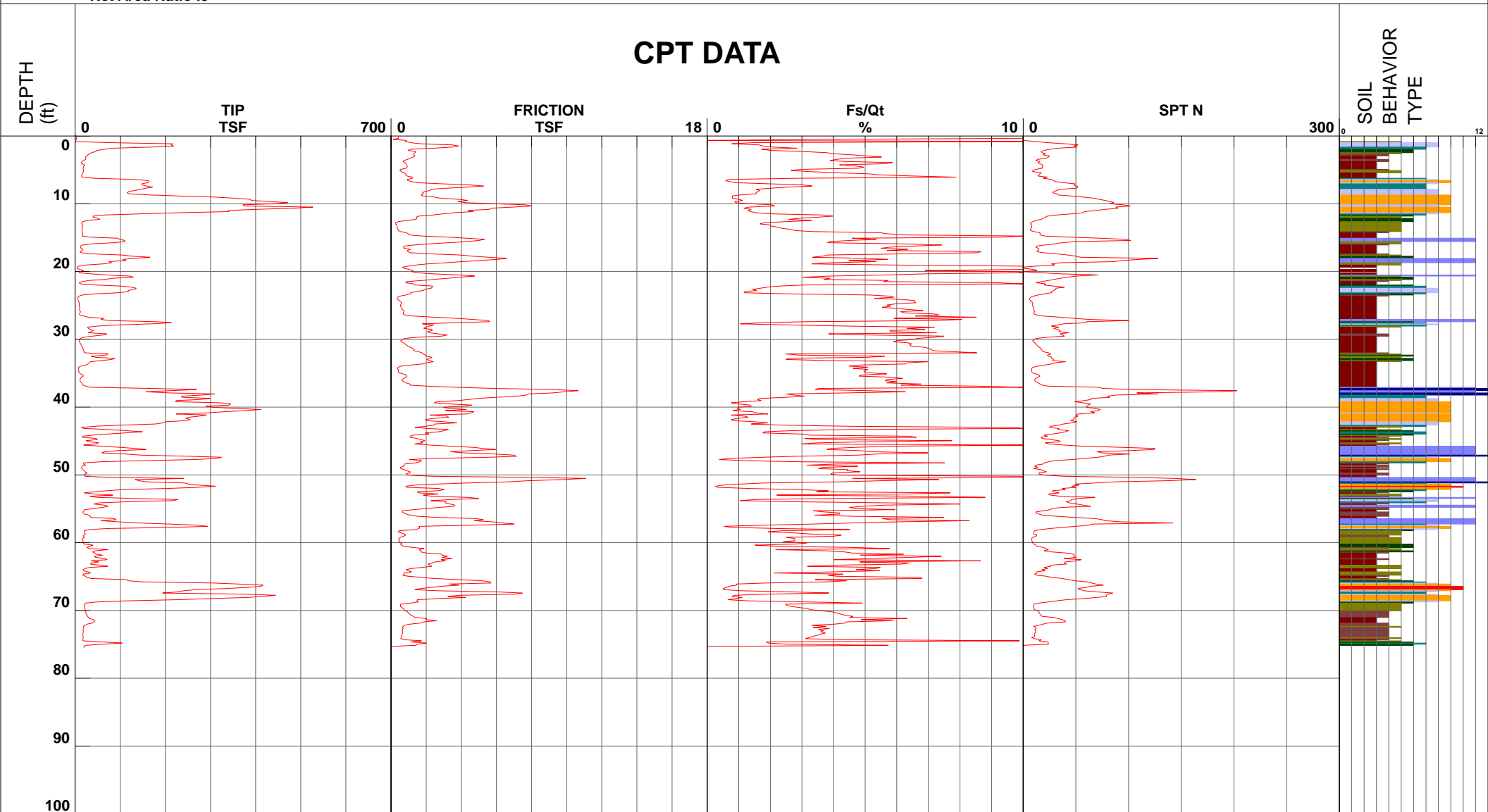
Project Village at San Antonio
 Job Number 731578603
 Hole Number C-7
 Water Table Depth _____

Operator RA-KF
 Cone Number DSG1104
 Date and Time 2/21/2013 3:06:46 PM
 13.30 ft

Filename SDF (445)c.cpt
 GPS _____
 Maximum Depth 75.46 ft

Net Area Ratio .8

CPT DATA



SOIL
BEHAVIOR
TYPE

- 1 - sensitive fine grained
- 4 - silty clay to clay
- 7 - silty sand to sandy silt
- 10 - gravelly sand to sand
- 2 - organic material
- 5 - clayey silt to silty clay
- 8 - sand to silty sand
- 11 - very stiff fine grained (*)
- 3 - clay
- 6 - sandy silt to clayey silt
- 9 - sand
- 12 - sand to clayey sand (*)

Cone Size 10cm squared

S*Soil behavior type and SPT based on data from UBC-1983



Treadwell & Rollo

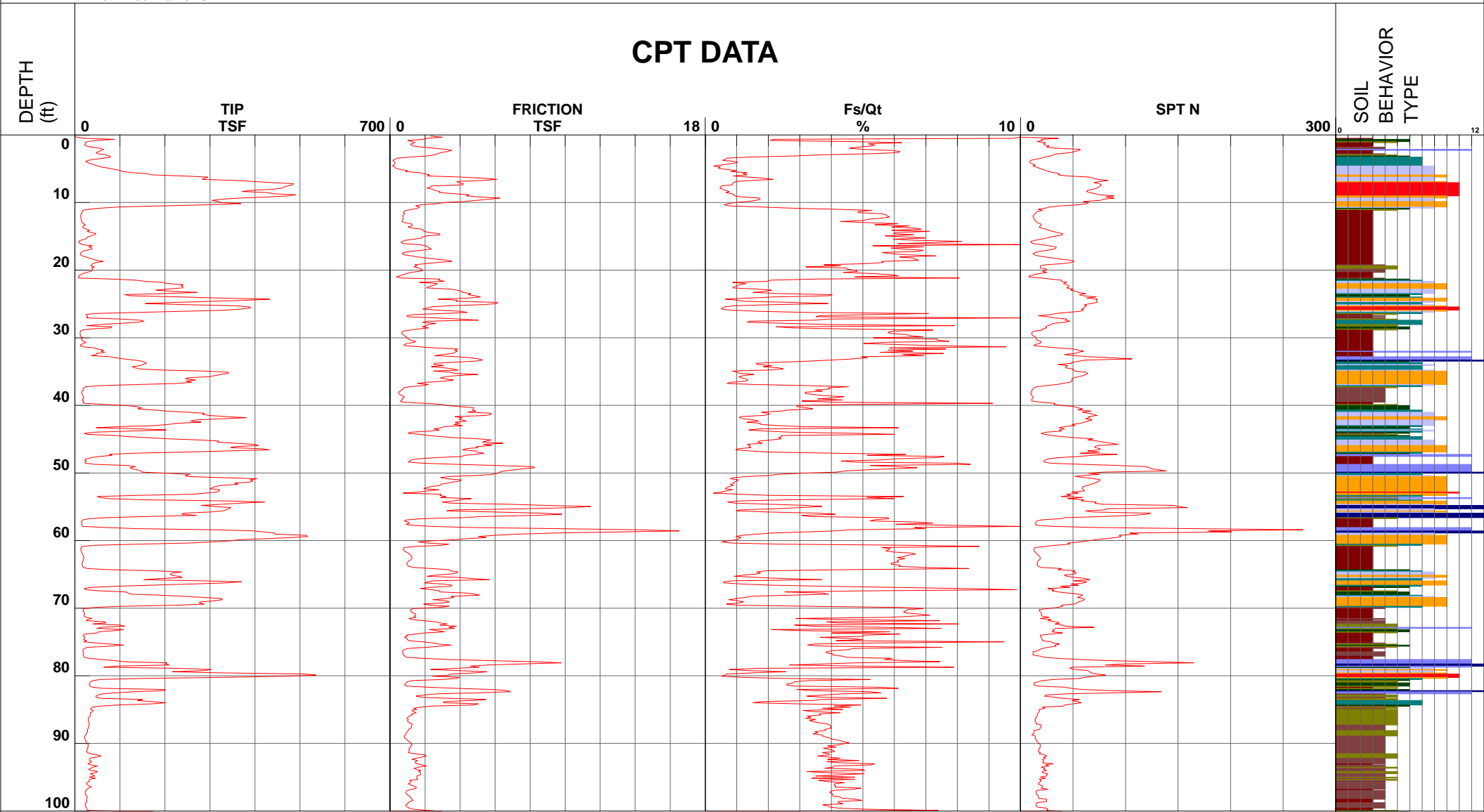
Project Village at San Antonio
 Job Number 731578603
 Hole Number C-8
 Water Table Depth _____

Operator RA-KF
 Cone Number DSG1104
 Date and Time 2/22/2013 7:15:07 AM
 15.60 ft

Filename SDF (448)c.cpt
 GPS _____
 Maximum Depth 100.56 ft

Net Area Ratio .8

CPT DATA



Cone Size 10cm squared

S*Soil behavior type and SPT based on data from UBC-1983



Treadwell & Rollo

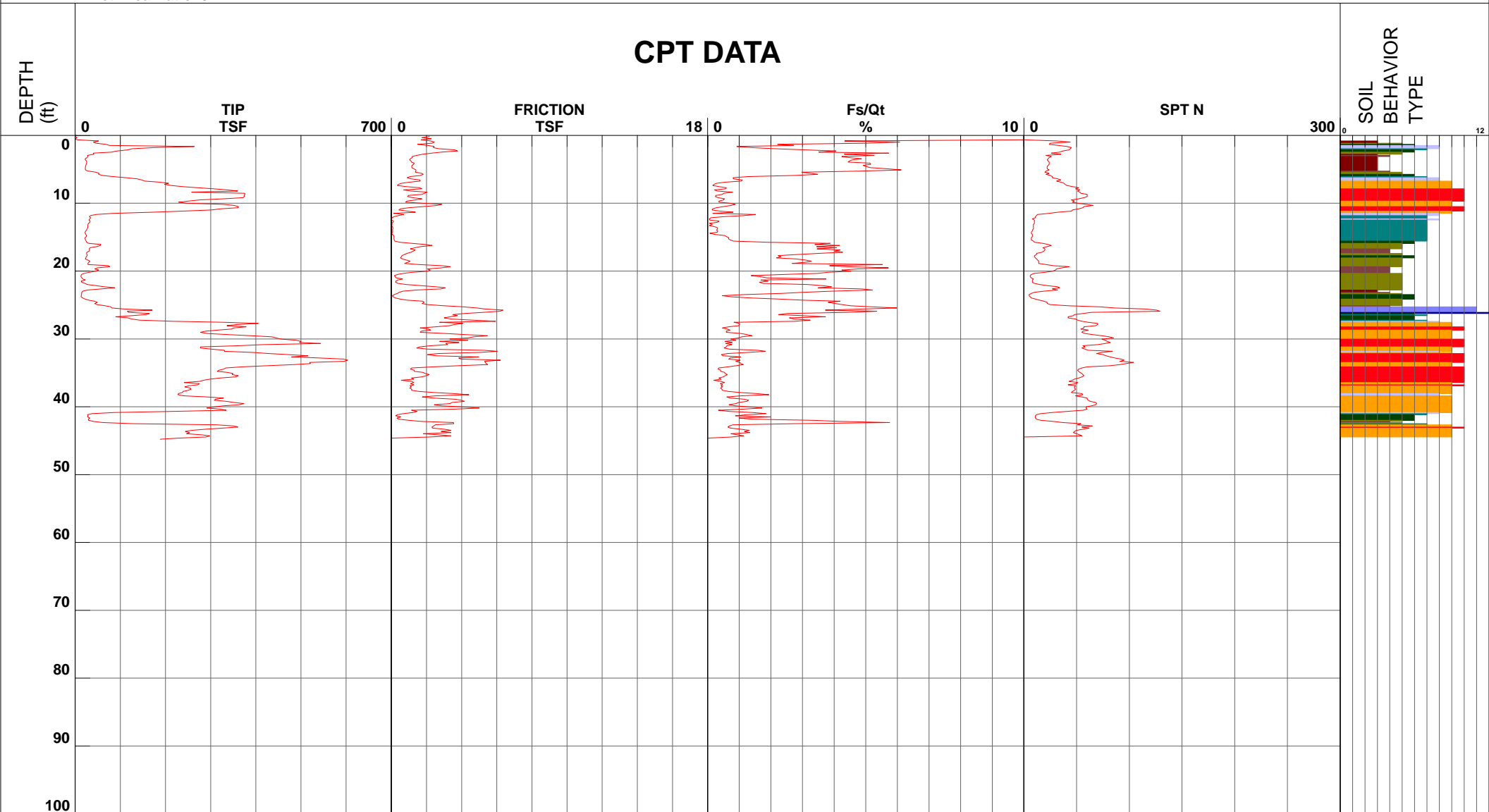
Project Village at San Antonio
 Job Number 731578603
 Hole Number C-9
 Water Table Depth _____

Operator RA-KF
 Cone Number DSG0906
 Date and Time 2/20/2013 7:57:18 AM

Filename SDF (435)c.cpt
 GPS _____
 Maximum Depth 44.78 ft

Net Area Ratio .8

CPT DATA



- | | | | |
|------------------------------|---------------------------------|--------------------------------|------------------------------------|
| ■ 1 - sensitive fine grained | ■ 4 - silty clay to clay | ■ 7 - silty sand to sandy silt | ■ 10 - gravelly sand to sand |
| ■ 2 - organic material | ■ 5 - clayey silt to silty clay | ■ 8 - sand to silty sand | ■ 11 - very stiff fine grained (*) |
| ■ 3 - clay | ■ 6 - sandy silt to clayey silt | ■ 9 - sand | ■ 12 - sand to clayey sand (*) |

Cone Size 10cm squared

S*Soil behavior type and SPT based on data from UBC-1983



Treadwell & Rollo

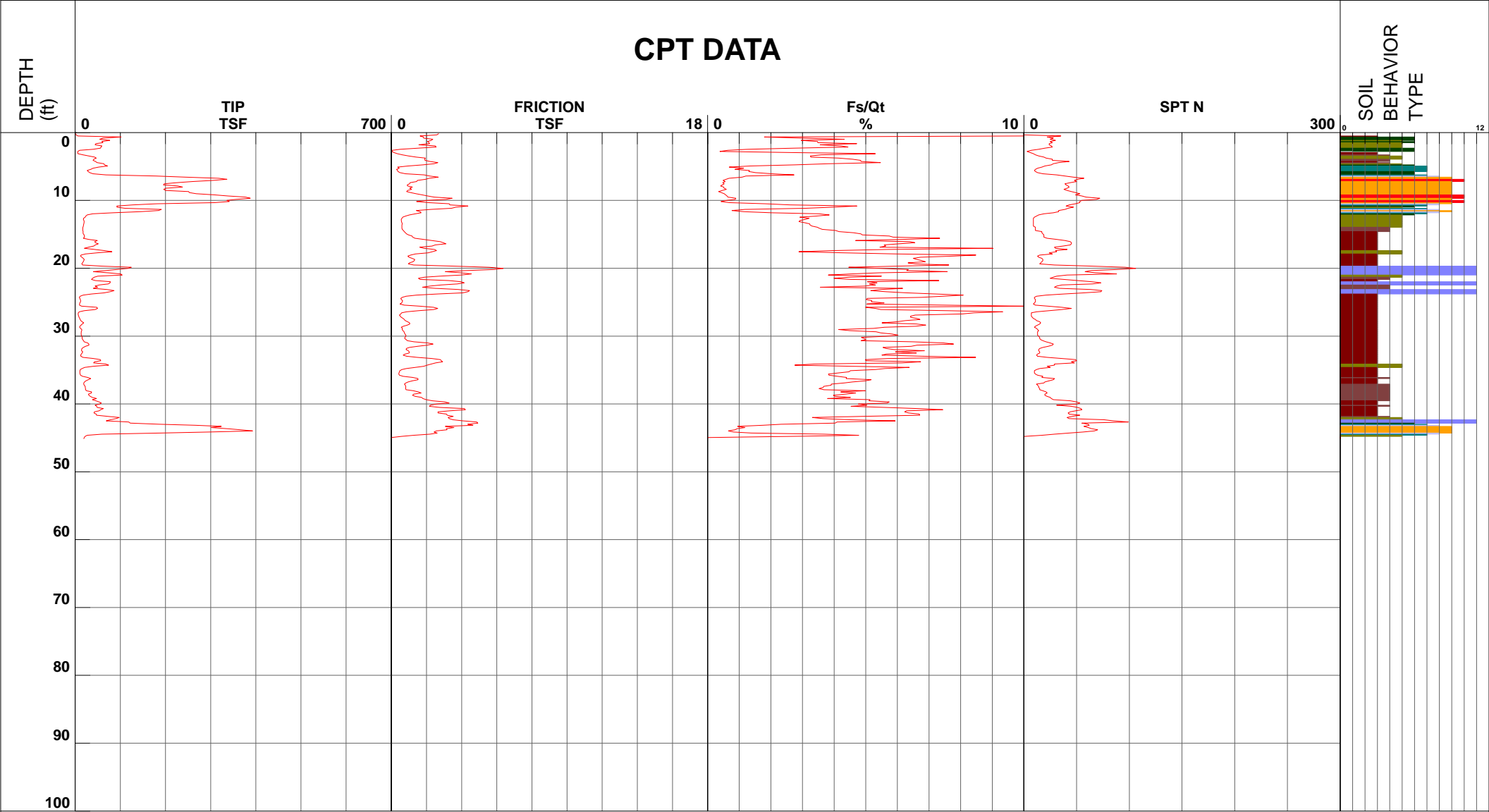
Project Village at San Antonio
 Job Number 731578603
 Hole Number C-10
 Water Table Depth _____

Operator RA-KF
 Cone Number DSG1104
 Date and Time 2/22/2013 10:32:23 AM
 17.70 ft

Filename SDF (450)C.cpt
 GPS _____
 Maximum Depth 45.11 ft

Net Area Ratio .8

CPT DATA



- 1 - sensitive fine grained
- 2 - organic material
- 3 - clay

- 4 - silty clay to clay
- 5 - clayey silt to silty clay
- 6 - sandy silt to clayey silt

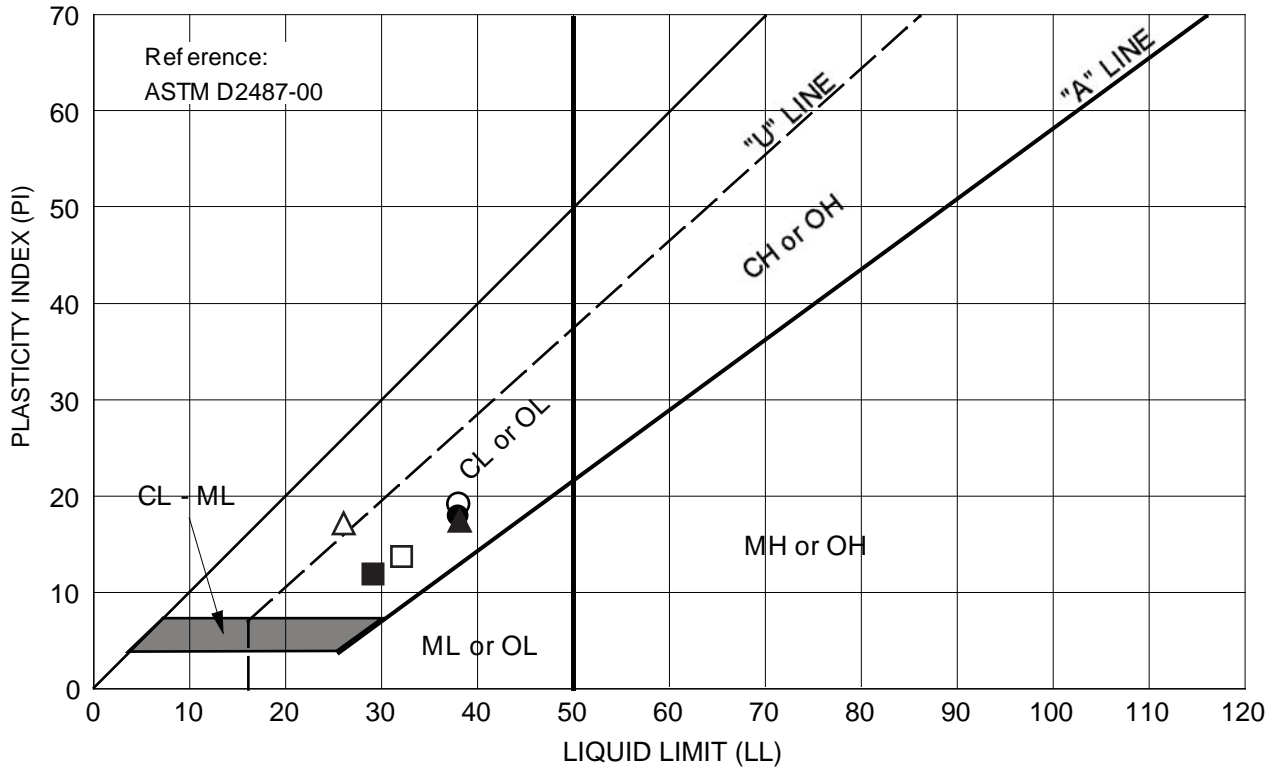
- 7 - silty sand to sandy silt
- 8 - sand to silty sand
- 9 - sand

- 10 - gravelly sand to sand
- 11 - very stiff fine grained (*)
- 12 - sand to clayey sand (*)

Cone Size 10cm squared

S*Soil behavior type and SPT based on data from UBC-1983

APPENDIX C
Laboratory Test Results

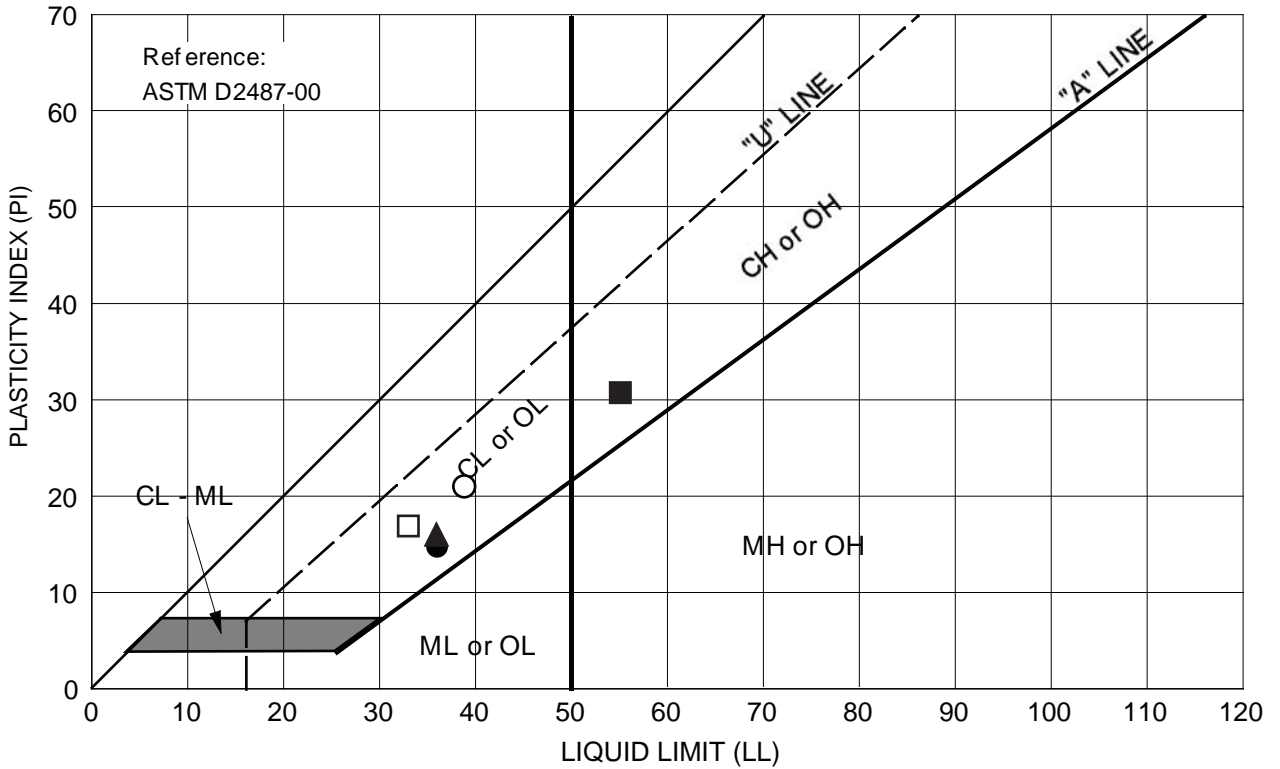


Symbol	Source	Description and Classification	Natural M.C. (%)	Liquid Limit (%)	Plasticity Index (%)	% Passing #200 Sieve
●	B-2 at 2 feet	SANDY CLAY with GRAVEL (CL), dark brown	10.1	38	18	--
■	B-2 at 41.5 feet	CLAYEY GRAVEL with SAND (GC), olive-gray	15.6	29	12	17.6
▲	B-5 at 36 feet	CLAYEY SAND with GRAVEL (SC), olive-brown and yellow-brown	14.4	38	17	20.8
○	B-7 at 2 feet	SANDY CLAY with GRAVEL (CL), dark brown	--	38	19	--
□	B-8 at 40.5 feet	CLAYEY SAND with GRAVEL (SC), brown	16.6	32	14	23.5
△	B-10 at 16 feet	CLAYEY SILTY SAND (SC-SM), yellow-brown	18.4	26	7	21.6

THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California

PLASTICITY CHART



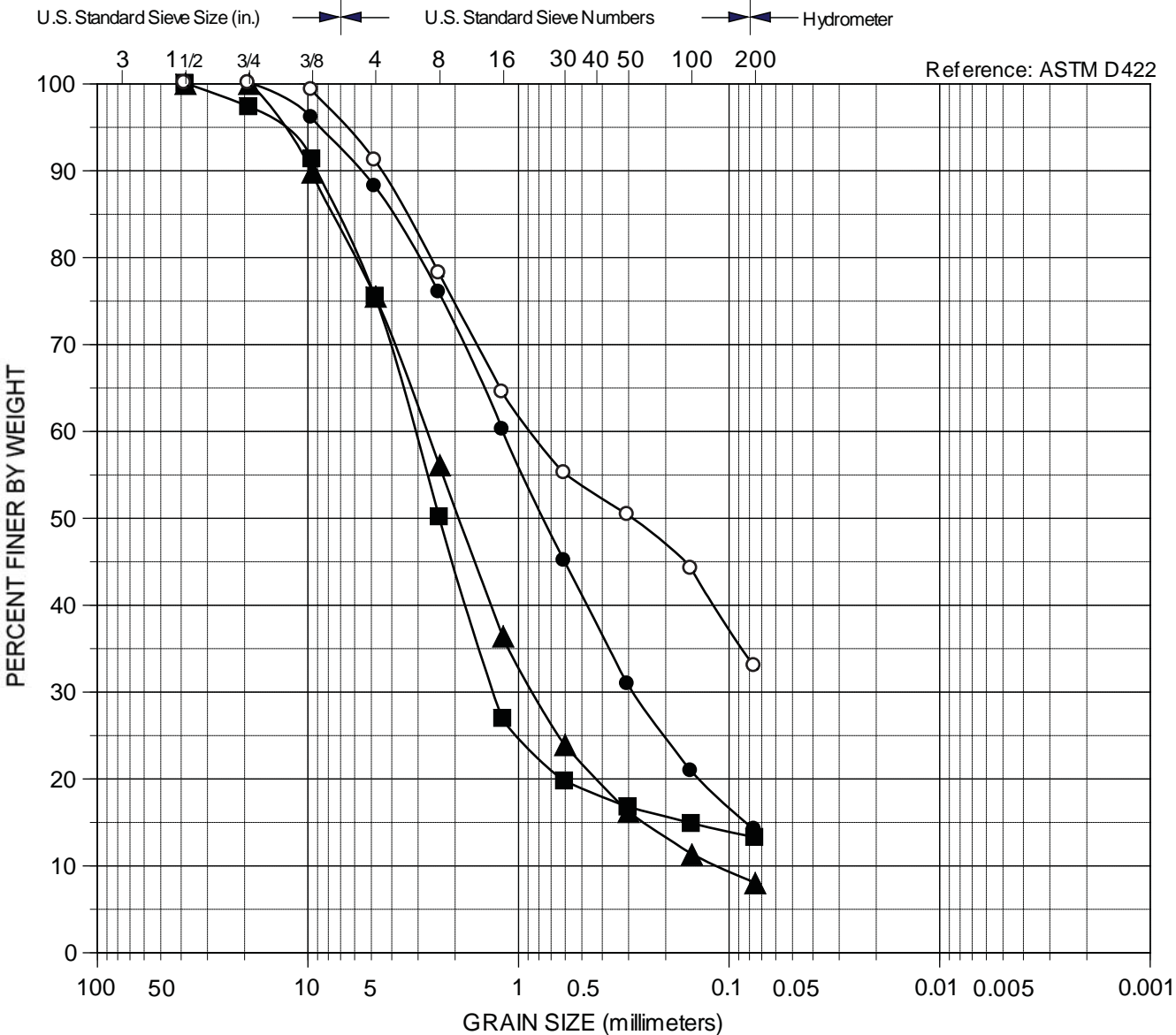


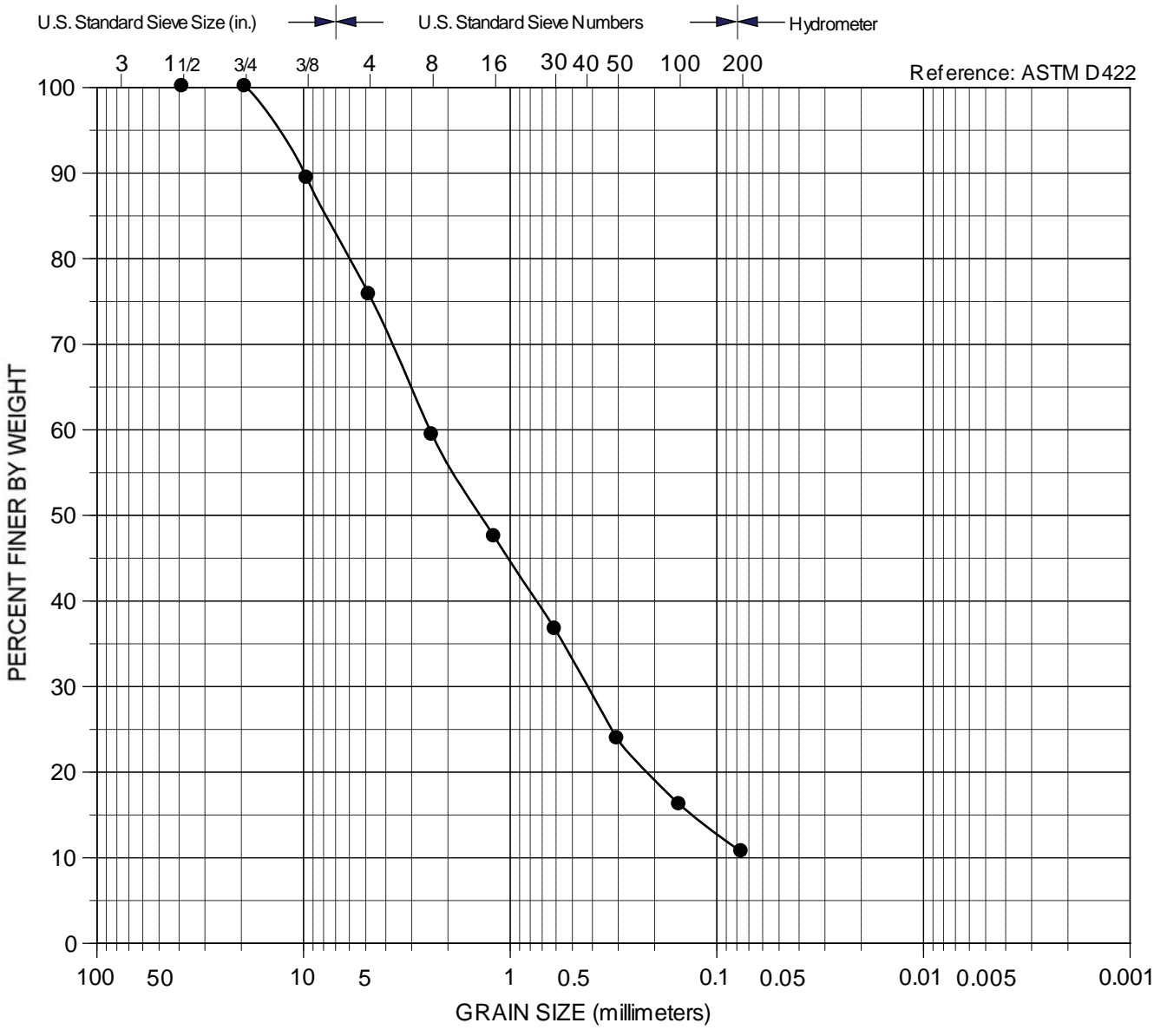
Symbol	Source	Description and Classification	Natural M.C. (%)	Liquid Limit (%)	Plasticity Index (%)	% Passing #200 Sieve
●	B-10 at 46 feet	CLAYEY SAND with GRAVEL (SC), olive-brown	15.7	36	15	17.2
■	B-12 at 2 feet	SANDY CLAY (CH), dark brown	21.1	55	31	--
▲	B-12 at 36 feet	CLAYEY SAND with GRAVEL (SC), olive-gray and red-brown	16.1	36	16	15.1
○	B-12 at 46 feet	CLAYEY SAND with GRAVEL (SC), olive and gray	15.4	39	21	19.6
□	B-14 at 2 feet	SANDY CLAY (CL), olive-brown	--	33	17	--

THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California

PLASTICITY CHART







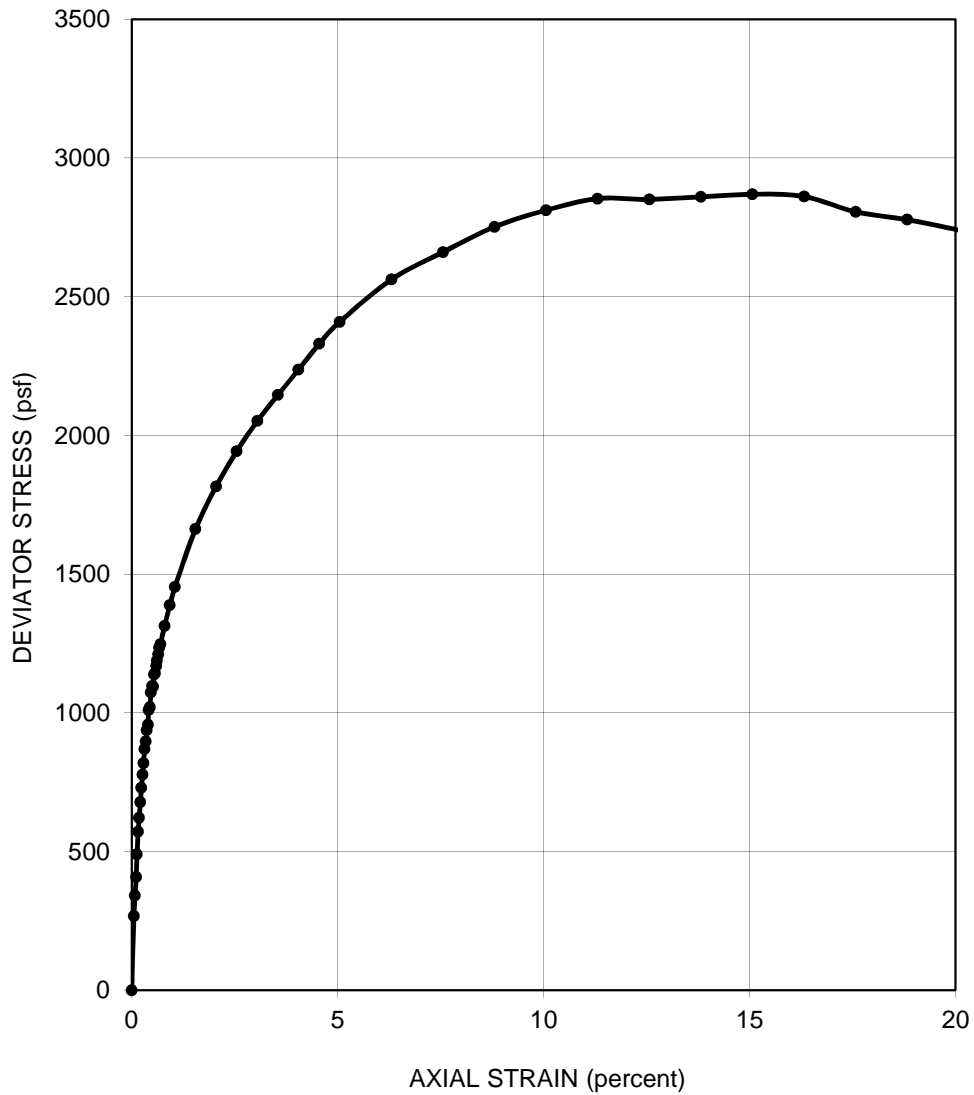
Sample	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay


Symbol	Sample Source	Classification
●	B-14 at 21 feet	SAND with CLAY and GRAVEL (SP-SC), red-brown and dark gray

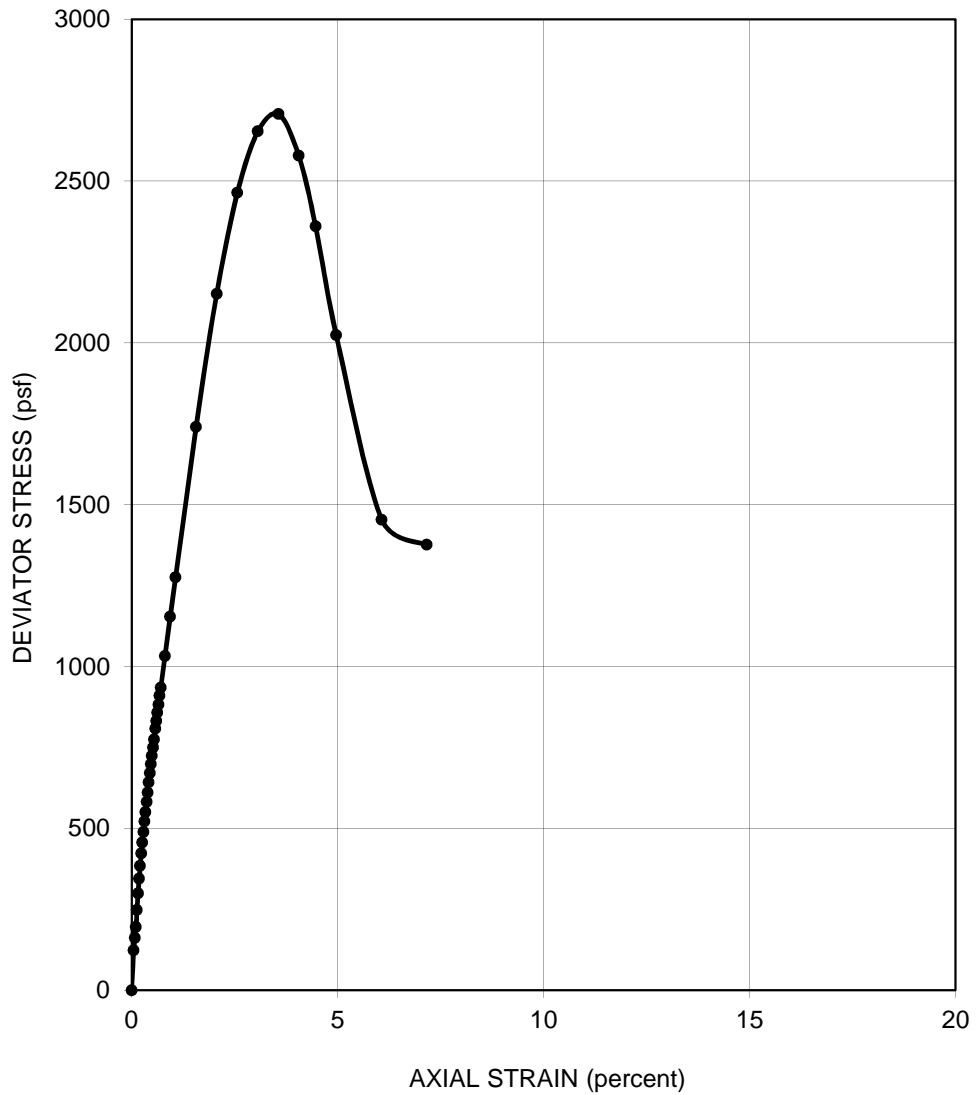
THE VILLAGE AT SAN ANTONIO CENTER NORTH
San Francisco, California




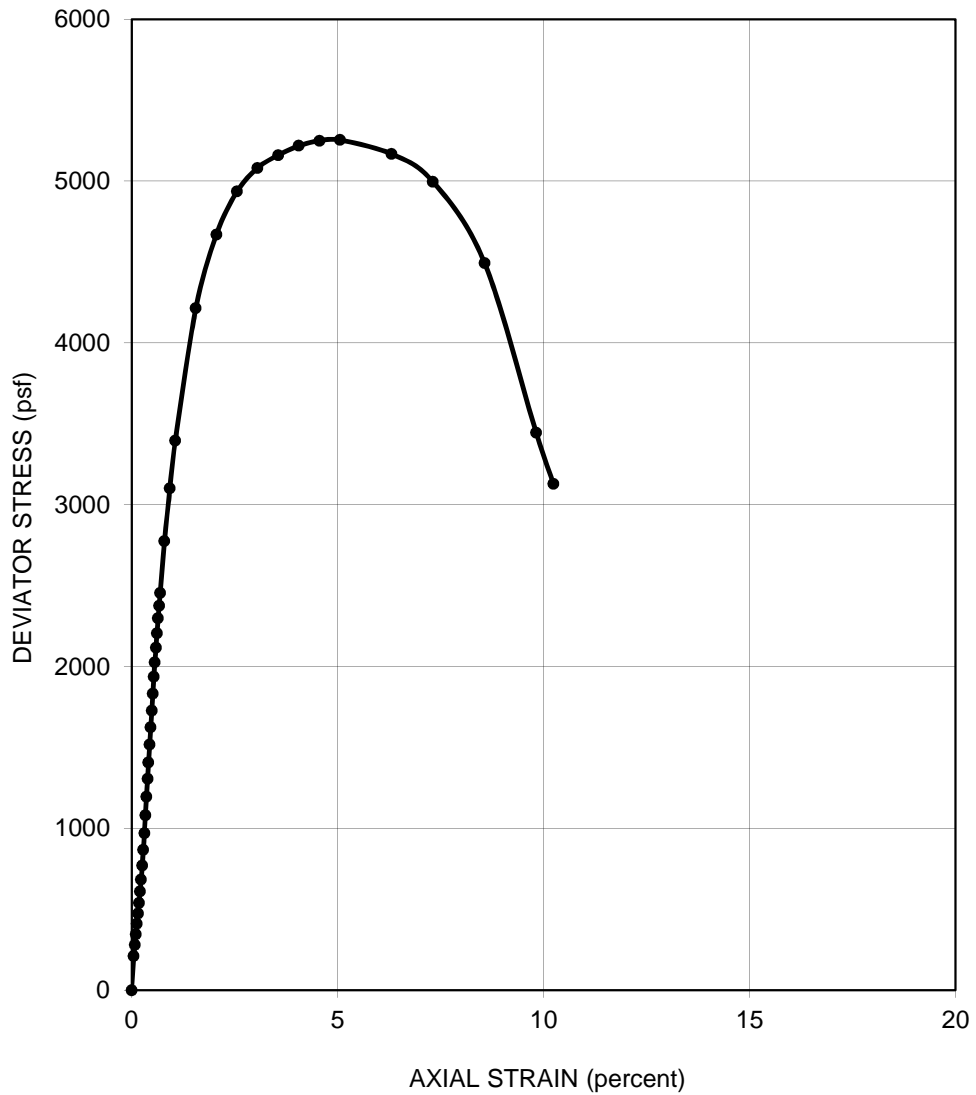
PARTICLE SIZE ANALYSIS




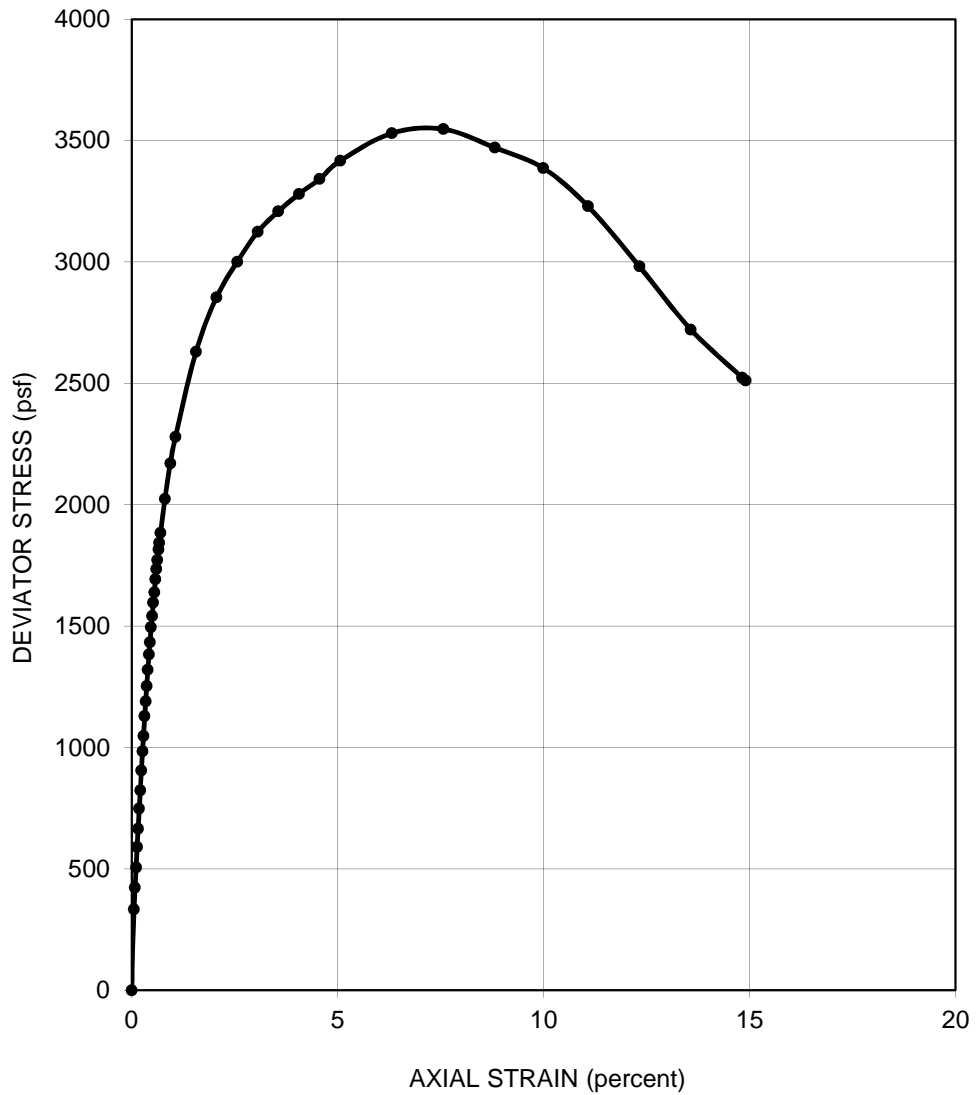
SAMPLER TYPE	Sprague & Henwood		SHEAR STRENGTH	1,430	psf
DIAMETER (in.)	2.39	HEIGHT (in.)	5.37	STRAIN AT FAILURE	15.1 %
MOISTURE CONTENT	24.2 %		CONFINING PRESSURE	1,600	psf
DRY DENSITY	106 pcf		STRAIN RATE	0.50	% / min
DESCRIPTION	CLAY with SAND (CL), olive with yellow-brown mottling			SOURCE	B-1 @ 16 feet
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST		
 A LANGAN COMPANY			Date 03/27/13	Figure No. 731578603	Figure C-5




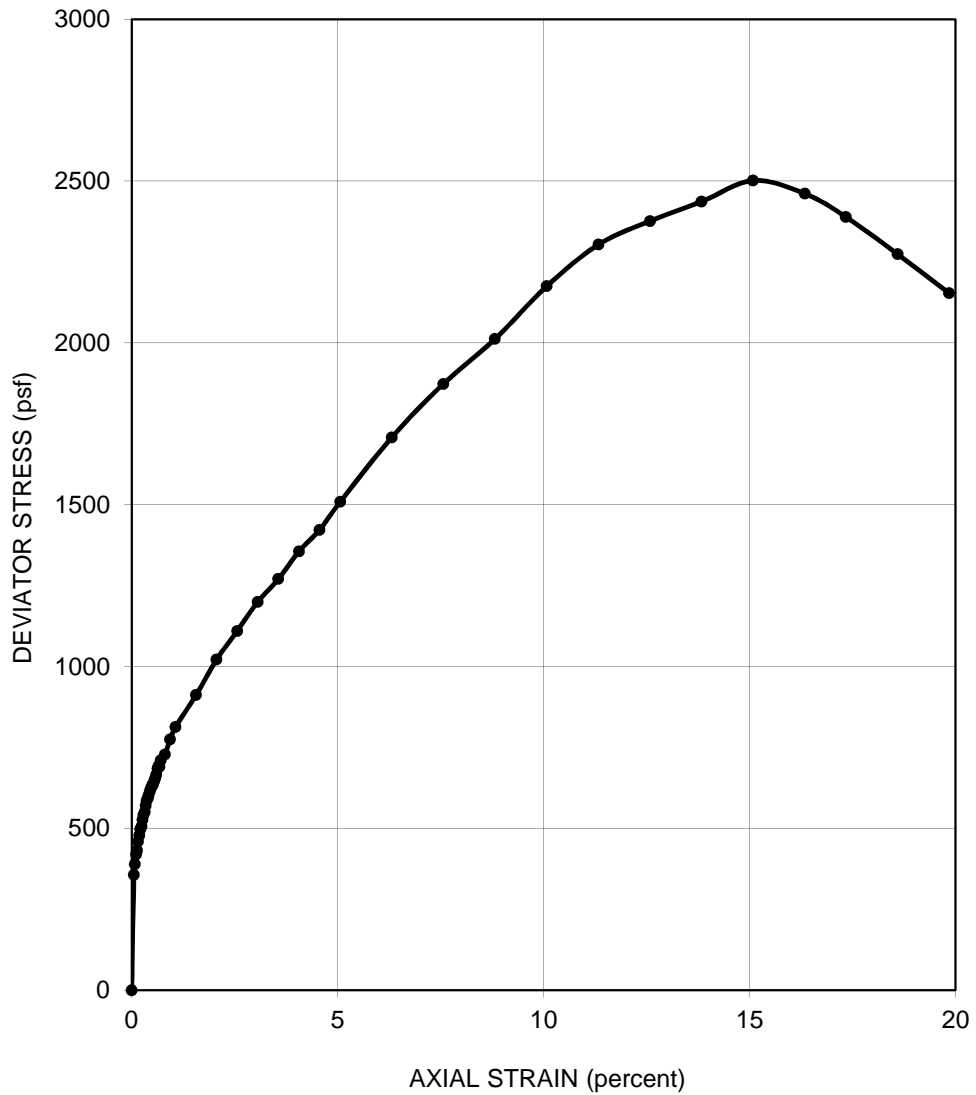
SAMPLER TYPE	Shelby Tube	SHEAR STRENGTH	1,350	psf				
DIAMETER (in.)	2.87	HEIGHT (in.)	5.98	STRAIN AT FAILURE	3.6	%		
MOISTURE CONTENT	29.9	%	CONFINING PRESSURE	2,150	psf			
DRY DENSITY	93	pcf	STRAIN RATE	0.50	% / min			
DESCRIPTION	CLAY (CL), olive-gray with yellow-brown mottling			SOURCE	B-5 @ 21.5 feet			
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST					
 A LANGAN COMPANY			Date	04/04/13	Figure No.	731578603	Figure	C-6




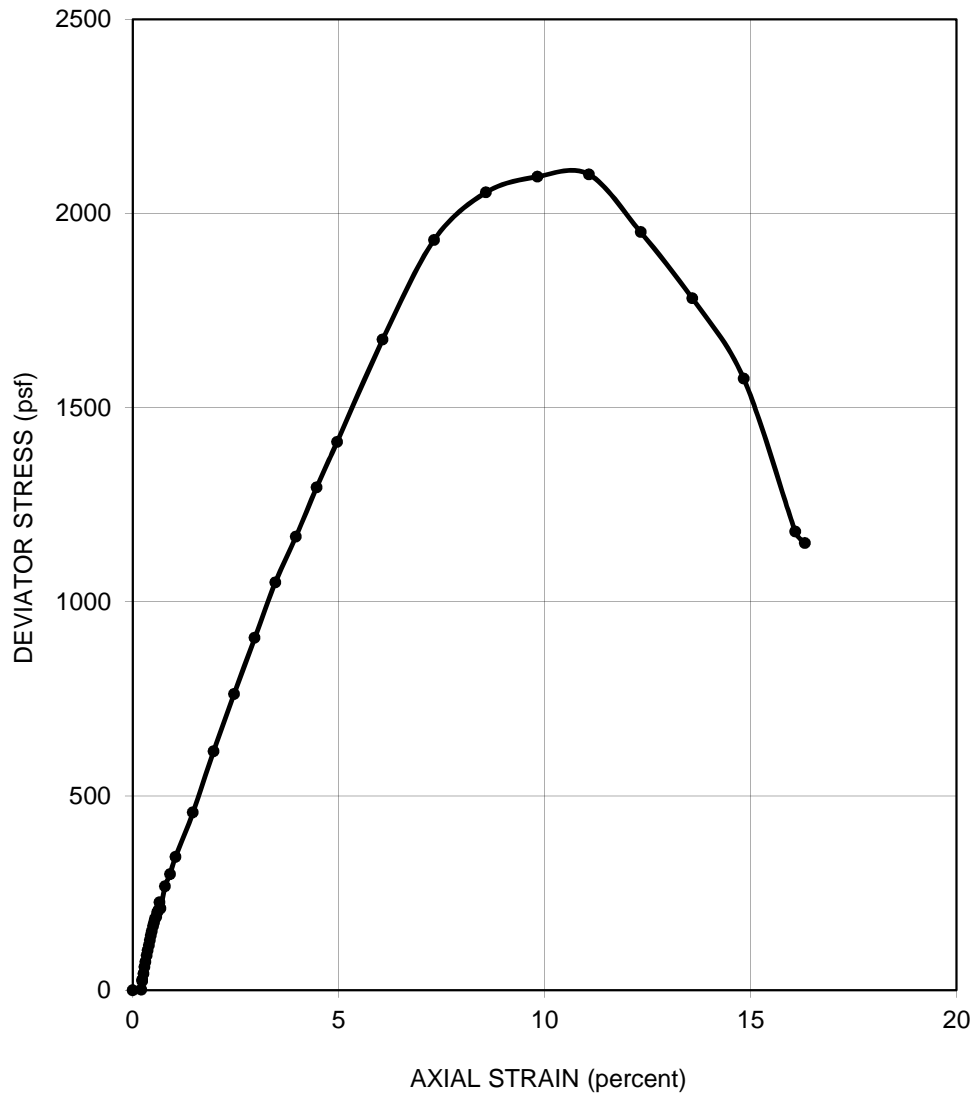
SAMPLER TYPE	Shelby Tube	SHEAR STRENGTH	2,630	psf		
DIAMETER (in.)	2.87	HEIGHT (in.)	5.95	STRAIN AT FAILURE	5.1	%
MOISTURE CONTENT	27.3	%	CONFINING PRESSURE	1,500	psf	
DRY DENSITY	99	pcf	STRAIN RATE	0.50	% / min	
DESCRIPTION	CLAY with GRAVEL (CL) yellow-brown			SOURCE	B-7 @ 15 feet	
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST			
 A LANGAN COMPANY			Date 03/27/13	Figure No. 731578603	Figure C-7	




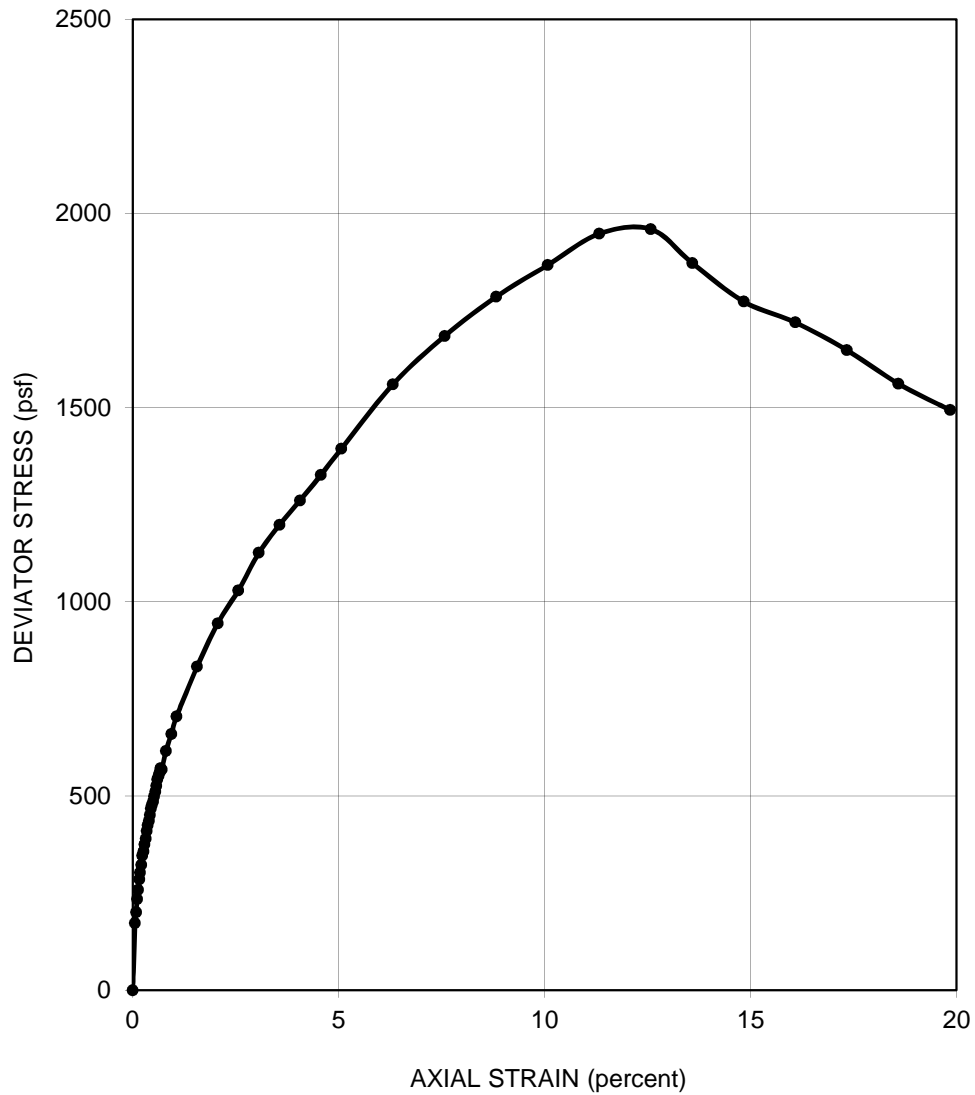
SAMPLER TYPE	Sprague & Henwood		SHEAR STRENGTH	1,770	psf
DIAMETER (in.)	2.41	HEIGHT (in.)	5.36	STRAIN AT FAILURE	7.6 %
MOISTURE CONTENT	28.0 %		CONFINING PRESSURE	3,600	psf
DRY DENSITY	98 pcf		STRAIN RATE	0.50	% / min
DESCRIPTION	CLAY with SAND (CL), olive-gray and gray			SOURCE	B-9 @ 36 feet
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST		
 A LANGAN COMPANY			Date 03/27/13	Figure No. 731578603	Figure C-8




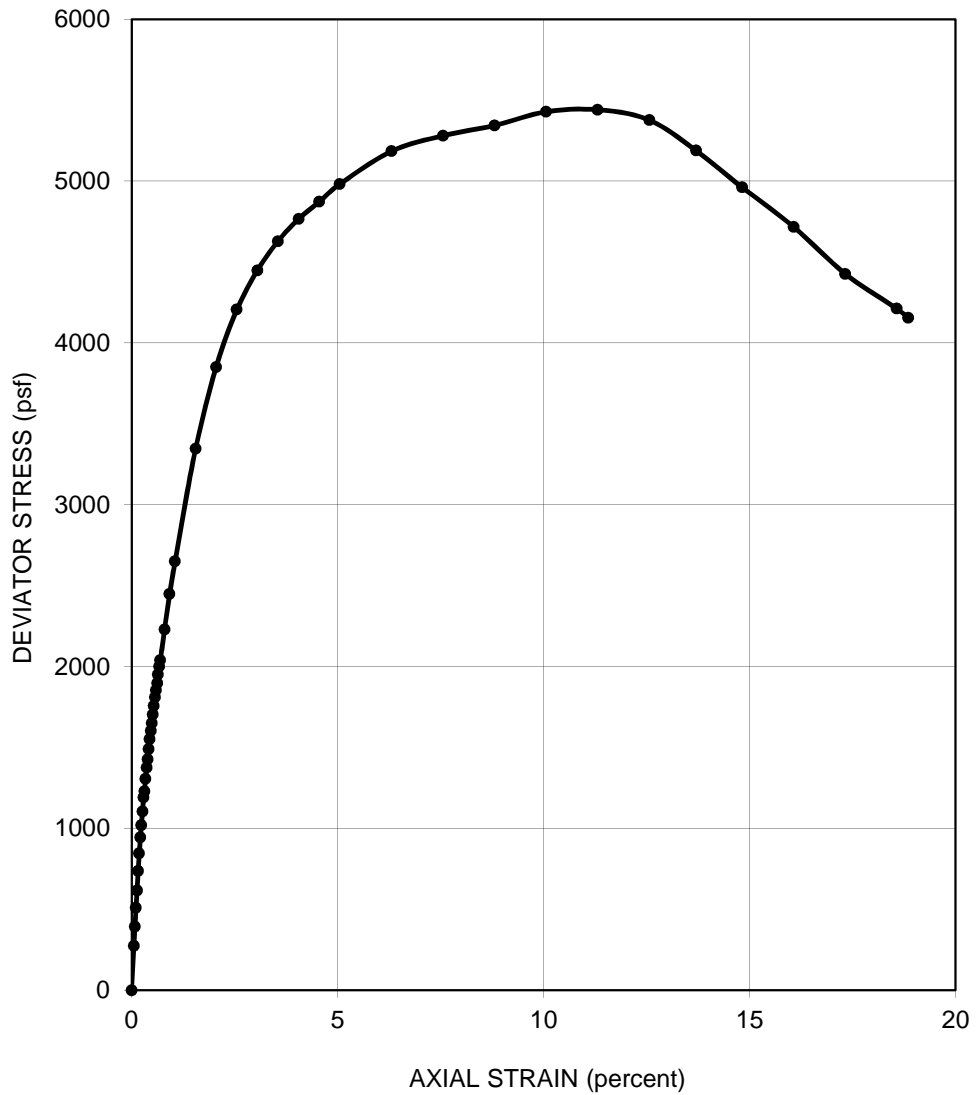
SAMPLER TYPE	Sprague & Henwood		SHEAR STRENGTH	1,250	psf
DIAMETER (in.)	2.40	HEIGHT (in.)	5.42	STRAIN AT FAILURE	15.1 %
MOISTURE CONTENT	21.9 %		CONFINING PRESSURE	6,100	psf
DRY DENSITY	109 pcf		STRAIN RATE	0.50	% / min
DESCRIPTION	CLAY with SAND (CL), olive-gray and gray			SOURCE	B-9 @ 61 feet
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST		
 A LANGAN COMPANY			Date 03/27/13	Figure No. 731578603	Figure C-9




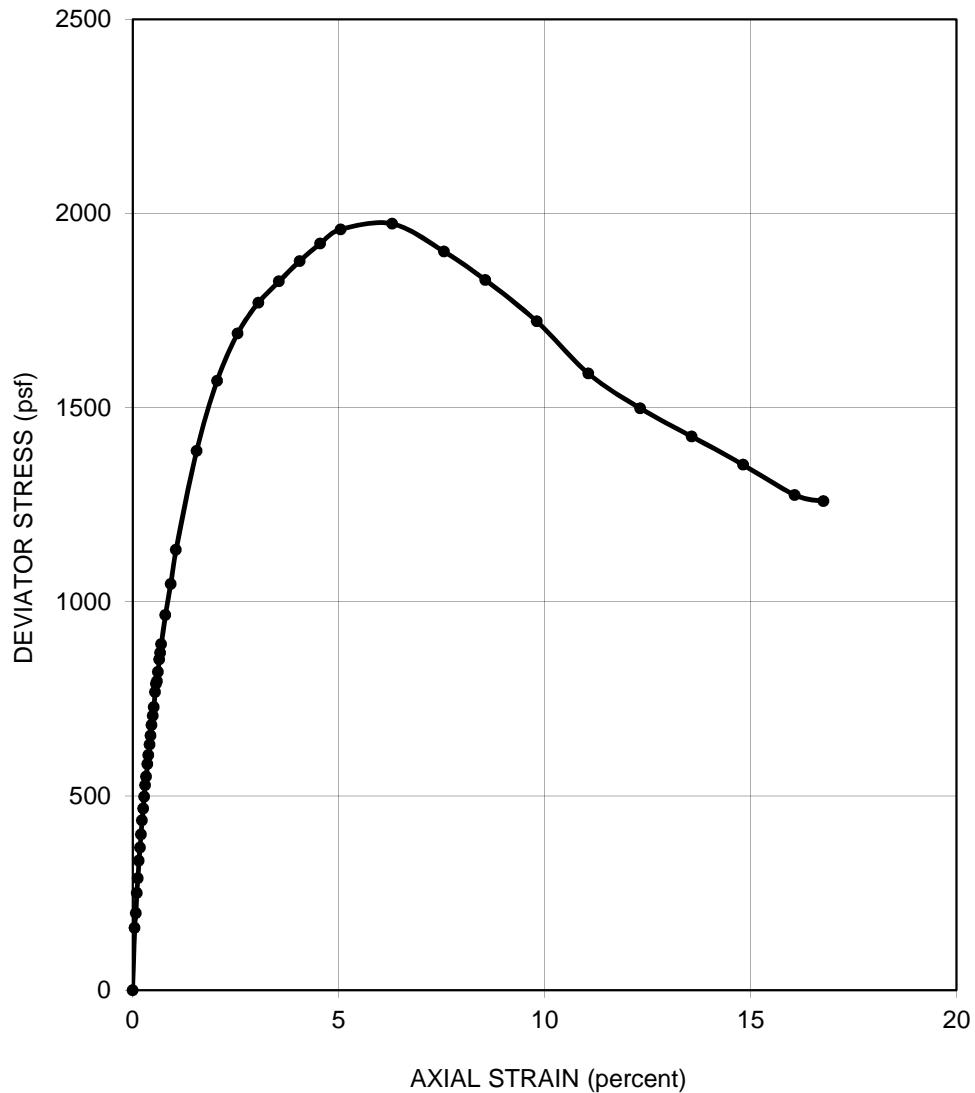
SAMPLER TYPE	Sprague & Henwood		SHEAR STRENGTH	1,050	psf
DIAMETER (in.)	2.40	HEIGHT (in.)	5.61	STRAIN AT FAILURE	11.1 %
MOISTURE CONTENT	32.3 %		CONFINING PRESSURE	1,100	psf
DRY DENSITY	91 pcf		STRAIN RATE	0.50	% / min
DESCRIPTION	CLAY (CL), yellow-brown			SOURCE	B-11 @ 11 feet
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST		
 A LANGAN COMPANY			Date 03/27/13	Project No. 731578603	Figure C-10




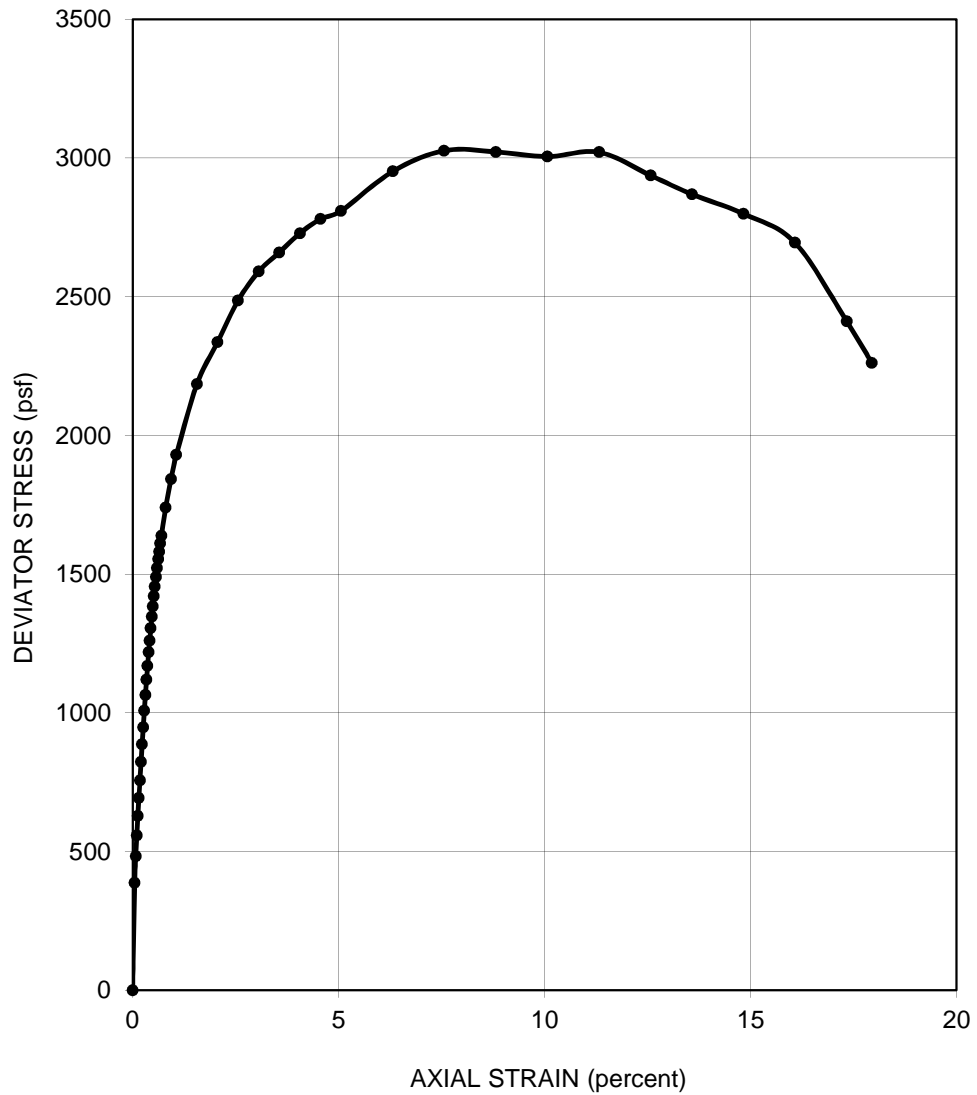
SAMPLER TYPE	Sprague & Henwood		SHEAR STRENGTH	980	psf
DIAMETER (in.)	2.39	HEIGHT (in.)	5.17	STRAIN AT FAILURE	12.6 %
MOISTURE CONTENT	31.4 %		CONFINING PRESSURE	2,600	psf
DRY DENSITY	94 pcf		STRAIN RATE	0.50	% / min
DESCRIPTION	CLAY (CL), yellow-brown			SOURCE	B-11 @ 26 feet
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST		
 A LANGAN COMPANY			Date 03/27/13	Figure No. 731578603	Figure C-11




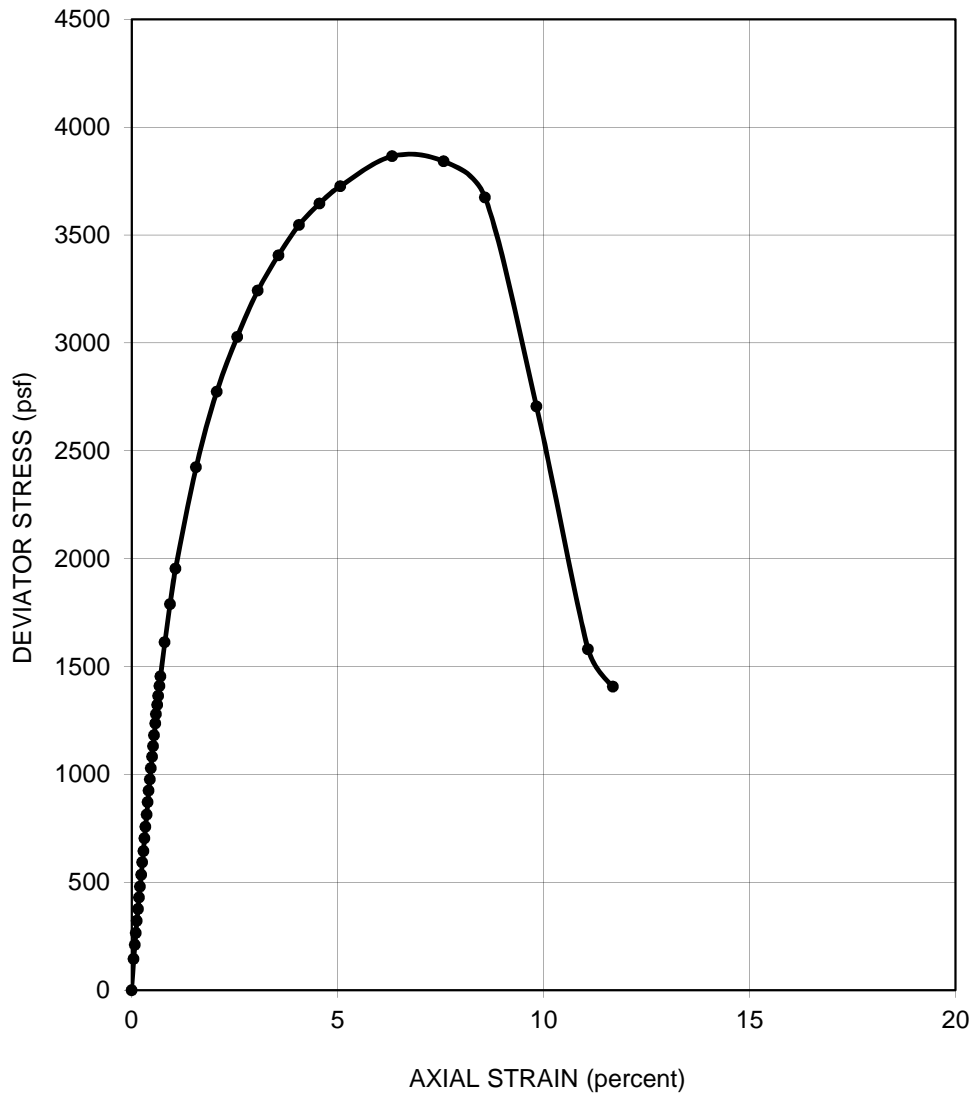
SAMPLER TYPE	Dames & Moore	SHEAR STRENGTH	2,720	psf		
DIAMETER (in.)	2.40	HEIGHT (in.)	5.61	STRAIN AT FAILURE	11.3	%
MOISTURE CONTENT	24.8	%	CONFINING PRESSURE	1,500	psf	
DRY DENSITY	104	pcf	STRAIN RATE	0.50	% / min	
DESCRIPTION	CLAY with SAND (CL), yellow-brown			SOURCE	B-12 @ 15 feet	
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST			
 A LANGAN COMPANY			Date 03/27/13	Figure No. 731578603	Figure C-12	




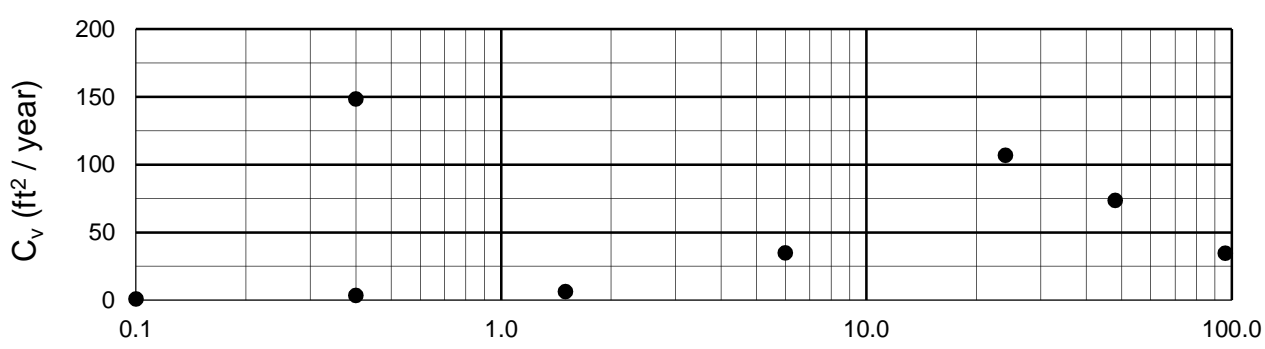
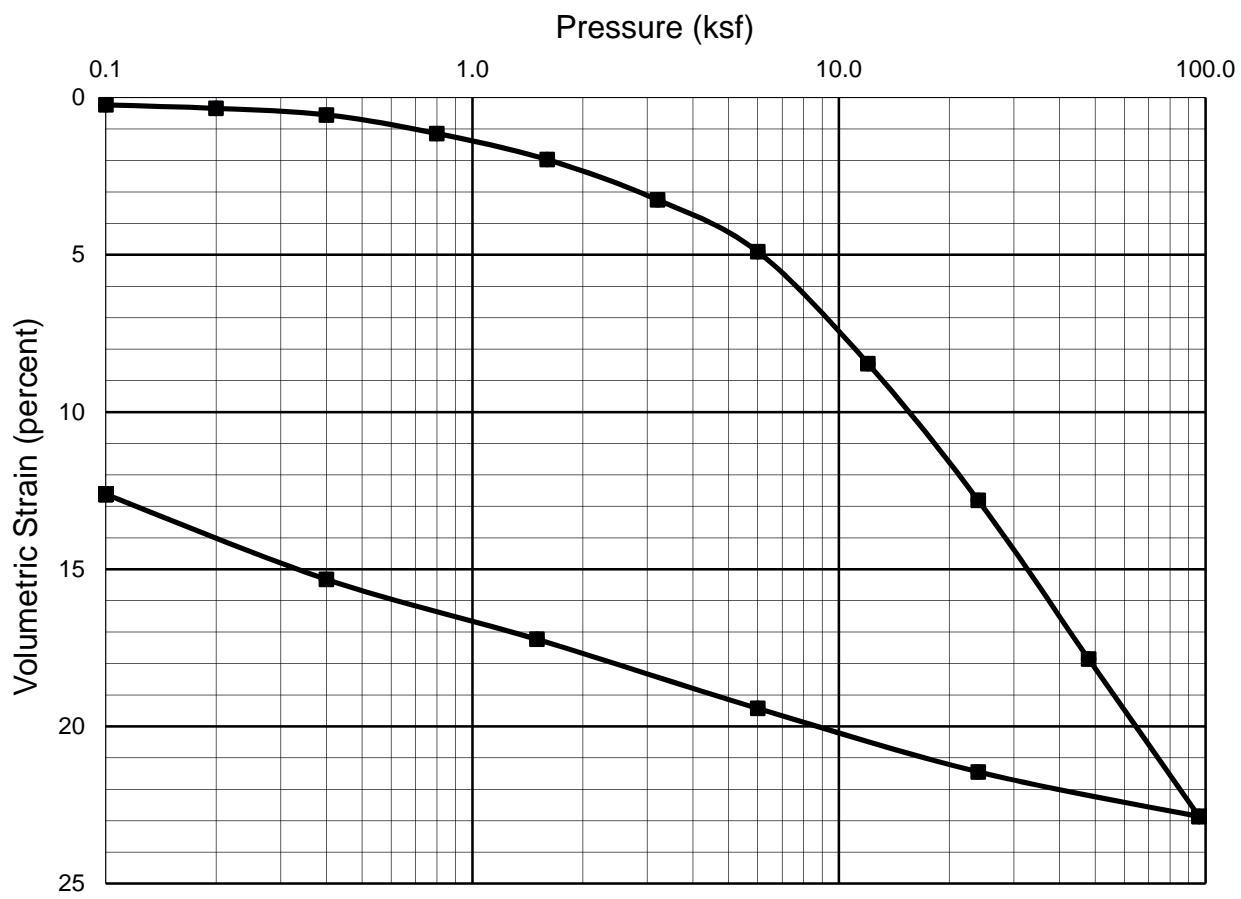
SAMPLER TYPE	Shelby Tube	SHEAR STRENGTH	990	psf		
DIAMETER (in.)	2.87	HEIGHT (in.)	5.96	STRAIN AT FAILURE	6.3	%
MOISTURE CONTENT	23.3	%	CONFINING PRESSURE	2,000	psf	
DRY DENSITY	105	pcf	STRAIN RATE	0.50	% / min	
DESCRIPTION	SANDY CLAY with GRAVEL (CL), olive-gray			SOURCE	B-12 @ 20 feet	
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST			
 A LANGAN COMPANY			Date 03/27/13	Figure No. 731578603	Figure C-13	



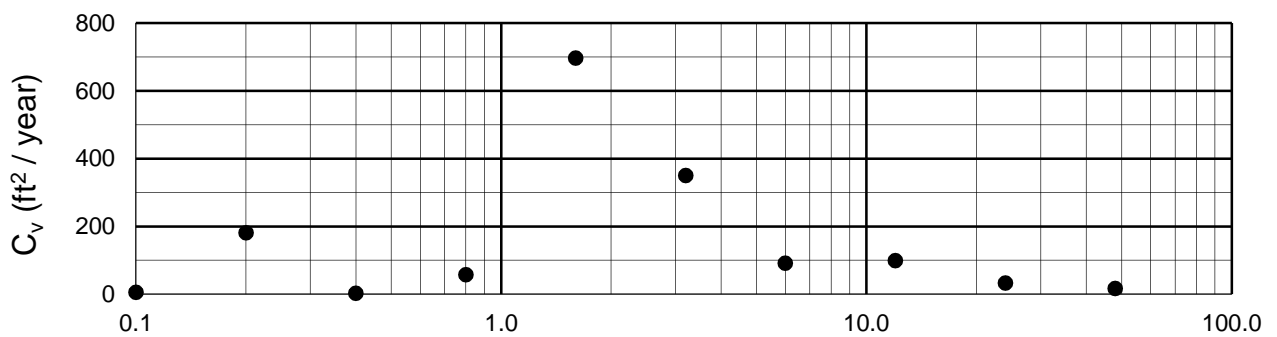
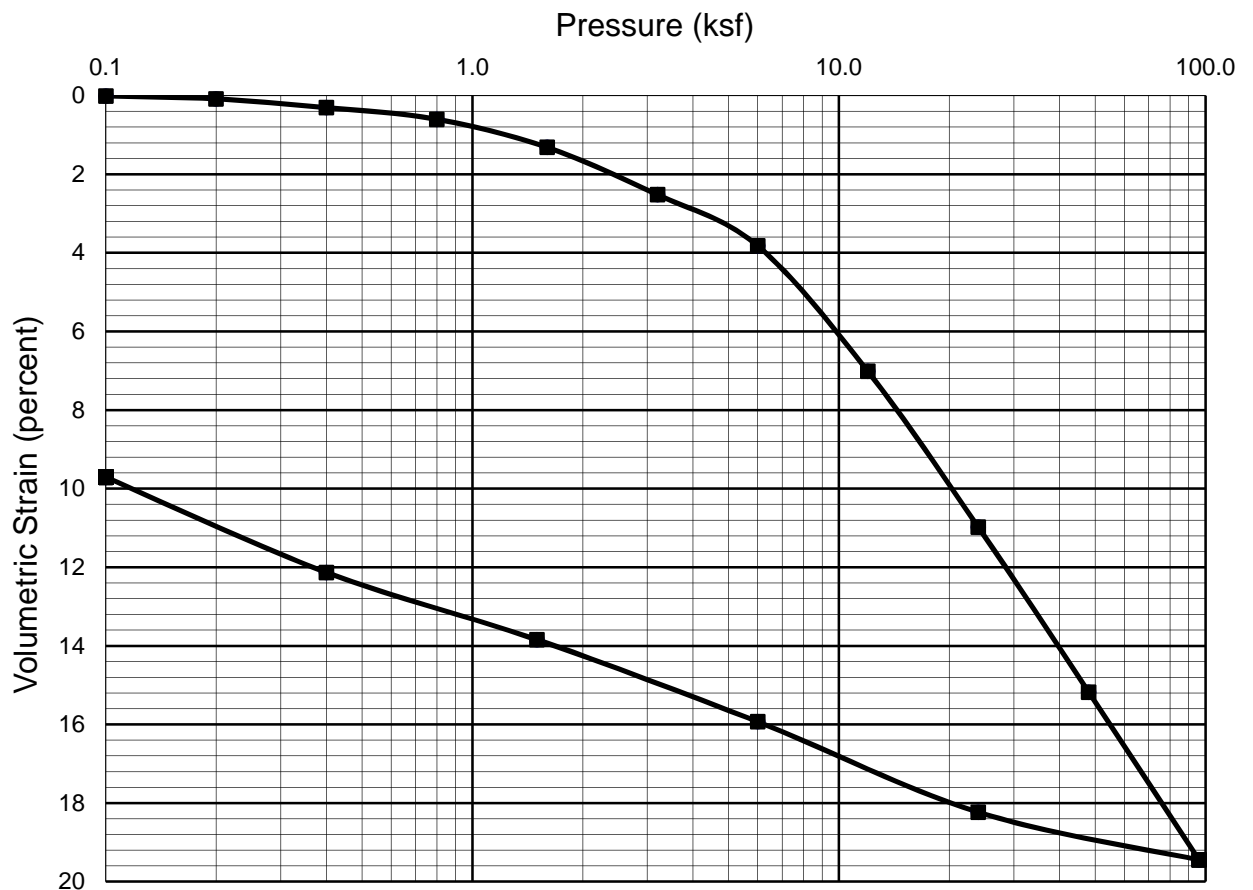
SAMPLER TYPE	Sprague & Henwood		SHEAR STRENGTH	1,510	psf
DIAMETER (in.)	2.40	HEIGHT (in.)	5.97	STRAIN AT FAILURE	7.6 %
MOISTURE CONTENT	29.1 %		CONFINING PRESSURE	3,100	psf
DRY DENSITY	97 pcf		STRAIN RATE	0.50	% / min
DESCRIPTION	CLAY (CL), olive with yellow-brown mottling			SOURCE	B-13 @ 31 feet
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California				UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST	
 A LANGAN COMPANY					
Date 03/27/13		Figure No. 731578603		Figure C-14	



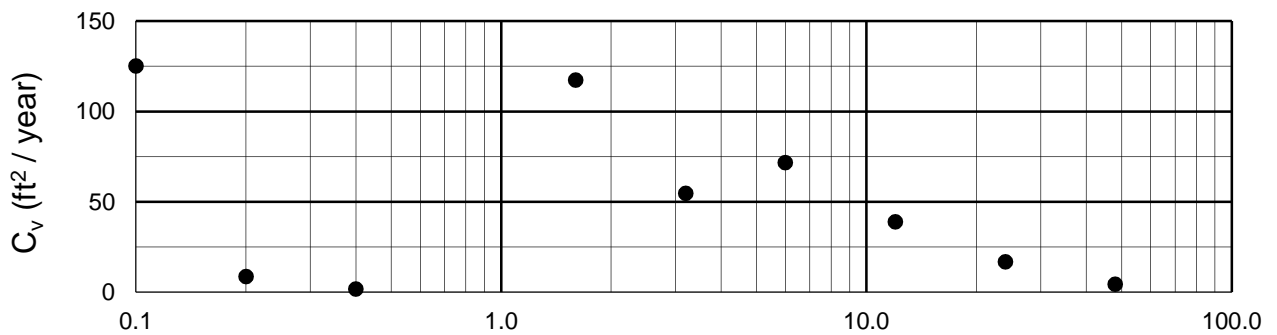
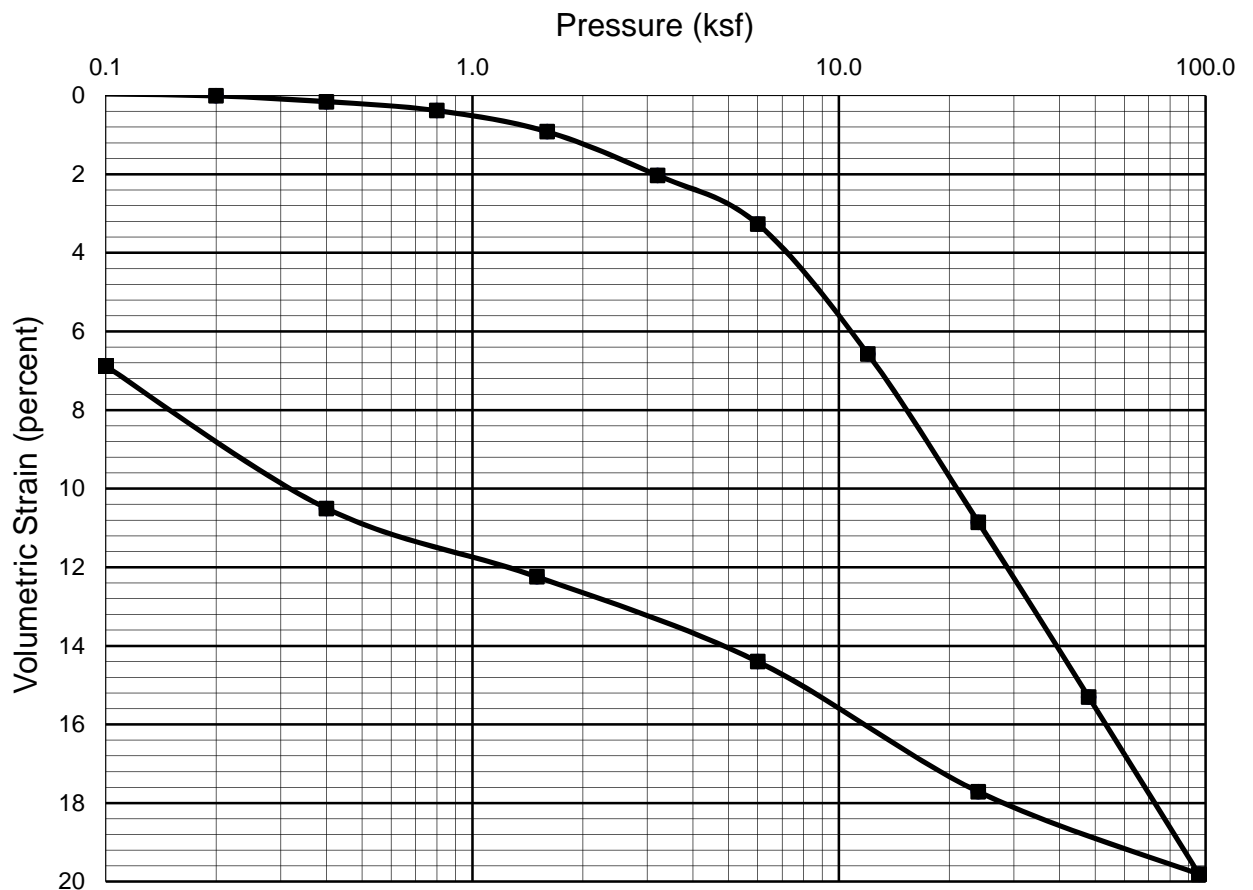
SAMPLER TYPE	Sprague & Henwood		SHEAR STRENGTH	1,930	psf
DIAMETER (in.)	2.40	HEIGHT (in.)	5.98	STRAIN AT FAILURE	6.3 %
MOISTURE CONTENT	25.6 %		CONFINING PRESSURE	1,100	psf
DRY DENSITY	100 pcf		STRAIN RATE	0.50	% / min
DESCRIPTION	CLAY with SAND (CL), olive with yellow-brown mottling			SOURCE	B-14 @ 11 feet
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California			UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST		
 A LANGAN COMPANY			Date 03/27/13	Project No. 731578603	Figure C-15



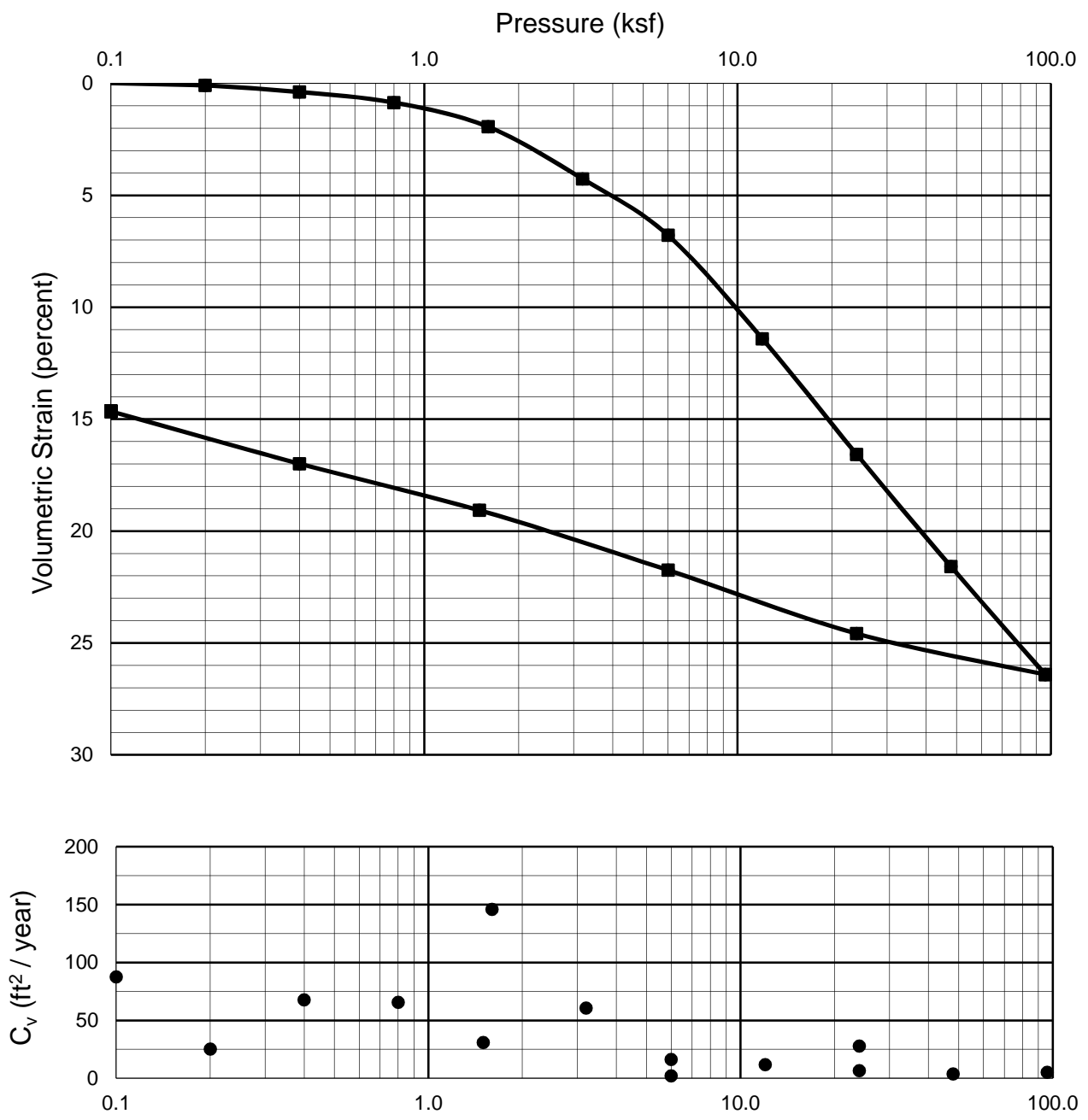
Sampler Type: Dames & Moore				Condition	Before Test		After Test			
Diameter (in)	2.42	Height (in)	1.00	Water Content	w _o	28.6 %	w _f	21.0 %		
Overburden Pressure, p _o	2,540	psf		Void Ratio	e _o	0.79	e _f	0.56		
Preconsol. Pressure, p _c	7,300	psf		Saturation	S _o	98 %	S _f	100 %		
Compression Ratio, C _{ec}	0.18			Dry Density	γ _d	94 pcf	γ _d	108 pcf		
LL	--	PL	--	PI	--	G _s	2.70	(assumed)		
Classification SANDY CLAY (CL), yellow-brown				Source		B-1 @ 30 feet				
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California					CONSOLIDATION TEST REPORT					
Treadwell & Rollo <small>A LANGAN COMPANY</small>					Date	04/04/13	Project No.	731578603	Figure	C-16



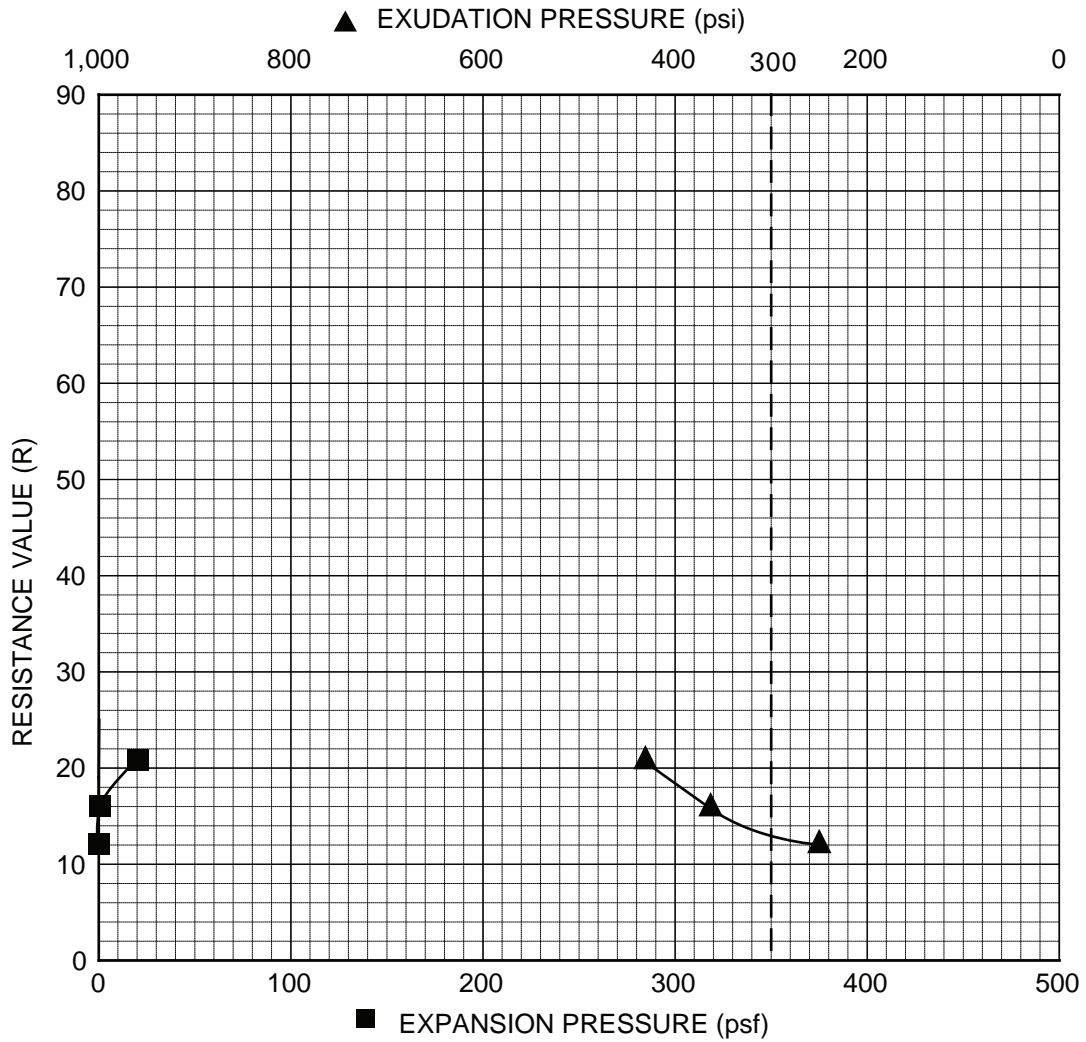
Sampler Type: Shelby Tube		Condition		Before Test		After Test			
Diameter (in)	2.42	Height (in)	1.00	Water Content	w _o	25.0 %	w _f	18.9 %	
Overburden Pressure, p _o	1,680 psf			Void Ratio	e _o	0.70	e _f	0.51	
Preconsol. Pressure, p _c	6,800 psf			Saturation	S _o	96 %	S _f	100 %	
Compression Ratio, C _{ec}	0.15			Dry Density	γ _d	99 pcf	γ _d	112 pcf	
LL	--	PL	--	PI	--	G _s	2.70	(assumed)	
Classification CLAY (CL), olive				Source B-2 @ 15 feet					
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California				CONSOLIDATION TEST REPORT					
Treadwell & Rollo <small>A LANGAN COMPANY</small>				Date	04/04/13	Project No.	731578603	Figure	C-17



Sampler Type: Shelby Tube		Condition		Before Test		After Test			
Diameter (in)	2.42	Height (in)	1.00	Water Content	w _o	26.4 %	w _f	23.1 %	
Overburden Pressure, p _o	1,900 psf			Void Ratio	e _o	0.73	e _f	0.61	
Preconsol. Pressure, p _c	6,300 psf			Saturation	S _o	98 %	S _f	100 %	
Compression Ratio, C _{ec}	0.15			Dry Density	γ _d	97 pcf	γ _d	105 pcf	
LL	--	PL	--	PI	--	G _s	2.70	(assumed)	
Classification				CLAY with GRAVEL (CL), yellow-brown		Source			B-7 @ 15 feet
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California				CONSOLIDATION TEST REPORT					
Treadwell & Rollo <small>A LANGAN COMPANY</small>				Date	04/04/13	Project No.	731578603	Figure	C-18



Sampler Type: Shelby Tube			Condition		Before Test		After Test			
Diameter (in)	2.42	Height (in)	1.00	Water Content	w_o	33.8 %	w_f	25.3 %		
Overburden Pressure, p_o	1,800	psf		Void Ratio	e_o	0.96	e_f	0.68		
Preconsol. Pressure, p_c	4,400	psf		Saturation	S_o	95 %	S_f	100 %		
Compression Ratio, C_{ec}	0.18			Dry Density	γ_d	86 pcf	γ_d	101 pcf		
LL	--	PL	--	PI	--	G_s	2.70	(assumed)		
Classification CLAY (CL), yellow-brown				Source B-11 @ 15 feet						
THE VILLAGE AT SAN ANTONIO CENTER NORTH Mountain View, California					CONSOLIDATION TEST REPORT					
Treadwell & Rollo <small>A LANGAN COMPANY</small>					Date	04/04/13	Project No.	731578603	Figure	C-19



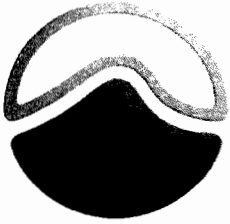
Specimen ID:	A	B	C	D
Water Content (%)	21.1	19.3	17.6	--
Dry Density (pcf)	106.2	108.0	113.4	--
Exudation Pressure (psi)	255	366	430	--
Expansion Pressure (psf)	0	0	21.6	--
Resistance Value (R)	11	16	21	--

Sample Source	Sample Description	Sand Equivalent	Expansion Pressure	R value
B-5 at 1 - 4.5 feet	SANDY CLAY with GRAVEL (CL), dark brown	--	--	13

THE VILLAGE AT SAN ANTONIO CENTER NORTH
Mountain View, California

RESISTANCE VALUE TEST DATA





ETS

Environmental Technical Services

-Soil, Water & Air Testing & Monitoring
-Analytical Labs
-Technical Support

975 Transport Way, Suite 2
Petaluma, CA 94954
(707) 778-9605/FAX 778-9612

**Serving people and the environment
so that both benefit.**

e-mail: entech@pacbell.net

COMPANY: Treadwell & Rollo, 501 14th Street, 3rd Floor, Oakland, CA 94612				DATE of COMPLETION		ANALYST(S)	SUPERVISOR
ATTN: Elena Ayers				DATE RECEIVED		D. Salinas	D. Jacobson
JOB SITE: Village at San Antonio, El Camino Real & San Antonio Rd., Mountain View, Calif.				3/1/2013		S. Santos	LAB DIRECTOR
JOB #: 750612401				3/11/2013		G.S. Conrad PhD	
LAB SAMPLE NUMBER	SAMPLE ID	DESCRIPTION of SOIL and/or SEDIMENT	SOIL pH -log[H ⁺]	NOMINAL RESISTIVITY ohm-cm	ELECTRICAL CONDUCTIVITY µmhos/cm	SULFATE SO ₄ ppm	CHLORIDE Cl ppm
05253-1	VSA1/MV	B-1-1 @ 2.0'	5.92	1,530	[654]	72	72
05253-2	VSA2/MV	B-7-4 @ 11.0'	6.46	1,190	[841]	3	<1
Method	Detection	Limits --->	---	1	0.1	1	1
LAB SAMPLE NUMBER	SAMPLE ID	DESCRIPTION of SOIL and/or SEDIMENT	SALINITY ECe mmhos/cm	SOLUBLE SULFIDES (S=) ppm	SOLUBLE CYANIDES (CN=) ppm	REDOX mV	PERCENT MOISTURE %
05253-1	VSA1/MV	B-1-1 @ 2.0'				+253.1	
05253-2	VSA2/MV	B-7-4 @ 11.0'				+265.1	
Method	Detection	Limits --->	---	0.1	0.1	-400 -> +800	0.1
***** COMMENTS *****							
<p>Resistivities are in the 1,000-1,500+ ohm-cm range, i.e., very low to low (assign Ø-10 pts & Ø-8 pts, depending on exact specifications); soil reactions (i.e., pHs) are mildly to very mildly acidic range (assign Ø pts for ea); both chloride and sulfate levels are low to very low (Cl @ <100 ppm & SO₄ @ <200 ppm, assign Ø pts); soils are mildly reduced (assign Ø-3.5 pts, depending on specs). Standard CalTrans times to perforation for these soils are as follows: for VSA1 and 18 ga steel the time is ≈11 yrs, and for 12 ga it goes up to ≈24.5 yrs; for VSA2 the respective times are >12 yrs, and ≈28 yrs. For gray/ductile/mild steels and cast iron the calculated average pitting rates for these soils are 0.28 mm/yr for VSA1 and 0.18 mm/yr for VSA2 putting the 2 mm depth times at ≈7.1 yrs, and ≈11.1 yrs, respectively, and the 4 mm depth times would be at ≈14 yrs, and at ≈22 yrs. Chloride levels are not high enough to adversely impact on steel reinforcement (in std concrete mixes); similarly, sulfates are low enough that there should be no adverse impact on concrete, cement, mortar & grout. Soil redoxes are such that there could be some mild adverse impact on construction materials (i.e., concrete or steel). In principle, the soils could benefit from alkaline treatment in that raising their pHs to the 7.5-8.5 range would improve (CalTrans) perf times for 18 ga to <30 yrs, and <27 yrs, respectively; pitting rates change to ≈0.092 mm/yr for VSA1 and to ≈0.1 mm/yr for VSA2 putting 2 mm depth times at <22 yrs, and ≈20 yrs, respectively. But such treatment only has longevity in protected locations (e.g. underneath slabs, buildings, etc.), and does not persist long in open environment settings. Otherwise, metals longevities can be improved by upgrading (e.g. increased gauge or more resistant steels, etc.). In fact, structural strength considerations often will require heavier steel than used in the present examples such that perf & pitting times can be well beyond specified life span. Where this is not the case, cathodic protection of coated steel pipe or boxes could be done as a potential solution for these assets. And other alternatives include increased or specialized engineering fill, and/or use of plastic, fiberglass or concrete pipe, etc. As a rule, standard concrete mixes should be fine in these soils based on these results. Last, total points for buried steels would be in the Ø-13.5 pts range for VSA1 and at Ø-11.5 pts for VSA2, depending on the precise requirements for this particular project. Thus, while these soils should pass most specifications, the most stringent specifications would require remedial action for buried steels; or rejection of the soils.</p>							
<p>\\NOTES: Methods are from following sources: extractions by Cal Trans protocols as per Cal Test 417 (SO₄), 422 (Cl), and 532/643 (pH & resistivity); &/or by ASTM Vol. 4.08 & ASTM Vol. 11.01 (=EPA Methods of Chemical Analysis, or Standard Methods); pH - ASTM G 51; Spec. Cond. - ASTM D 1125; resistivity - ASTM G 57; redox - Pt probe/ISE; sulfate - extraction Title 22, detection ASTM D 516 (=EPA 375.4); chloride - extraction Title 22, detection ASTM D 512 (=EPA 325.3); sulfides - extraction by Title 22, and detection EPA 376.2 (=SMEWW 4500-S D); cyanides - extraction by Title 22, and detection by ASTM D 4374 (=EPA 335.2).</p>							

APPENDIX D

Logs of Borings by Others



Test Boring: B-4

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-20-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 18 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0	7/6 6/6 6/6	AC CL	AC = 4 inches LEAN CLAY, Sandy; Stiff, moist, low plasticity, dark brown, with trace fine gravel		12	11
5	8/6 11/6 11/6	SM	SAND, Silty; Medium dense, moist, fine to coarse, light brown, with fine gravel		22	4
10	3/6 4/6 5/6	CL	LEAN CLAY, Sandy; Stiff, moist, low plasticity, brown, with trace fine gravel No gravel, light reddish brown	DD = 108 pcf	Push 9	18
15	6/6 7/6 12/6		Very stiff, with sand and fine gravel, brown Wet		19	
20	6/6 5/6 5/6		Stiff, medium plasticity, dark gray, decrease in sand content		10	
25	7/6 11/6 12/6		Sandy, with some fine gravel	DD = 102 pcf	Push	23
	7/6 11/6 12/6	SM	SAND, Silty; medium dense, wet, fine to coarse, light brown, with fine		23	

Notes:

Figure Number B-4



Test Boring: B-4

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

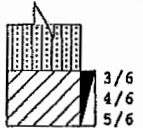
Date: 7-20-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 18 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30		CL	gravel LEAN CLAY, Sandy; Stiff, wet, low to medium plasticity, brown, with trace fine gravel Bottom of Boring at 31.5 Feet		9	
35						
40						
45						
50						
55						

Notes:



Test Boring: B-8

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-21-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 20 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0	5/6 6/6 5/6	AC CL	AC = 4.75 inches LEAN CLAY, Sandy; Stiff, moist, low to medium plasticity, dark brown, with trace fine gravel		11	10
5	14/6 19/6 22/6	SM	SAND, Silty; dense, moist, fine to coarse, light brown, with some fine gravel		40	3
10	4/6 10/6 4/6	CL	LEAN CLAY; Stiff, moist, low to medium plasticity, brown, with fine gravel		14	
15	3/6 6/6 7/6	SM	SAND, Silty; Medium dense, moist, fine to medium, brown, with some clay and trace fine gravel	-200 = 23% +4 = 9%	13	19
20	3/6 4/6 3/6	CL	LEAN CLAY; medium stiff, wet, low plasticity, light brown, with some fine sand and gravel	Wet, increase in gravel content DD = 124 pcf	Push 7	10
25	7/6 8/6 12/6		Very stiff		20	

Notes:

Figure Number B-8



Test Boring: B-8

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75


Date: 7-21-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 20 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30	 6/6 7/6 7/6		Stiff		14	
			Bottom of Boring at 31.5 Feet			
35						
40						
45						
50						
55						

Notes:

Figure Number B-8



Test Boring: B-11

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-22-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 25 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0		AC	AC = 4.25 inches			
4/6 4/6 5/6		CL	LEAN CLAY, Sandy; Stiff, moist, low to medium plasticity, dark brown, with trace fine gravel		9	10
5		SC	SAND, Clayey; medium dense, moist, fine to medium, dark brown, and trace fine gravel		10	
3/6 4/6 6/6		SM	SAND, Silty; medium dense, moist, fine to medium, dark brown, with some clay and trace fine gravel Dense, brown	EI = 5 LL = 41% PI = 13%		
10					36	6
9/6 21/6 15/6						
15		CL	LEAN CLAY; Medium stiff, moist, medium plasticity, olive		5	
2/6 2/6 3/6						
20					8	
4/6 4/6 4/6						
25			Wet, medium plasticity, blue gray Stiff	DD = 97 pcf	Push 14	26
5/6 7/6 7/6						

Notes:

Figure Number B-11



Test Boring: B-11

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

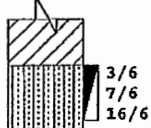
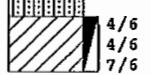
Date: 7-22-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 25 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30		SM	SAND, Silty; medium dense, wet, fine to coarse, brown, with fine gravel		23	12
35		CL	LEAN CLAY; stiff, wet, low plasticity, brown, with fine gravel		11	
			Bottom of Boring at 36.5 Feet			
40						
45						
50						
55						

Notes:

Figure Number B-11



MOORE TWINING ASSOCIATES, INC.

Test Boring: B-12

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-22-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 20 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0		AC	AC = 4 inches			
5	8/6 8/6 16/6	SM	SAND, Silty; Medium dense, moist, fine to medium, brown, with fine gravel		24	3
10	6/6 5/6 4/6	CL	LEAN CLAY; Stiff, moist, low to medium plasticity, brown	DD = 110 pcf	Push 9	7 30
15	3/6 7/6 8/6		Sandy, with fine gravel		15	15
20	3/6 4/6 7/6		Wet		11	23
25	2/6 4/6 4/6		Olive, decrease in sand content		8	

Notes:



Test Boring: B-12

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-22-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 20 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30					8	
35		SM	SAND, Silty; Medium dense, wet, fine to coarse, brown, with fine gravel	-200 = 17% +4 = 27%	21	
40			Very dense		54	
45			Dense, increase in gravel and sand content		46	
			Bottom of Boring at 46.5 Feet			
50						
55						

Notes:

Figure Number B-12



MOORE TWINING ASSOCIATES, INC.

Test Boring: B-13

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-23-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 25 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0		AC	AC = 4 inches			
	2/6 3/6 2/6	CL	LEAN CLAY, Sandy; Medium stiff, moist, low to medium plasticity, dark brown, with trace fine gravel		5	8
5	4/6 6/6 13/6		Very stiff		19	
10	3/6 11/6 6/6		Brown, decrease in gravel content		17	
15	5/6 6/6 7/6		Stiff		13	
20	4/6 11/6 6/6		Very stiff		17	24
25	3/6 3/6 3/6		Medium stiff, wet		6	31

Notes:



Test Boring: B-13

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

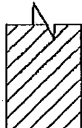
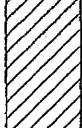
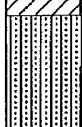

Date: 7-23-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 25 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30	 4/6 5/6 5/6		Stiff		10	
35	 5/6 4/6 5/6		Gray, decrease in gravel content		9	
40	 7/6 15/6 12/6	SM	SAND, Silty; Medium dense, wet, fine to coarse, brown, with fine gravel and some clay	-200 = 15% +4 = 20%	27	
45	 5/6 6/6 7/6			LL = 45% PI = 7%	13	
			Bottom of Boring at 46.5 Feet			
50						
55						

Notes:

Figure Number B-13



Test Boring: B-15

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-23-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 18 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0		AC	AC = 4.75 inches	Et = 15	6	18
	2/6 2/6 4/6	CL	LEAN CLAY, Sandy; Medium stiff, moist, low to medium plasticity, dark brown, with trace fine gravel			
5	4/6 7/6 6/6	SC	SAND, Clayey; medium dense, moist, fine to medium, with fine gravel		13	8
10	4/6 4/6 7/6	CL	LEAN CLAY, Sandy; stiff, moist, low plasticity, brown, with fine gravel		11	
15	2/6 4/6 6/6		Increase in fine gravel content		10	
			Wet			
20	10/6 13/6 16/6	SC	SAND, Clayey; Medium dense, wet, fine to medium, brown, with fine gravel		29	15
25	2/6 3/6 5/6	CL	LEAN CLAY, Sandy; medium stiff, wet, low to medium plasticity, light brown, with fine gravel		5	15

Notes:

Figure Number B-15



MOORE TWINING ASSOCIATES, INC.

Test Boring: B-15

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-23-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 18 Feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30			Very stiff		19	
35		SC	SAND, Clayey; Dense, wet, fine to coarse, brown, with fine gravel		34	15
40					30	
41.5			Bottom of Boring at 41.5 Feet			
45						
50						
55						

Notes:



Test Boring: B-16

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-23-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 20 feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0		AC	AC = 4 inches			
		CL	LEAN CLAY; moist, low to medium plasticity, dark brown, with fine gravel			
5	22/6 23/6 24/6	SM	SAND, Silty; dense, damp, fine to medium, brown, with fine gravel and some clay	DD = 127 pcf	-- 47	4 3
10	2/6 3/6 3/6	CL	LEAN CLAY; medium stiff, moist, low to medium plasticity, light brown		6	27
15	4/6 5/6 7/6		Stiff, sandy, with some fine gravel		12	
20	10/6 13/6 6/6		Very stiff, wet, medium to high plasticity		19	
25	3/6 8/6 11/6	SC	SAND, Clayey; medium dense, wet, fine, brown, with fine gravel	-200 = 28% +4 = 8%	19	17

Notes:



MOORE TWINING ASSOCIATES, INC.

Test Boring: B-16

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

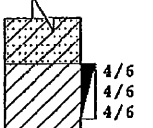

Date: 7-23-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 20 feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30		CL	LEAN CLAY; stiff, wet, low to medium plasticity, light brown		8	29
35		SM	SAND, Silty; dense, wet, fine to coarse, brown, with gravel		46	11
			Bottom of Boring at 36.5 feet			
40						
45						
50						
55						

Notes:

Figure Number



Test Boring: B-17

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-23-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 18.5 feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0		AC	4.25 inches of AC			
		CL	LEAN CLAY; stiff, moist, low to medium plasticity, dark brown, with fine gravel			
5	5/6 5/6 7/6				12	8
10	9/6 12/6 5/6		Very stiff, sandy, low plasticity, brown		17	17
15	2/6 3/6 4/6		Medium stiff, low to medium plasticity, light brown, decrease in gravel content		7	27
20	3/6 7/6 7/6		Stiff, wet		14	25
25	9/6 3/6 3/6	CH	FAT CLAY; medium stiff, high plasticity, gray		6	42
			Bottom of Boring at 25 feet			

Notes:



Test Boring: B-22

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-31-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 20 feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
0	4/6 4/6 6/6	AC CL	4 inches of AC LEAN CLAY; stiff, moist, low plasticity, dark brown, with trace fine gravel		10	18
5	9/6 10/6 10/6	SM	SAND, Silty; medium dense, damp, fine to medium, brown, with fine gravel		20	4
10			Loose, with some clay	DD = 108 pcf	--	4
	4/6 3/6 5/6	CL	LEAN CLAY; stiff, moist, low to medium plasticity, light brown		8	
15	5/6 6/6 4/6				10	33
20	3/6 4/6 6/6		Wet, sandy		10	24
25	3/6 4/6 6/6				10	

Notes:



MOORE TWINING ASSOCIATES, INC.

Test Boring: B-22

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: M.M.

Drill Type: CME 75

Date: 7-31-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 20 feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30		SM	SAND, Silty; very dense, wet, medium to coarse, brown, with fine gravel		57	
35		CL	LEAN CLAY, Sandy; stiff, wet, medium to high plasticity, gray		14	
			Bottom of Boring at 36.5 feet			
40						
45						
50						
55						

Notes:



Test Boring: B-24

Project: San Antonio Center

Project Location: Mountain View, California

Project Number: E49401.01

Drilled By: S.R.

Logged By: D.L.

Drill Type: CME 75

Date: 7-31-09

Auger Type: SFA 5" O.D.

Elevation:

Hammer Type: 140 lb. TRIP

Depth to Groundwater: 25 feet BSG

ELEVATION/ DEPTH (feet)	SOIL SYMBOLS SAMPLER SYMBOLS AND FIELD TEST DATA	USCS	Soil Description	Remarks	N-Values blows/ft.	Moisture Content %
30		CL	LEAN CLAY; stiff, wet, low to medium plasticity, brown		13	
35		SC	SAND, Clayey; medium dense, wet, fine to medium, brown		25	
40		GP	GRAVEL, Poorly Graded; dense, wet, fine, brown, with coarse sand		38	
45						
50		CL	Increase in percent coarse sand LEAN CLAY, Sandy; hard, wet, low plasticity, brown		44	
55			Bottom of Boring at 51.5 feet			







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


KEY TO SYMBOLS

Symbol Description



Symbol Description

Strata symbols

	Asphaltic Concrete
	Silty sand
	Low plasticity clay
	Clayey sand
	Well graded sand with silt
	Silt

	Poorly graded sand with silt
	High plasticity clay
	Poorly graded gravel

Misc. Symbols

	Boring continues
	Water table during drilling

Notes:


1. Test borings were drilled between 7-20-09 through 7-24-09 and on 7-31-09 using a CME 75 drill rig equipped with 6-5/8" O.D. Hollow Stem Augers and 5" O.D. Solid Flight Augers.
2. Groundwater was encountered at approximately 18 to about 35 feet BSG in the majority of the boring(s) drilled between 7-20-09 through 7-24-09 and on 7-31-09.
3. Test boring locations were located by measuring wheel or measuring tape with reference to the existing features.
4. These logs are subject to the limitations, conclusions, and recommendations in this report.
5. Results of tests conducted on samples recovered are reported on the logs. Abbreviations used are:


DD = Natural dry density (pcf)	LL = Liquid Limit (%)
UC = Unconfined compression (psf)	PI = Plasticity Index (%)
-4 = Percent passing #4 sieve (%)	pH = Soil pH
-200 = Percent passing #200 sieve (%)	SS = Soluble sulfates (%)
SR = Soil resistivity (ohm-cm)	Cl = Soluble chlorides (%)
c = Cohesion (psf)	ø = Angle of internal friction (degrees)
TS = Field Torvane Shear Strength test (tons per square foot)	N/A = Not applicable
pcf = pounds per cubic foot	N/E = Not encountered
psf = pounds per square foot	AMSL = Above Mean Sea Level
O.D. = Outside Diameter	HSA = Hollow Stem Augers
SFA = Solid Flight Augers	

KEY TO SYMBOLS

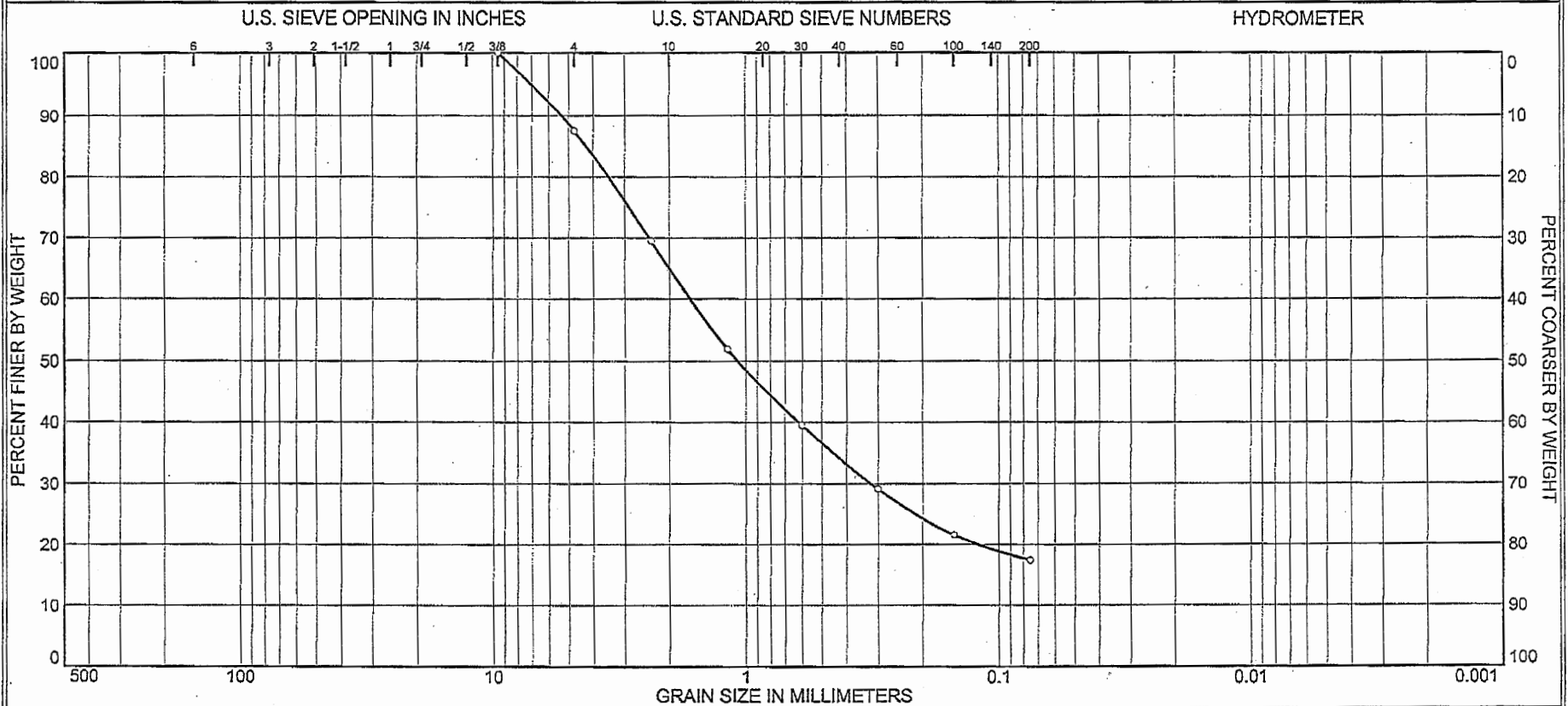
Symbol Description

Soil Samplers

 Standard penetration test

 California Modified
split barrel ring
sampler

Particle Size Distribution Report

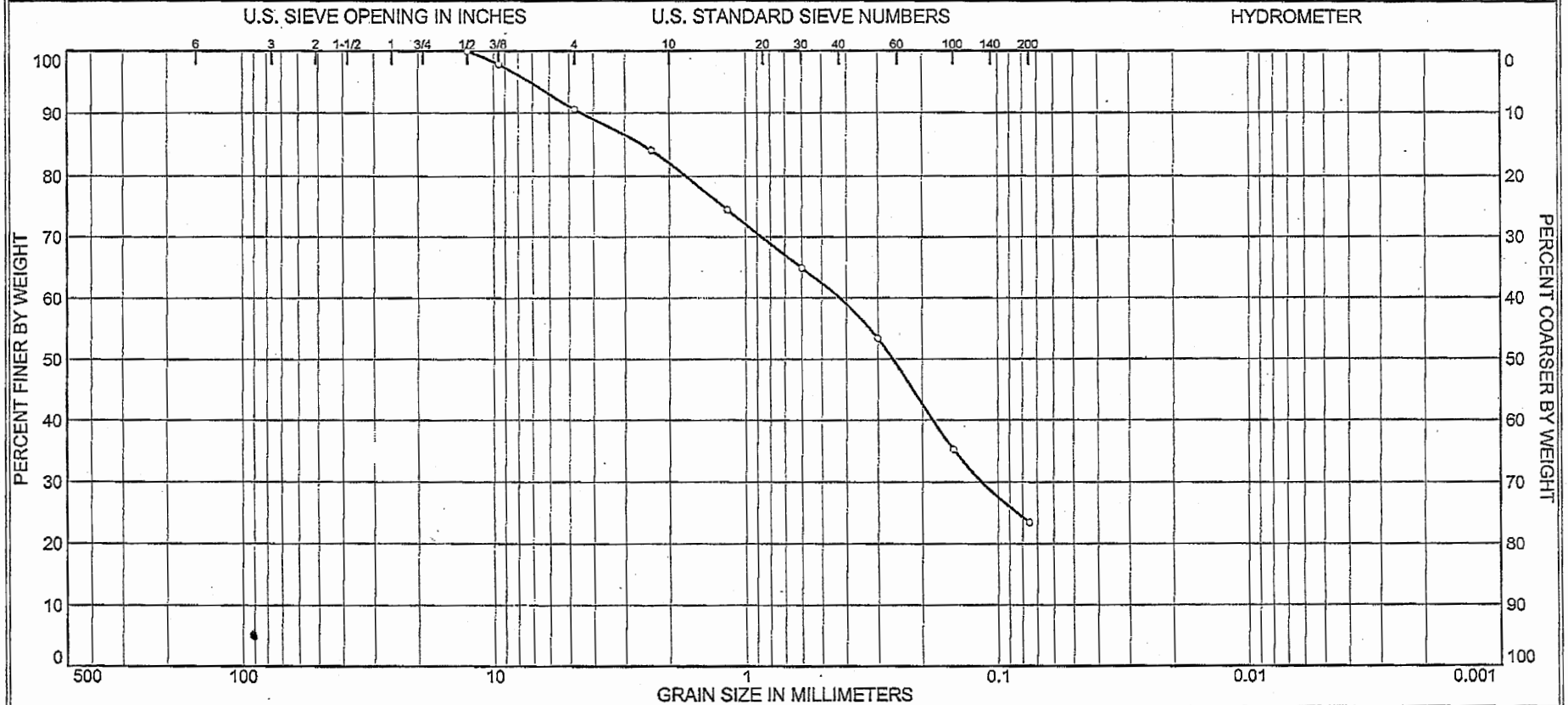


% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	12.4	70.2	17.4	

SOURCE	SAMPLE #	DEPTH/ELEV.	DATE SAMPLED	USCS	MATERIAL DESCRIPTION	NM %	LL	PL
	B-2	25'-26.5'	08/05/09					

Client	Moore Twining Associates, Inc.	○ F.M.=3.01
Project San Antonio		
Project No. E49401.01		
Figure	Fresno, CA	

Particle Size Distribution Report

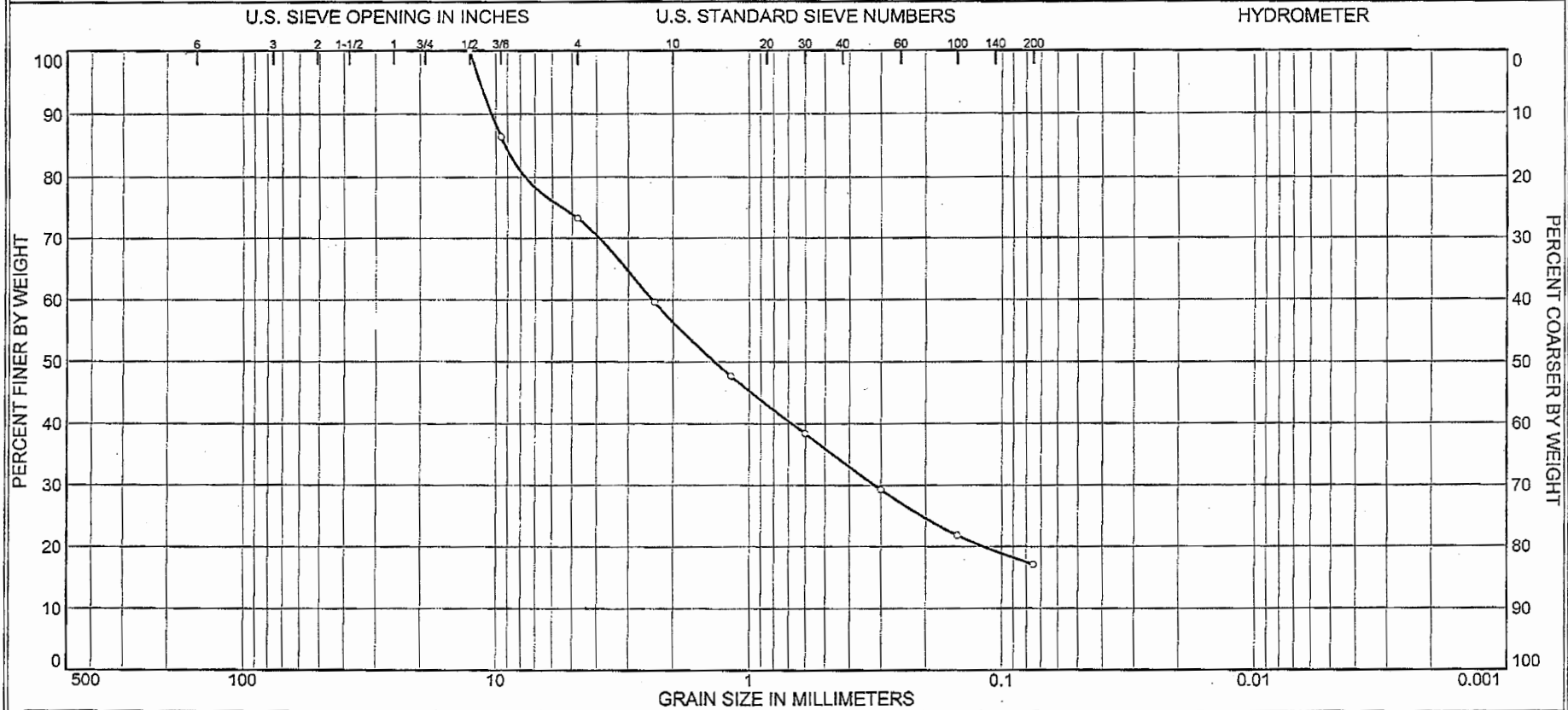


% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	9.4	67.2	23.4	

SOURCE	SAMPLE #	DEPTH/ELEV.	DATE SAMPLED	USCS	MATERIAL DESCRIPTION	NM %	LL	PL
	B-8	15'-16.5'	08/05/09					

Client	Moore Twining Associates, Inc.	○ F.M.=1.99
Project San Antonio		
Project No. E49401.01		
Figure	Fresno, CA	

Particle Size Distribution Report

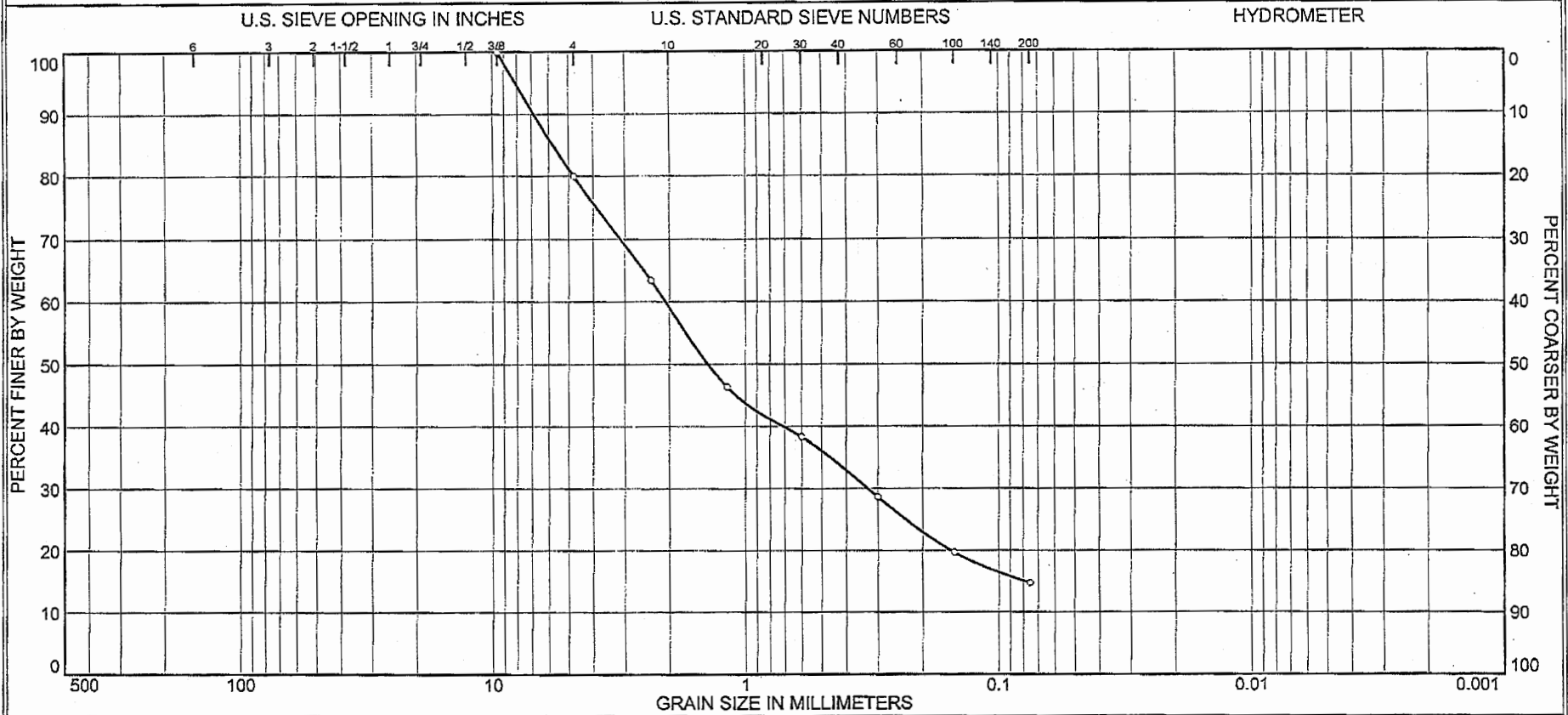


% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	26.7	56.3	17.0	

SOURCE	SAMPLE #	DEPTH/ELEV.	DATE SAMPLED	USCS	MATERIAL DESCRIPTION	NM %	LL	PL
	B-12	35'-36.5'	08/05/09					

Client	Moore Twining Associates, Inc.	○ F.M.=3.43
Project San Antonio		
Project No. E49401.01		
Fresno, CA		

Particle Size Distribution Report

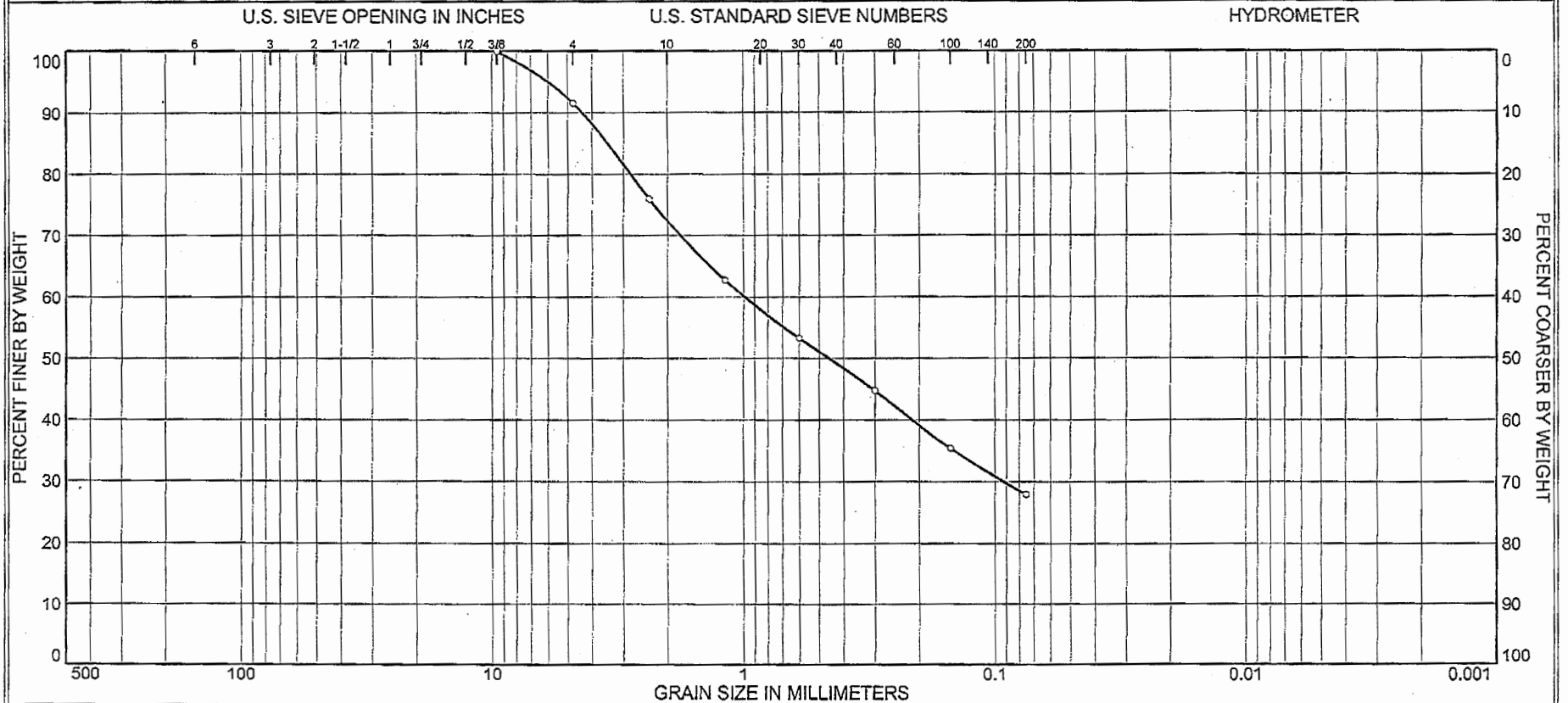


% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	20.1	65.2	14.7	

SOURCE	SAMPLE #	DEPTH/ELEV.	DATE SAMPLED	USCS	MATERIAL DESCRIPTION	NM %	LL	PL
	B-13	40'-41.5'	08/05/09					

Client	Moore Twining Associates, Inc.	○ F.M.=3.24
Project San Antonio		
Project No. E49401.01		
Figure	Fresno, CA	

Particle Size Distribution Report

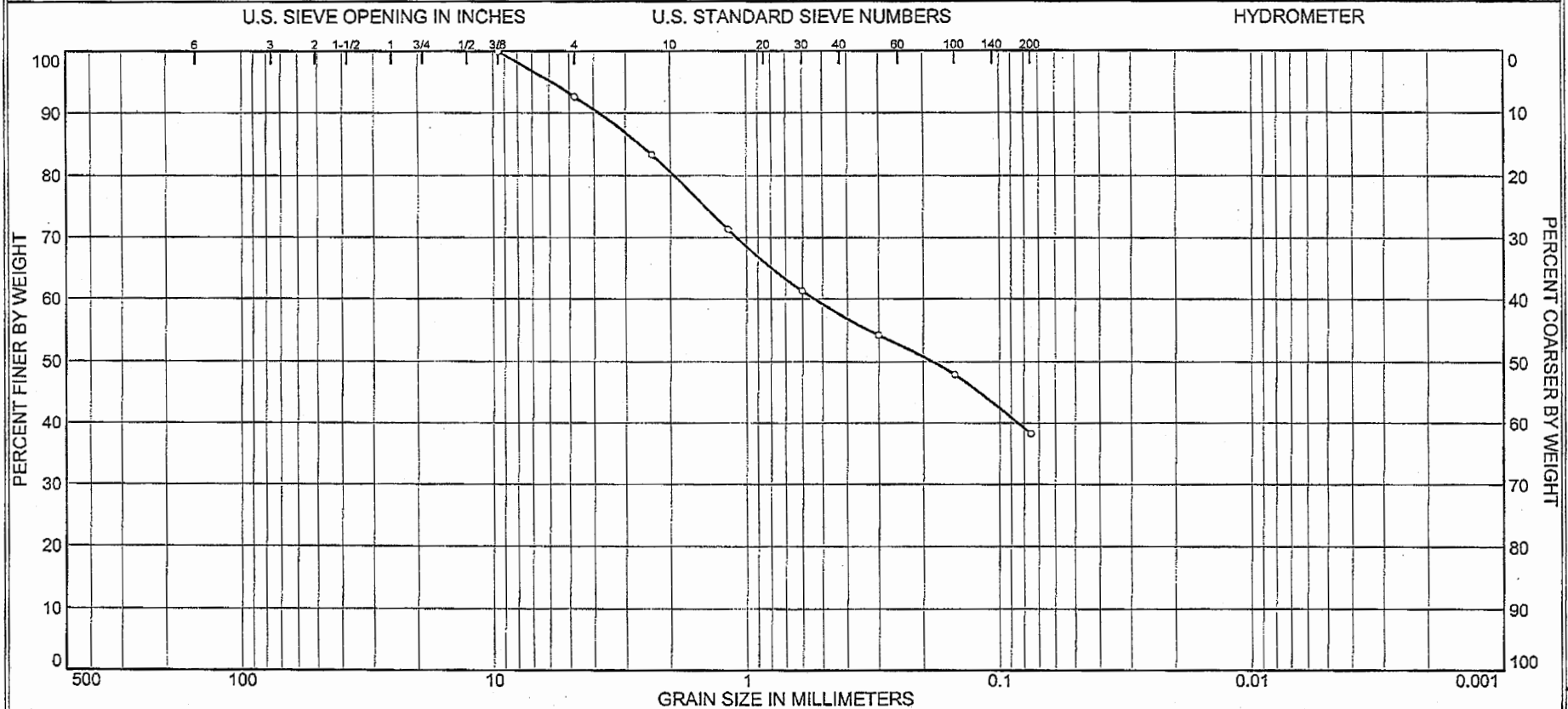


% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	8.4	63.6	28.0	

SOURCE	SAMPLE #	DEPTH/ELEV.	DATE SAMPLED	USCS	MATERIAL DESCRIPTION	NM %	LL	PL
	B-16	25'-26.5'	08/05/09					

Client	Moore Twining Associates, Inc.	○ F.M.=2.36
Project San Antonio		
Project No. E49401.01		
Figure	Fresno, CA	

Particle Size Distribution Report

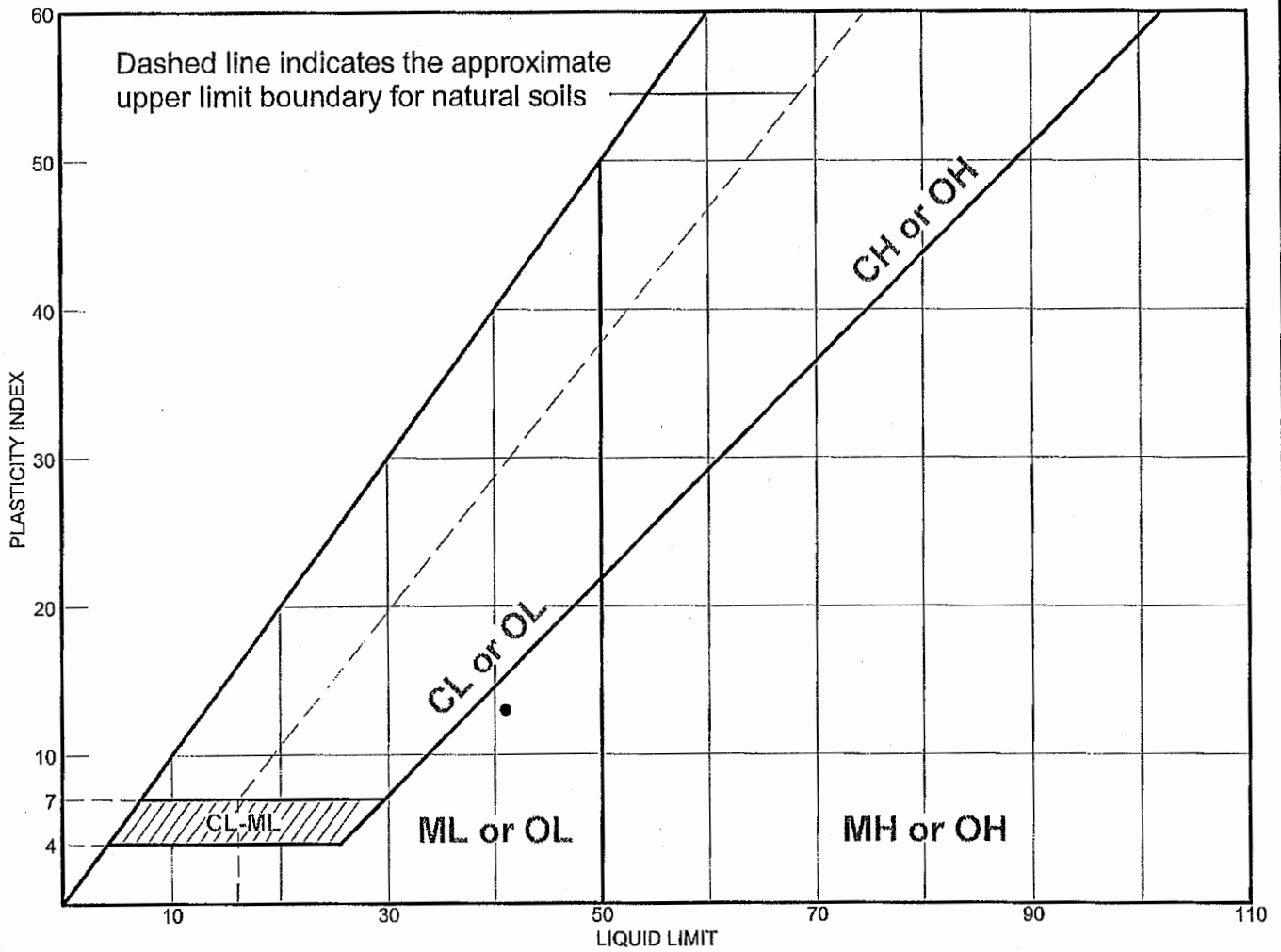


% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	7.4	54.4	38.2	

SOURCE	SAMPLE #	DEPTH/ELEV.	DATE SAMPLED	USCS	MATERIAL DESCRIPTION	NM %	LL	PL
	B-24	26.5'-28'	08/05/09					

Client	Moore Twining Associates, Inc. Fresno, CA	○ F.M.=1.89
Project San Antonio		
Project No. E49401.01		

LIQUID AND PLASTIC LIMITS TEST REPORT



MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
•	41	28	13			

Project No. E49401.01 Client:

Project: San Antonio

• Source: Sample No.: B-11 Elev./Depth: 6'-9'

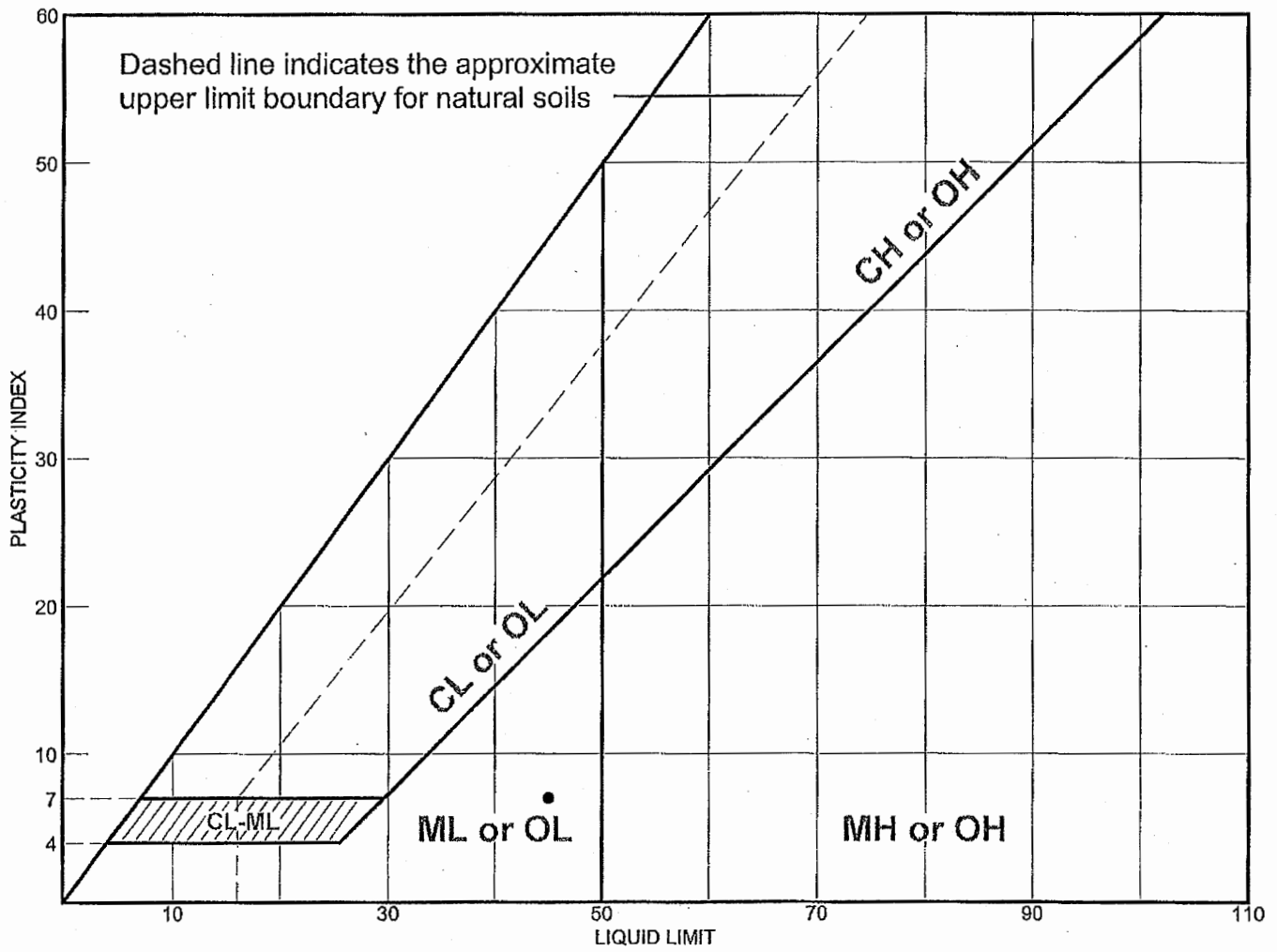
Moore Twining Associates, Inc.
Fresno, CA

Remarks:

•

Figure

LIQUID AND PLASTIC LIMITS TEST REPORT



MATERIAL DESCRIPTION	LL	PL	PI	%<#40	%<#200	USCS
•	45	38	7			

Project No. E49401.01 Client:

Project: San Antonio

• Source: Sample No.: B-13 Elev./Depth: 45'-46.5'

Remarks:

•

Moore Twining Associates, Inc.
Fresno, CA

Figure



MOORE TWINING

EXPANSION INDEX TEST, ASTM D4829

MTA PROJECT NAME: San Antonio Center REPORT DATE: 8/5/2009
 TEST DATE: 8/4/2009
 MTA PROJECT NO.: E49401.0100
 SAMPLE I.D.: B-11 @ 6'-9'
 SAMPLED BY: MM
 SAMPLE DATE: 7/20/2009 TESTED BY: TD
 SAMPLE DESCRIPTION: Silty Sand with clay and fine gravel

% PASSING # 4 SIEVE 100

Initial Moisture Determination:

Pan + Wet Soil Wt., gm 250.0
 Pan + Dry Soil Wt., gm 226.9
 Pan Wt., gm 0.0
 Initial % Moisture Content 10.2

Final Moisture Determination:

Wet Soil Wt., lbs 0.9521
 Dry Soil Wt., lbs 0.7996
 Final % Moisture Content 19.1

Initial Expansion Data:

Ring + Sample Wt., lbs 0.8810
 Ring Wt., lbs 0.0000
 Remolded Wt., lbs 0.8810
 Remolded Wet Density, pcf 121.1
 Remolded Dry Density, pcf 110.0

Final Expansion Data:

Ring + Sample Wt., lbs 0.9521
 Ring Wt., lbs 0.0000
 Remolded Wt., lbs 0.9521
 Remolded Wet Density, pcf 130.2
 Remolded Dry Density, pcf 109.4

Expansion Data:

Initial Gage Reading, in: 0.0500
 Final Gage Reading, in: 0.0554
 Expansion, in: 0.0054
 Expansion Index 5

Initial Volume 0.0072722 Final Volume 0.007311

Comments: (Very Low Expansion Potential)

Classification of Expansive Soils. (Table 1 from ASTM D4829)

Expansion Index	Potential Expansion
0-20	Very Low
21-50	Low
51-90	Medium
91-130	High
>130	Very High



MOORE TWINING

EXPANSION INDEX TEST, ASTM D4829

MTA PROJECT NAME: San Antonio Center REPORT DATE: 8/5/2009
 TEST DATE: 8/4/2009
 MTA PROJECT NO.: E49401.0100
 SAMPLE I.D.: B-15 @ 3'-6'
 SAMPLED BY: MM
 SAMPLE DATE: 7/20/2009 TESTED BY: TD
 SAMPLE DESCRIPTION: Clayey Sand

% PASSING # 4 SIEVE 100

Initial Moisture Determination:

Pan + Wet Soil Wt., gm 250.0
 Pan + Dry Soil Wt., gm 227.2
 Pan Wt., gm 0.0
 Initial % Moisture Content 10.0

Final Moisture Determination:

Wet Soil Wt., lbs 0.9473
 Dry Soil Wt., lbs 0.7919
 Final % Moisture Content 19.6

Initial Expansion Data:

Ring + Sample Wt., lbs 0.8713
 Ring Wt., lbs 0.0000
 Remolded Wt., lbs 0.8713
 Remolded Wet Density, pcf 119.8
 Remolded Dry Density, pcf 108.9

Final Expansion Data:

Ring + Sample Wt., lbs 0.9473
 Ring Wt., lbs 0.0000
 Remolded Wt., lbs 0.9473
 Remolded Wet Density, pcf 128.3
 Remolded Dry Density, pcf 107.3

Expansion Data:

Initial Gage Reading, in: 0.0495
 Final Gage Reading, in: 0.0646
 Expansion, in: 0.0151
 Expansion Index 15

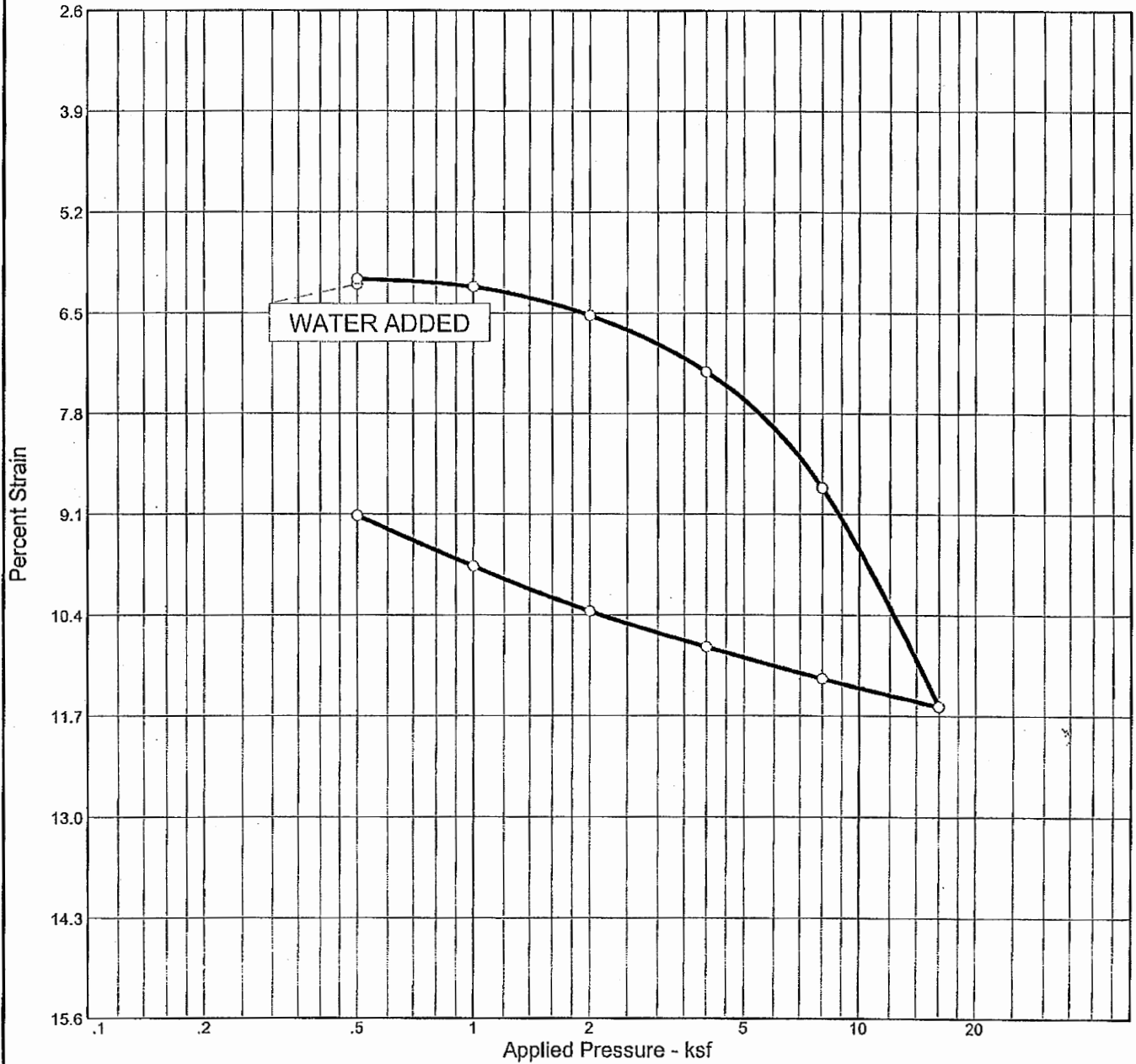
Initial Volume Final Volume
 0.0072722 0.007382

Comments: (Very Low Expansion Potential)

Classification of Expansive Soils. (Table 1 from ASTM D4829)

<u>Expansion Index</u>	<u>Potential Expansion</u>
0-20	Very Low
21-50	Low
51-90	Medium
91-130	High
>130	Very High

CONSOLIDATION TEST REPORT

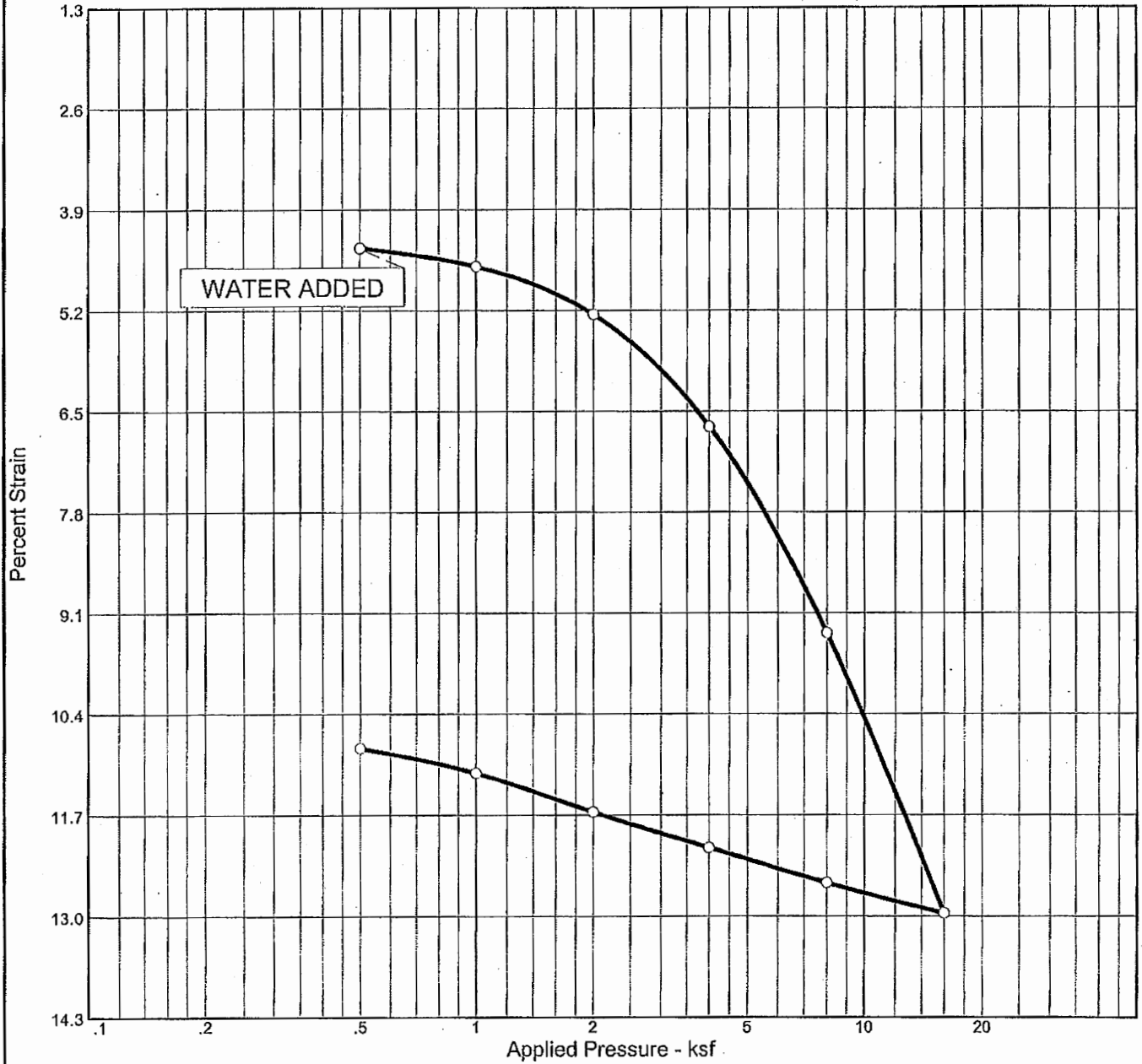


Natural		Dry Dens. (pcf)	LL	PI	Sp. Gr.	Overburden (ksf)	P _c (ksf)	C _c	C _s	Swell Press. (ksf)	Swell %	e ₀
Sat.	Moist.											
89.5 %	19.5 %	104.9			2.65		8.31	0.15	0.03	0.89		0.578

MATERIAL DESCRIPTION	USCS	AASHTO

Project No. E49401.01	Client:	Remarks:
Project: San Antonio		
Source:	Sample No.: B-4 Elev./Depth: 10'-11.5	
Moore Twining Associates, Inc.		
Fresno, CA		Figure

CONSOLIDATION TEST REPORT

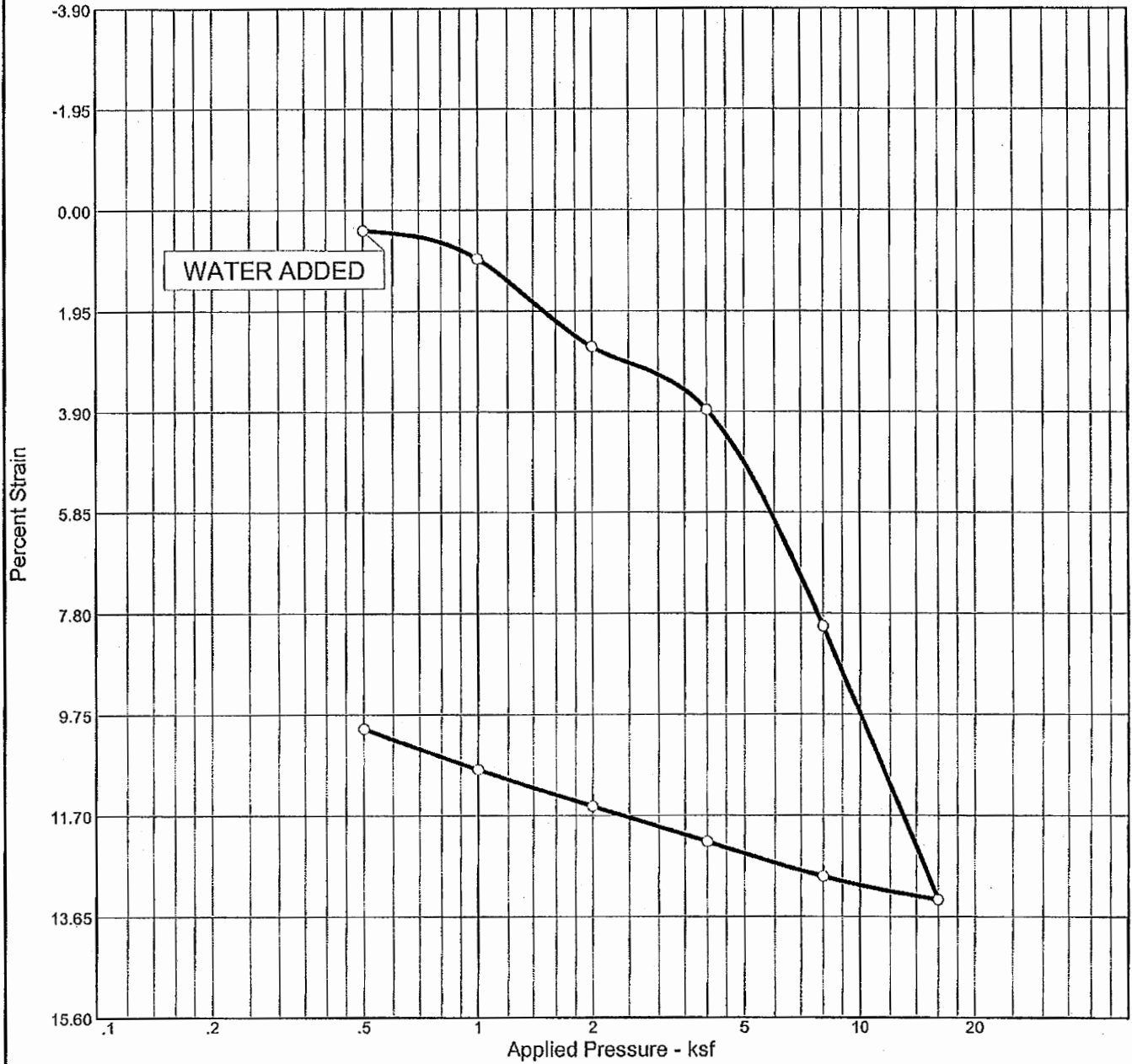


Natural Sat.	Moist.	Dry Dens. (pcf)	LL	PI	Sp. Gr.	Overburden (ksf)	P _c (ksf)	C _c	C _s	Swell Press. (ksf)	Swell %	e ₀
105.1 %	26.2 %	99.6			2.65		5.19	0.20	0.02	0.52		0.660

MATERIAL DESCRIPTION	USCS	AASHTO

<p>Project No. E49401.01 Client: _____</p> <p>Project: San Antonio</p> <p>Source: _____ Sample No.: B-4 Elev./Depth: 25'-26.5'</p> <p style="text-align: center;">Moore Twining Associates, Inc.</p> <p style="text-align: center;">Fresno, CA</p>	<p>Remarks:</p> <p style="text-align: right;">Figure</p>
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CONSOLIDATION TEST REPORT

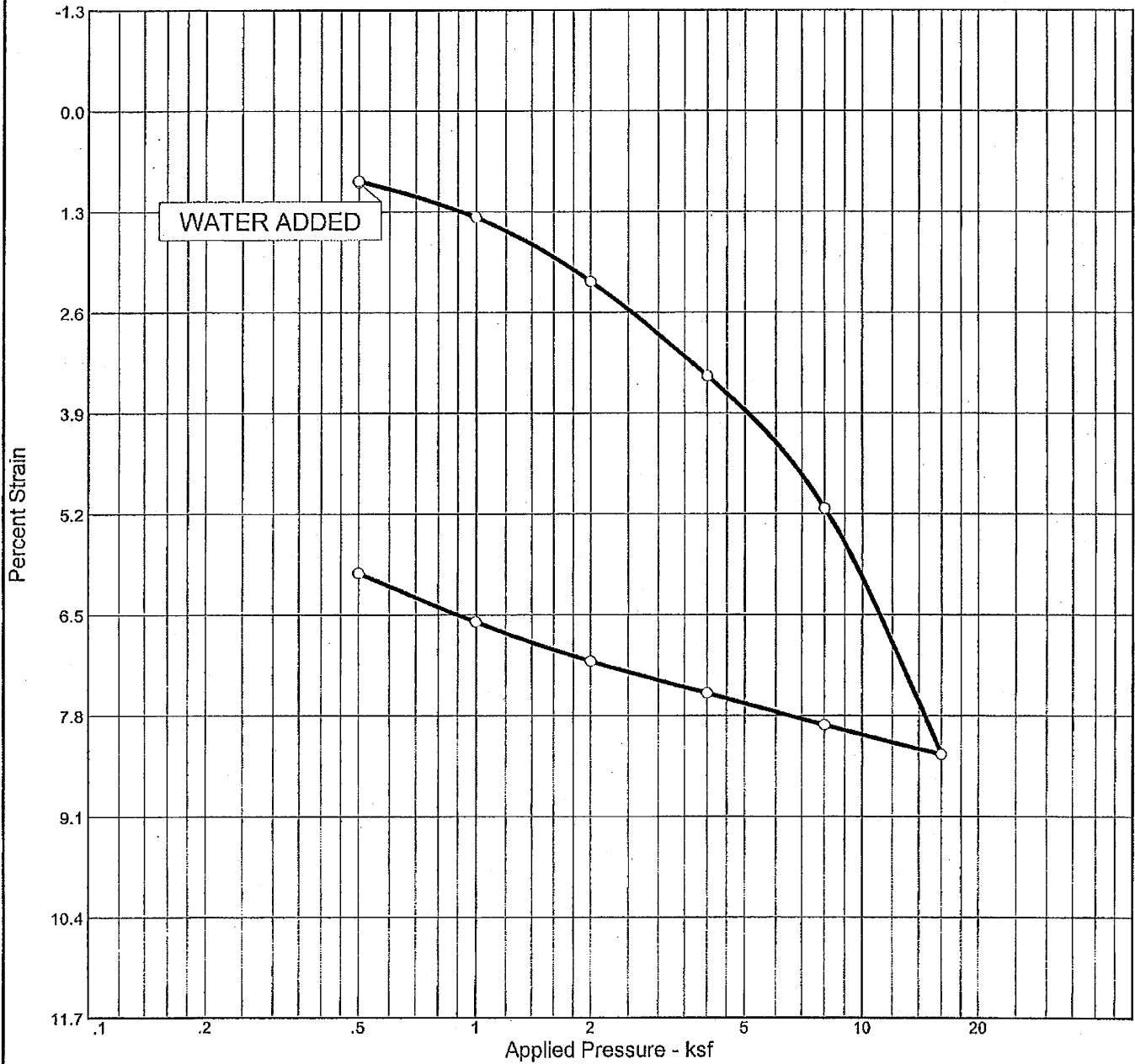


Natural		Dry Dens. (pcf)	LL	PI	Sp. Gr.	Overburden (ksf)	P _c (ksf)	C _c	C _s	Swell Press. (ksf)	Swell %	e ₀
Sat.	Moist.											
98.7 %	28.9 %	93.2			2.65		4.81	0.31	0.04	0.52		0.775

MATERIAL DESCRIPTION	USCS	AASHTO

<p>Project No. B49401.01 Client:</p> <p>Project: San Antonio</p> <p>Source: Sample No.: B-11 Elev./Depth: 25'-26.5'</p> <p style="text-align: center;">Moore Twining Associates, Inc.</p> <p style="text-align: center;">Fresno, CA</p>	<p>Remarks:</p> <p style="text-align: right;">Figure</p>
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CONSOLIDATION TEST REPORT

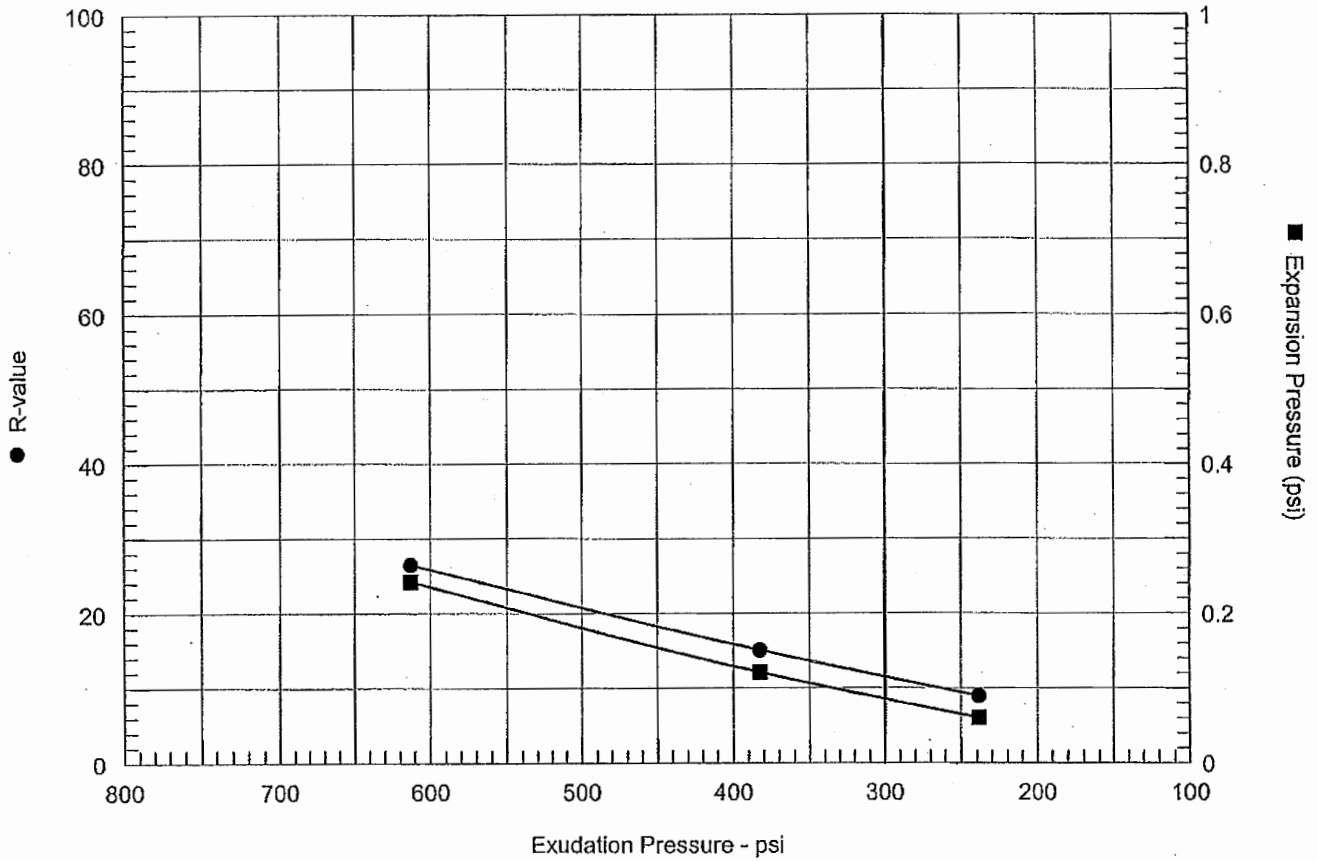


Natural	Dry Dens. (pcf)	LL	PI	Sp. Gr.	Overburden (ksf)	P _c (ksf)	C _c	C _s	Swell Press. (ksf)	Swell %	e ₀
Sat. Moist.											
101.5 %	19.0 %	110.5		2.65		8.02	0.16	0.02	0.52		0.497

MATERIAL DESCRIPTION	USCS	AASHTO

<p>Project No. E49401.01 Client:</p> <p>Project: San Antonio</p> <p>Source: Sample No.: B-24 Elev./Depth: 15'-16.5'</p> <p style="text-align: center;">Moore Twining Associates, Inc.</p> <p style="text-align: center;">Fresno, CA</p>	<p>Remarks:</p> <p style="text-align: right; margin-top: 100px;">Figure</p>
--	---

R-VALUE TEST REPORT

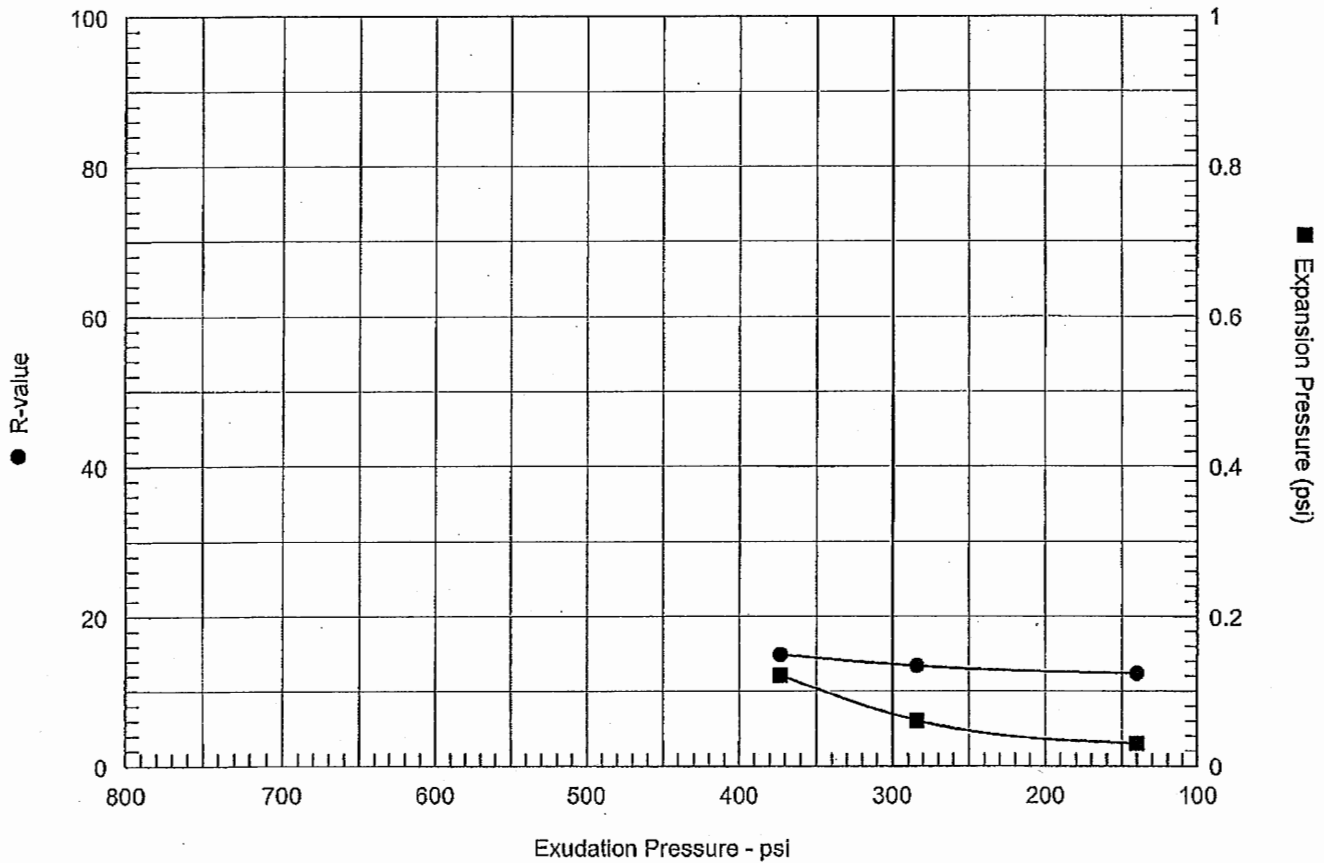


Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	100	127.7	13.1	0.24	100	2.38	613	29	26
2	25	122.2	15.1	0.12	120	2.46	383	15	15
3	25	117.4	17.1	0.06	135	2.56	239	9	9

Test Results	Material Description
R-value at 300 psi exudation pressure = 11 Exp. pressure at 300 psi exudation pressure = 0.09 psi	
Project No.: E49401.01 Project: San Antonio Sample Number: B-4 Depth: 1'-5' Date: 8/10/2009	Tested by: KB Checked by: MS Remarks:
R-VALUE TEST REPORT Moore Twining Associates, Inc.	Figure _____

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height in.	Exud. Pressure psi	R Value	R Value Corr.
1	75	126.7	15.4	0.12	120	2.40	373	16	15
2	50	120.1	17.4	0.03	122	2.53	140	12	12
3	60	123.7	16.4	0.06	120	2.45	284	13	13

Test Results

R-value at 300 psi exudation pressure = 14
 Exp. pressure at 300 psi exudation pressure = 0.07 psi

Material Description

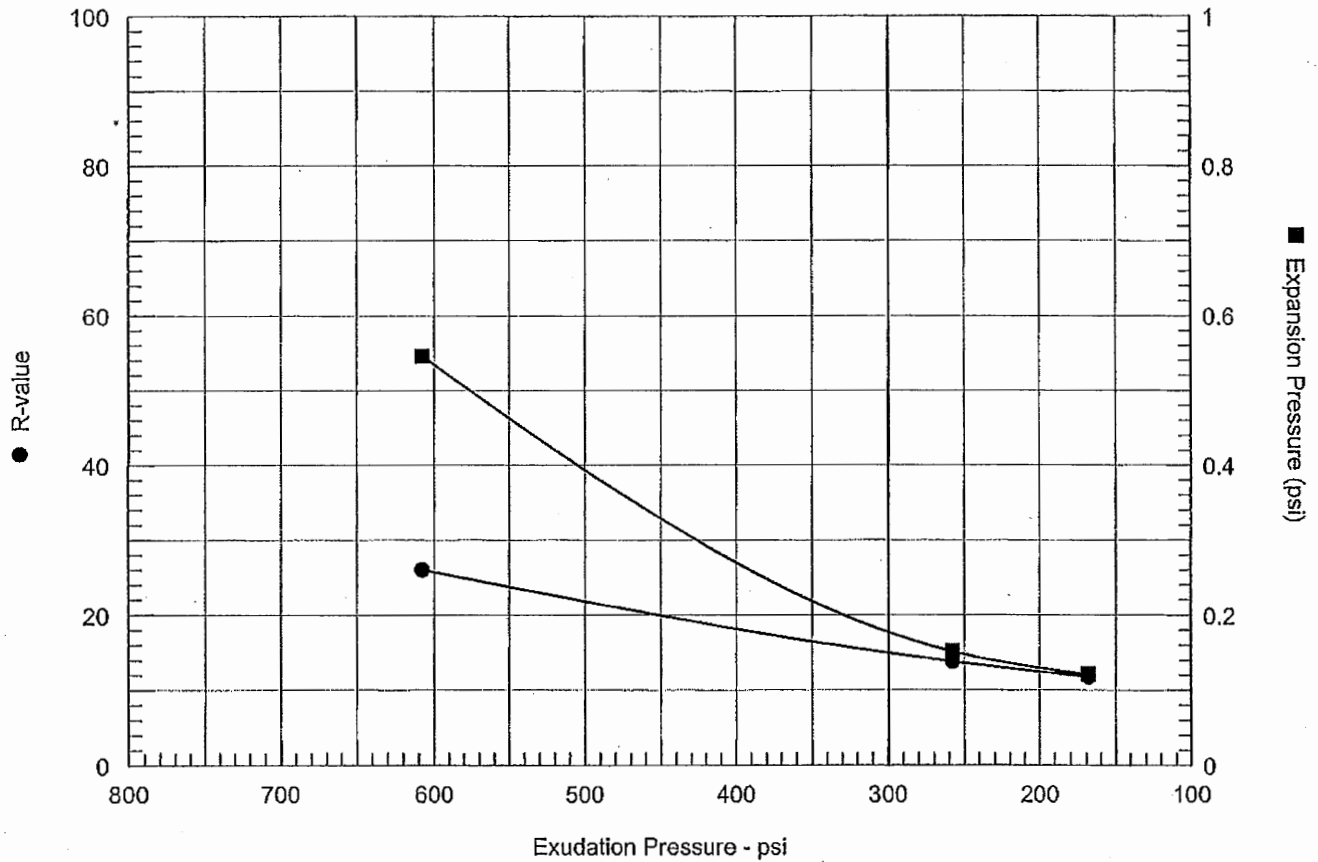
Project No.: E49401.01
 Project: San Antonio
 Sample Number: B-11 Depth: 6'-9"
 Date: 8/5/2009

Tested by: KB
 Checked by: MS
 Remarks:

R-VALUE TEST REPORT
Moore Twining Associates, Inc.

Figure _____

R-VALUE TEST REPORT



Resistance R-Value and Expansion Pressure - Cal Test 301

No.	Compact. Pressure psi	Density pcf	Moist. %	Expansion Pressure psi	Horizontal Press. psi @ 160 psi	Sample Height In.	Exud. Pressure psi	R Value	R Value Corr.
1	125	126.4	12.6	0.55	108	2.45	608	26	26
2	85	121.0	14.6	0.15	125	2.54	258	14	14
3	50	116.8	16.0	0.12	120	2.63	169	11	12

Test Results	Material Description
<p>R-value at 300 psi exudation pressure = 15</p> <p>Exp. pressure at 300 psi exudation pressure = 0.18 psi</p>	
<p>Project No.: E49401.01</p> <p>Project: San Antonio</p> <p>Sample Number: B-15 Depth: 3'-6'</p> <p>Date: 8/5/2009</p>	<p>Tested by: KB</p> <p>Checked by: MS</p> <p>Remarks:</p>
<p>R-VALUE TEST REPORT</p> <p>Moore Twining Associates, Inc.</p>	<p>Figure _____</p>

DISTRIBUTION

6 copies: Mr. Glenn Goodman
Merlone Geier
3580 Carmel Mountain Road, Suite 260
San Diego, California 92130

Appendix G
**Phase I Environmental Site Assessment,
Machado Property**

TÖR Environmental, Inc.

PO Box 73626
San Clemente, California 92673
(949) 370-2046

Phase I Environmental Site
Assessment
Machado Property
405, 417, 419, and 423
San Antonio Road
Mountain View, California

1 September 2011

Prepared for

Glaser Weil Fink Jacobs Howard
Avchen & Shapiro LLP
10250 Constellation Boulevard, 19th Floor
Los Angeles, California 90067

TOR Project No. GW021

TÖR Environmental, Inc.

PO Box 73626
San Clemente, California 92673
(949) 370-2046

Phase I Environmental Site
Assessment
Machado Property
405, 417, 419, and 423
San Antonio Road
Mountain View, California

1 September 2011

Prepared for

Glaser Weil Fink Jacobs Howard
Avchen & Shapiro LLP
10250 Constellation Boulevard, 19th Floor
Los Angeles, California 90067



Jeffrey D. Borum, P.G., C.E.G.
Principal Engineering Geologist

TOR Project No. GW021

Table of Contents

<i>Executive Summary</i>	1-1
Section 1: Introduction	1-3
Section 2: Subject Property Description	2-1
2.1 Property Owner Information	2-1
2.2 Subject Property Description.....	2-1
2.3 Adjoining Properties and Surrounding Vicinity	2-2
2.4 Environmental Setting	2-5
2.4.1 Regional Geology	2-5
2.4.2 Hydrogeologic Information.....	2-5
2.5 Public Water Wells	2-6
2.6 Oil and Gas Wells.....	2-7
Section 3: Government Database Review.....	3-1
3.2.1 Orphan Site List.....	3-6
Section 4: Historical Use	4-7
Section 5: User Provided Information	5-1
5.1 Proposed Use	5-1
5.2 User-Provided Documents	5-1
Section 6: Agency Records Review.....	6-1
Section 7: Interviews and Subject Property Reconnaissance	7-1
7.1 Interview	7-1
7.2 Subject Property Reconnaissance-Visual and Physical Observations	7-1
Section 8: Historical Materials of Concern	8-1
8.1 Suspect Asbestos-Containing Materials.....	8-1
8.2 Lead-based Paint	8-1
8.3 PCB Equipment.....	8-1
8.4 Radon.....	8-1
8.5 Mold	8-1
Section 9: Conclusions and Recommendations.....	9-1
Section 10: Deviations	10-2
Section 11: References.....	11-1
Environmental Data Resources References.....	11-1

Electronic Database References.....	11-1
Section 12: Signature of Environmental Professional	12

List of Figures

Figure 1: Subject Property Vicinity Site Location Map

Figure 2: Subject Property Layout Site Location Map

List of Appendices

- A EDR Radius Map Report with GeoCheck
- B EDR Historical Aerial Photo Decade Package
- C EDR Sanborn Fire Insurance Maps
- D EDR City Directory
- E EDR Historical Topographic Maps
- F EDR Environmental Lien Search & Tax Map
- G User Provided Information
- H Interview Form
- I Subject Property Photographic Log
- J *GeoTracker-Envirostor* Project Reports

Executive Summary

TOR Environmental, Inc. (TOR) was retained by Glaser Weil Fink Jacobs Howard Avchen & Shapiro LLP (Glaser Weil) on behalf of MGP IX REIT LLC (MGP) to prepare a Phase I Environmental Site Assessment (Phase I ESA) for San Antonio Center located at 405, 417, 419 and 423 South San Antonio Road, Mountain View, California 94040 (Figure 1). For the purpose of this report the Machado property will be referred to as the "Subject Property". The Machado property is also identified by Santa Clara County Assessor Parcel Number 148-22-008 and consists of approximately 3.591 acres of improved land.

The Phase I ESA was conducted on behalf of Glaser Weil and MGP as part of a financial transaction with Wells Fargo and all will be referred to as the User throughout this report. This Phase I ESA will provide the User with a baseline understanding of environmental conditions present at the Subject Property using the guidelines set forth in the American Society of Testing and Materials (ASTM) E1527-05 standard practice.

The purpose of this Phase I ESA is to identify *recognized environmental conditions* ("RECs"), as defined by ASTM E1527-05 that may have affected the Subject Property. Findings that are not RECs, but do have some potential to have affected the Subject Property are identified as *Notable Findings* for the purpose of this report.

As defined by ASTM, a REC is "the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum products into the structure, on the property, or into the ground, groundwater, or surface water of the property." The term *historical recognized environmental condition* means an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered as a *recognized environmental condition* currently.

Conclusions

The Machado Property was constructed in approximately 1960 on agricultural property approximately 3.59 acres in size. The Subject Property includes one (1) commercial retail structure totaling approximately 45,873 square feet of floor space. This Phase I Environmental Site Assessment completed in accordance with ASTM E1527-05 revealed the following:

- Soil or groundwater impacts resulting from historic or current land uses of the Site at concentrations that would be classified as a *REC* under ASTM E1527-05 were not revealed as a result of this review.
- Listings for a dry cleaner business on the Subject Property in historic city directories between 1962 and 1986 are a *Notable Finding* for this Phase I ESA. Information pertaining to the dry cleaning business from federal, state, and local regulatory agencies were not available for this business. Review of groundwater analytical testing results from

the sites crossgradient and downgradient of the Subject Property did not reveal dry cleaner chemical impacts.

- Soil or groundwater impacts originating from off-site sources that would be classified as a REC for the Subject Property under ASTM E1527-05 were not revealed as a result of this Phase I ESA.
- Sears is currently in the process of assessing the extent of impacts associated with a recently identified and reported release from their former service elevator at 455 San Antonio Road. Although the potential for such a release to extend onto the Subject Property is low, the former source is upgradient of the Subject property and constitutes a *Notable Finding* for this Phase I ESA.

Recommendations

Based on the conclusions provided above, TOR does not recommend further environmental evaluation for the Subject Property at this time. TOR recommends the property owner continue to monitor Sears' activities upgradient until the company receives regulatory site closure.

Section 1: Introduction

TOR Environmental, Inc. (TOR) was retained by Glaser Weil Fink Jacobs Howard Avchen & Shapiro LLP (Glaser Weil) on behalf of MGP IX REIT LLC (MGP) to prepare a Phase I Environmental Site Assessment (Phase I ESA) for the Machado property located at 405, 417, 419 and 423 South San Antonio Road, Mountain View, California (Figure 1). For the purpose of this report, the Machado property will be referred to as the “Subject Property”. The Machado property is also identified by Santa Clara County Assessor Parcel Number 148-22-008 and consists of approximately 3.591 acres of improved land.

This Phase I ESA was conducted on behalf of Glaser Weil and MGP as part of a financial transaction with Wells Fargo and all will be referred to as the User throughout this report. This Phase I ESA will provide the User with a baseline understanding of environmental conditions present at the Subject Property using the guidelines set forth in the American Society of Testing and Materials (ASTM) E1527-05 standard practice.

1.1 Purpose

The purpose of this Phase I ESA is to identify *recognized environmental conditions* (“RECs”), as defined by ASTM E1527-05 that may have affected the Subject Property. Findings that are not RECs, but do have some potential to have affected the Subject Property are identified as *Notable Findings* for the purpose of this report.

As defined by the ASTM, a REC is “the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum products into the structure, on the property, or into the ground, groundwater, or surface water of the property.” The term *historical recognized environmental condition* means an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered as a *recognized environmental condition* currently.

The work was conducted pursuant to authorization to proceed with the project dated 15 August 2011 from Mr. Daniel G. Jordan, Esq. of Glaser Weil.

1.2 Detailed Scope of Services

1.2.1 Phase I ESA

The Phase I ESA was conducted in general accordance with the United States Environmental Protection Agency (USEPA) All-Appropriate Inquiry (AAI) rule (40 CFR, Part 312) as described in the ASTM E1527-05 for the performance of a Phase I ESA. At a minimum, the following activities were performed to accomplish the Phase I ESA objectives:

Subject Property Reconnaissance – A visual and physical observation of the Subject Property was conducted in readily accessible areas to identify RECs or Notable Findings associated with environmental conditions. Additionally, visual observations of adjoining properties were made from the vantage point of the Subject Property as well as from public right-of-ways to assess the potential impact of these properties on the Subject Property.

Subject Property Representative Interview – An interview was conducted with individuals knowledgeable and familiar with the Subject Property.

Environmental Lien Search – An environmental lien is a charge, security, or encumbrance on a property's title to secure payment of cost or debt arising from response actions, cleanup, or other remediation of hazardous substances or petroleum products. An environmental lien search was conducted and no environmental liens or Activity and Usage Limitations (AULs) were reported by the User.

Online Agency Records Review – Available environmental reports, agency records (state and local agencies), and appropriate permits were reviewed to identify any reported environmental concern or incident associated with the Subject Property.

Historical Research – At a minimum, readily available sources of historical information related to the Subject Property and adjoining properties were researched to identify historical land use practices that have the potential to adversely impact environmental conditions at the Subject Property. Sources of historical information to help identify RECs or Notable Findings in connection with the Subject Property include historical aerial photographs, historical topographic maps, Sanborn Fire Insurance Maps, and City Directories.

Government Database Review – Published governmental federal and state databases were reviewed to identify properties within ASTM-specified radii of the Subject Property with a reported environmental concern or incident. TOR subcontracted the compilation of government database search to Environmental Data Resources, Inc. (EDR).

Report Preparation – This written summary of the findings and recommendations of the Phase I ESA was prepared.

1.3 Environmental Professional Qualifications

This Phase I ESA was prepared under the supervision of Jeffrey D. Borum (PG 4149, EG 1330) of TOR. Mr. Borum has a Bachelor of Science degree in Earth Science, a Master of Science degree in Geology, and is a California Professional Geologist with 30 years of professional experience. Mr. Borum meets the qualifications for an environmental professional as stated in the ASTM E1527-05 standard.

1.4 Limitations and Exceptions

This Phase I ESA is based on review of readily available environmental records, results of limited interviews, and visual observations of recent Subject Property conditions. The collection or analysis of environmental samples; surveys regarding the presence of asbestos, radon, heavy metal-based paints; or compliance of individual property operations with environmental regulations were not executed during this Phase I ESA. This assessment was not intended to be a comprehensive inspection or assessment of all conditions that might exist at the Subject Property. Findings were developed based on our professional opinion and do not represent a

warranty, guarantee, certification, or positive assertion as to the presence, absence, or extent of potential contamination. TOR's activities were conducted in accordance with practices and procedures generally accepted in the consulting field. TOR's services were limited to those specified in our proposal, which was accepted and authorized by Glaser Weil and MGP.

1.5 Special Terms and Conditions

This report represents TOR's professional opinion and judgment, which are dependent upon information obtained during performance of consulting services. Environmental conditions may exist at the Subject Property that cannot be identified by visual observations or were obscured from view by vegetation, poor lighting, or other materials during TOR's visit to the Subject Property. TOR's conclusions were based in part on information supplied by others, the accuracy or sufficiency of which has not been independently reviewed by TOR. No investigation can be thorough enough to exclude the presence of hazardous materials at a given Subject Property; therefore, if no hazardous materials are identified during an assessment, such a finding should not be construed as a guarantee of the absence of such materials on the Subject Property, but rather the results of services performed within project scope, cost, schedule, and other limitations.

Any opinions presented apply to the Subject Property conditions at the time of performance of services and do not address the potential for future releases. Changes in applicable environmental standards, practices, or regulations may occur following performance of services, which could impact the opinions presented.

1.6 Reliance

This report is intended for the sole use of Glaser Weil, MGP, affiliates of MGP and Wells Fargo. If other parties wish to rely on this report, please have them contact TOR so that a mutual understanding and agreement of the terms and conditions for our services can be established prior to their use of this information

Section 2: Subject Property Description

The following section provides information about the Subject Property, such as its ownership, general description, environmental setting, current property usage, and also describes the general uses of the adjoining properties and surrounding area.

2.1 Property Owner Information

Machado-San Antonio Partners L.L.C. is the current owner of the Subject Property. The Subject Property includes Assessor Parcel Number 148-022-008.

2.2 Subject Property Description

The Subject Property is adjacent north of the San Antonio Center and is situated in a primarily commercial area of Mountain View, California. The property has been improved with 22 foot-tall, one-story, retail commercial building totaling approximately 45,873 square feet (SF) and constructed in 1960. Based on review of the Santa Clara County Assessor's office parcel information, the property historically has been associated with addresses 405, 409, 413, 415, 417, 423, and 425 S. San Antonio Road. The building currently houses four (4) tenants with addresses as shown in the table below.

BUSINESS NAME	ADDRESS
Ross for Less	405 San Antonio Road
Kumon	419 San Antonio Road
Fantastic Nails	417 San Antonio Road
BevMo!	423 San Antonio Road

Subject Property is situated approximately between 49-53 feet above mean sea level (amsl) sloping gently toward California Street bounding the northern property line. Storm water runoff drains towards the north into the municipal storm water drainage system which flows into the San Francisco Bay, approximately 3 miles to the north northeast of the Subject Property.

Current tenants of the Subject Property are retail clothing, retail beverages, personal groomer, and educational development. These businesses are not registered or listed as involved in using, storing, treating, or transporting hazardous materials and exhibit a low potential to cause soil or groundwater contamination.

2.3 Adjoining Properties and Surrounding Vicinity

A generalized description of the surrounding area is as follows:

North: California Street bounds the Subject Property to the north where various retail stores front the street. San Antonio Cleaners is a property of environmental interest. The names and addresses of businesses along California Street (some have San Antonio Rd. addresses) adjacent north of the Subject Property include:

BUSINESS NAME	ADDRESS
Planned Parenthood	225 San Antonio Road
Vacant	225 San Antonio Road
San Antonio Cleaner	225 California Street
Beauty Nails	225 San Antonio Road
Hair 7	225 San Antonio Road
City Financial	225 San Antonio Road
Vacant	225 San Antonio Road
Dentist	225 San Antonio Road
Safeway	2580 California Street

East: Various retail shops within the San Antonio Center are located east of the Subject Property and are accessed both from California Street and Showers Drive. None of these businesses are registered generators of hazardous waste and all exhibit a low potential to impact soil/groundwater beneath the Subject Property. Names and addresses of adjacent businesses to the east of the Subject Property include:

BUSINESS NAME	ADDRESS
Jo Ann's	350 S San Antonio Road
24 Hour Fitness	2535 California Street
Carter's	550 Showers Drive
Nails 4 U	550 Showers Drive

Sketchers	560 Showers Drive
Vacant	560 Showers Drive
Vacant	570 Showers Drive
Trader Joe's	590 Showers Drive
Krungthai Restaurant	590b Showers Drive
Gamestop	510 Showers Drive
Kohl's	350 Showers Drive

West: Retail shops and restaurants border the Subject Property to the west. Valero Gas Station on the corner of San Antonio Road and California Street is a fuel storage and distribution facility and has underground storage tanks on site. These improvements are regulated and tracked by regulatory agencies as a preventive step towards reducing the chance of a release. None of the other businesses are registered as a generator of hazardous waste and as such exhibit a low potential to impact the Subject Property. The names and addresses of adjacent businesses west to the Subject Property include:

BUSINESS NAME	ADDRESS
Valero Gas Station	334 San Antonio Road
Vacant	365 San Antonio Road
Barron Park Plumbing	377 San Antonio Road
La Fiesta Super Mrkt.	391 San Antonio Road
Oh My Sushi	2595 California Street
Savor Mexico	2585 California Street
Milk Pail Market	2575 California Street

The Valero Gas Station is situated at the former location of Texaco.

South: Retail shopping areas of the San Antonio Center adjacent south of the Subject Property include the former Sears Auto Center and Sears retail store with address 455 San Antonio Road. The Sears retail store was the anchor tenant for the San Antonio Center since the late 1950's. South of Sears was a coop building with several retail businesses and the former Quality Tune Up was just south of the coop building. All these businesses vacated the

premises in early and mid-2011. The property is currently being redeveloped and will include the construction of a new mixed-use commercial/residential complex with underground parking in the area formerly occupied by the Sears retail building. The names and addresses of the hydraulically upgradient businesses to the south of the Subject Property included:

BUSINESS NAME	ADDRESS
Sears Auto Center	455 San Antonio Road
Sears	455 San Antonio Road
Sports Authority	635 San Antonio Road
Party City	645 San Antonio Road
Burger King	665 San Antonio Road
Rite Aid	685 San Antonio Road
Quality Tune Up	2580 El Camino Real

The Sears Auto Center was housed in a one-story building with a footprint of approximately 15,140 SF located approximately 150 feet south of the Subject Property. The Sears Auto Center building also included a partial basement of about 7,200 SF. This full service automotive facility included a customer lobby, office and storage spaces, and a service garage located on the ground level. Sumps and drains were reportedly sealed in the late 1980s to prevent discharge of potentially hazardous substances to the storm water or sewer system. Five (5) underground storage tanks were removed and closed by the regulatory agencies in 1987. No documented releases were reported. Eleven hydraulic lifts and one electric lift were housed in the service bay of the garage until the beginning of 2011 when they were excavated and disposed by Sears. The Mountain View Fire Department oversaw the process and no release of hazardous substances to soil or groundwater was discovered. The Fire Department provided regulatory closure for the decommissioning work (Appendix G).

During the decommissioning of the Sears retail store, a hydraulic leak from the service elevator was discovered (April 2011). Sears signed a Voluntary Cleanup Agreement with the County of Santa Clara and is assessing the nature and extent of the impact in soil and groundwater. The release report from Sears is included in Appendix J. The potential for the release from the hydraulic lift associated with the service elevator in the Sears retail store hydraulically upgradient from the Subject Property to impact the Subject Property appears low based on the chemicals involved, geologic materials associated with the leak and distance from the Subject Property. Nevertheless, this is a *Notable Finding* and the owner of the Subject Property should monitor Sears' assessment activities through the County of Santa Clara until the site is closed.

Businesses in the coop building (635-685 San Antonio Road) were not known to store, use, treat or transport hazardous materials and exhibit a low potential to impact soil and groundwater. The Quality Tune Up site at 2580 El Camino Real had a release of gasoline to soil and groundwater reported in May of 1986. The site was remediated and the case was closed in September of 1996. The facility was demolished in the summer of 2010 and six (6) hydraulic lifts were removed as a part of the decommissioning process. The Mountain View Fire Department oversaw the activities and the County of Santa Clara reviewed the data and closed the site in December of 2010 (Appendix A).

2.4 Environmental Setting

This section describes the geologic and hydrogeologic features in the region surrounding and beneath the Subject Property.

2.4.1 Regional Geology

The Santa Clara Valley is a geologic structural trough formed within the confines of the San Andreas Fault system in the San Francisco Bay area. The valley is bounded on the southwest by the Santa Cruz Mountains and the San Andreas Fault, and on the northeast by the Diablo Range and the Hayward Fault. The Subject Property is underlain by Holocene continental alluvial and bay deposits. Plio-Pleistocene poorly sorted and stratified alluvial gravels, sands, silts and clays of the Santa Clara Formation underlie the Holocene deposits. These geologic formations evolved as a result of the uplift and erosion of the bordering Coast Range. Lithologic similarities make distinction of these two units difficult (DWR 1975). The two geologic formations unconformably overlie non-water bearing folded Tertiary rocks (CDMG, 1966).

Land uplift and subsidence in Santa Clara Valley due to the recharge and withdrawal of groundwater is well documented by several public agencies such as the Santa Clara Valley Water District (SCVWD) and the USGS (Poland and Ireland, 1988). An increase in the withdrawal of water from the Santa Clara Formation aquifer and a decrease in rainfall for the first half of the twentieth century resulted in a substantial drop in well levels and corresponding land subsidence of approximately 13 feet. Subsidence in the Mountain View area between 1934 and 1967 is shown between 4 and 6 feet. Recovery efforts over the past quarter century, such as the import of water from outside sources and the construction of percolation ponds, have allowed water levels to partially recover in more permeable areas of the aquifer system. Recovery has not occurred where silt and clay soil structures have collapsed. The Subject Property is situated greater than 100-150 feet above the northern extent of the confined aquifer system.

Groundwater on the adjacent Sears property was encountered at approximately 20 feet below the ground surface or approximately 43 feet AMSL (Appendix G).

2.4.2 Hydrogeologic Information

Groundwater information for the Subject Property and surrounding area was not provided in EDR GeoCheck – “Hydrogeologic Information” summary. The “Aquiflow Information System” (Aquiflow®) indicates groundwater flows generally to the northeast based on information from ½-1 mile east southeast of the Subject Property. Review of soil and groundwater characterization information included in reports provided by the owner (Appendix G) and posted

on the GeoTracker website for the adjacent property indicates groundwater flows predominantly in a northerly direction (Appendix J).

The unconsolidated Holocene clays silts and sands that underlie the Subject Property are the upper confining layer for the groundwater aquifer estimated to be at approximately 100-150 feet bgs. Artesian springs and flowing wells were common in the area prior to development and extraction as a water supply. Groundwater is unconfined around the valley margins and recharge of the confined aquifer is dependent on infiltration in these areas.

Groundwater information for the Subject Property and surrounding area was provided in an assessment of groundwater relating to a former underground storage tank release at 2585 El Camino Real on the south side of San Antonio Center (adjacent property). Seven groundwater monitoring wells installed in this area recorded groundwater elevations between approximately 44.47 feet above mean sea level (amsl) and 43.98 feet amsl. Groundwater flowed towards the north (Ground Zero Analysis, 1996). The topography at the Subject Property slopes gently to the north and east and groundwater flow direction appears to mimic surface topography.

Groundwater was encountered in all four subsurface penetrations installed as a part of the assessment of soil and groundwater completed by KEH & Associates around the adjacent Sears Building at 455 San Antonio Road (Appendix G). The depth at which groundwater was encountered varied around approximately 20 feet bgs (42.20 amsl) at this location. Careful observation of soil cores extracted through the water bearing zone suggest more permeable sands occur as discontinuous layers within the gravelly silty clay dominate the upper 25 feet (Appendix A). The elevation of groundwater in this area of the Subject Property is very close to the elevation of groundwater observed at the Quality Tune Up site at 2580 El Camino Real.

2.5 Public Water Wells

According to the "EDR Geocheck" (Appendix A), Federal United States Geological Survey (USGS) well information lists two (2) groundwater wells between $\frac{1}{2}$ and 1 mile of the Subject Property. The Federal FRDS Public Water Supply System Information does not list any public water supply wells within a mile of the Subject Property.

Nineteen (19) State of California wells are included on the database listing. Thirteen (13) of these wells are located between $\frac{1}{2}$ -1 mile southwest and three (3) between $\frac{1}{2}$ and 1 mile southeast of the Subject Property. One (1) well is located between $\frac{1}{2}$ -1 mile east southeast. One (1) well is located $\frac{1}{2}$ -1 mile north northwest and one (1) well is located $\frac{1}{2}$ -1 mile north northeast of the Subject Property. "EDR Geocheck" figure showing water wells in the area is included in Appendix A. These wells appear to be or to have been monitoring wells for groundwater quality. Several of the wells are listed as having been destroyed as is common, when assessment and remediation sites are closed by the regulatory agencies. Other wells could be used for industrial purposes and may influence hydraulic gradient at the Subject Property.

The status of each well and other relevant data are also provided in Appendix A.

2.6 Oil and Gas Wells

Based on TOR's review of maps provided by the State of California Department of Conservation Division of Oil, Gas, & Geothermal Resources (DOGGR) and the EDR Geospatial Data (Appendix A), no active or plugged oil and gas or geothermal wells are located within a one-mile radius of the Subject Property.

Section 3: Government Database Review

A review of federal, state, and tribal environmental databases related to the Subject Property and surrounding area in accordance with the ASTM E 1527-05 search radius was conducted to identify potential RECs. Properties listed have, or might have, the potential for existing or future site contamination, environmental liabilities, or the potential for contamination migration to surrounding areas. Information from these various databases was compiled by EDR and presented in the Radius Map Report (Appendix A).

Government database listings reviewed during this Phase I ESA included, but were not limited to:

- USEPA National Priorities List (NPL) within a 1-mile radius;
- USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) sites within a ½-mile radius;
- USEPA Comprehensive Environmental Response-No Further Remedial Action Planned (CERC-NFRAP) sites within a ¼-mile radius;
- USEPA Corrective Action Report (CORRACTS) sites within a 1-mile radius;
- USEPA Resource Conservation and Recovery Information System-Treatment, Storage, and Disposal (RCRIS-TSD) sites within a ½-mile radius;
- USEPA “RCRIS-Large Quantity Generator” (RCRIS-LQG) within a ¼-mile radius;
- USEPA “RCRIS-Small Quantity Generator” (RCRIS-SQG) within a ¼ mile radius;
- USEPA Facility Index System/Facility Registry System (FINDS) for the Subject Property only;
- USEPA Emergency Response Notification System (ERNS) sites within the target property;
- California EnviroStor Database – ENVIROSTOR within a 1-mile radius;
- California Calsites Database – HIST CAL-SITES within a 1-mile radius;
- California Bond Expenditure Plan (BEP) within a 1-mile radius;
- California Waste Management Unit Database System (WMUDS/SWAT) within a ½-mile radius;
- California Cortese within a ½-mile radius;
- California Leaking Underground Storage Tank (LUST) within a ½-mile radius;

- California Facility Inventory Database (CA FID) within a ¼-mile radius;
- California Spills, Leaks, Investigation and Cleanups (SLIC) sites within a ½-mile radius;
- California Underground Storage Tanks (UST) within a ¼-mile radius;
- California Hazardous Substance Storage Container (HIST UST) within a ¼-mile radius;
- California Statewide Environmental Evaluation and Planning System (SWEEPS UST) within a ¼-mile radius;
- California Hazardous Material Incident Report System (CHMIRS) for the Subject Property only;
- California 65 Notification Records within a 1-mile radius;
- California Voluntary Cleanup Program Properties (VCP) within a ½-mile radius;
- California Cleaners within a ¼-mile radius; and
- California Facility and Manifest Data (HAZNET) for the Subject Property only.

The full list of databases compiled, along with definitions for each, is included in Appendix A. The lists record activities associated with hazardous substances, but are not of themselves indicative of contamination or the threat of contamination. Monitoring wells formerly located on the adjacent property at 2580 El Camino Real as well as the property located at 2595 California Street indicates groundwater flows to the north northeast. Sites located hydraulically cross- or downgradient or in areas separated from the Subject Property by a topographic ridge or river channel (drainage divide) or located downgradient in relation to the Subject Property, are evaluated but not necessarily discussed in the report but are included in Appendix A.

3.1 Subject Property Summary

None of the addresses associated with the Subject Property were listed on any of the government environmental databases searched by EDR. There were no records noting violations or releases of hazardous wastes to the environment. The potential for hazardous wastes to have caused more than *de minimus* soil or groundwater contamination on the Subject Property is low, based on the government's environmental database for the businesses currently operating.

This assessment included the review of historic city directories that list businesses that may have operated at the Subject Property in the past. Depending on the years of operation, these businesses may have been present prior to the government regulation. The findings associated with the review of city directories are presented in Section 4.3 of this report.

3.2 Surrounding Property Summary

Several sites located within a one-mile radius of the Subject Property are listed in the EDR "Radius Map Report" under one or more of the following databases:

- Local Lists of Registered Storage Tanks
- State and Tribal Equivalent NPL
- State and Tribal Lists of Registered Storage Tanks
- State and Tribal Leaking Storage Tanks
- Local Lists of Hazardous Waste/Contaminated Sites
- Local Lists of Landfill/Solid Waste Disposal Sites
- State and Tribal Equivalent CERLIS
- Federal CERCLIS
- Federal RCRA Generators List, and
- Other Ascertainable Records

A Summary Table displaying the results of the list review for businesses in the vicinity of the Subject Property is shown below and details are included in Appendix A. The summary table lists database name, number of sites on that database, their distance from the Subject Property, their location in relation to topographic elevation measured on the Subject Property and the businesses' current regulatory status.

Summary Table: Environmental Regulatory Database Review

Environmental Database	Number Listed Sites	Distance from Subject Property	Elevation Relative to Subject Property	Regulatory Status <i>(topographically higher sites which potentially pose the greatest REC risks are shown in red)</i>
CERC-NFRAP	1	1- sites ¼-½ mile	1-higher	1-NO NPL, Cert O&M
RCRA-LQG	1	1-sites ⅛-¼ mile	1-higher	1- Registration
RCRA-SQG	9	4-sites 0- ⅛ mile 5-sites ⅛-¼ mile	1-higher 3-lower 5-higher	1-Registration 2-Registration 1-Case Closed 5-Registration
RESPONSE	6	6- sites ¼-½ mile	5-higher 1-lower	4-No Further Action 1-Certified O&M 1-Certified O&M
ENVIROSTOR	6	6- sites ¼-½ mile	5-higher	4-No Further Action 1-Certified O&M

			1-lower	1-Certified O&M
LUST	14	6-sites 0- 1/8 mile 2-sites 1/8-1/4 mile 6-sites 1/4-1/2 mile	2-higher 4-lower 1-higher 1-lower 6-higher	2-Case Closed 4-Case Closed 1-Case Closed 1-Case Closed 5-Case Closed 1-Verification Monitoring
SLIC	2	1-sites 0- 1/8 mile 1sites 1/4-1/2 mile	1- higher 1- lower	1-Verification Monitoring 1-Inactive
HIST LUST	12	5-sites 0- 1/8 mile 2-sites 1/8-1/4 mile 5-sites 1/4-1/2 mile	2-higher 3-lower 1-higher 1-lower 5-higher	2-Case Closed 3-Case Closed 1-Case Closed 1- Case Closed 4- Case Closed 1-Verification Monitoring
UST	1	1-site 0- 1/8 mile	1-lower	1-Registration
SWRCY	1	1-site 1/8-1/4 mile	1-higher	1-Registration
HIST Cal Sites	1	1-site 1/4-1/2 mile	1-higher	1-Certified O&M*
CA FID UST	7	4-sites 0- 1/8 mile 3-sites 1/8-1/4 mile	1-higher 3-lower 2-higher 1-lower	1-Case Closed 2-Case Closed 1-Active 2-Case Closed 1-Case Closed
HIST UST	9	4-sites 0- 1/8 mile 5-sites 1/8-1/4 mile	1-higher 3-lower 3-higher 2-lower	1-Registration 3-Registration 3-Registration 2-Registration
SWEEPS UST	7	4-sites 0- 1/8 mile 3-sites 1/8-1/4 mile	1-higher 3-lower 2-higher 1-lower	1-Case Closed 3-Case Closed 2-Case Closed 1- Case Closed
DEED	1	1-site 1/4-1/2 mile	1-lower	1-Certified O&M Land-Use Restrictions
RCRA-NonGen	1	1-site 0- 1/8 mile	1-higher	1-Registration
CA BOND EXP.	1	1-site 1/4-1/2 mile	1-higher	1-Certified O&M

PLAN				
Cortese	1	1-site ¼-½ mile	1-higher	1-Certified O&M
HIST CORTESE	17	8-sites 0- ⅛ mile 2-sites ⅛-¼ mile 7-sites ¼-½ mile	3-higher 5-lower 1-higher 1-lower 7-higher	2-Case Closed 1-Listed Only 5-Case Closed 1-Case Closed 1-Case Closed 4-Case Closed 1-Registration 1-No further Action 1-Verification Monitoring
Notify 65	1	1-site ½-1 mile	1-higher	1-Open Site Assessment*
DRYCLEANERS	3	3-sites ⅛-¼ mile	3-higher	2-Inactive 6/30/06-both same location 1-no longer at this address*

*Discussed in more detail below

The Shell Service Station at 110 N Rengstorff in Mountain View is listed on the Notify 65 list at a distance of approximately 0.630 (3,326 feet) east of the Subject Property. The regulatory status is shown as “Open-Site Assessment”. The property is approximately 3 feet higher in elevation than the Subject Property and groundwater flow direction is towards the north northeast. These conditions suggest there is a low potential for the released contaminants from this Shell Service Station to flow under the Subject Property.

Camaro Cleaners and Holiday Cleaners listed on the DryCleaners database were both located at 660 San Antonio Road. Although both businesses are currently inactive, neither had regulatory violations or reported a release to soil or groundwater. Subsurface investigation and groundwater sampling and analytical testing on the Sears property in March of 2011 did not reveal dry cleaning chemical impacts between the Subject Property and the dry cleaning businesses. The potential for the historic dry cleaning businesses located at 660 San Antonio Road to impact soil or groundwater on the Subject Property is low based on these groundwater analytical testing data.

California Cleaners is located at 2425 California Street, approximately 1,309 feet east of the Subject Property at approximately 62 feet AMSL. Because of its distance cross gradient it demonstrates a low potential to cause soil and groundwater contamination at the Subject Property.

California Cleaners was formerly located at 2520 California Street and is currently listed on the SLIC database for a release of cleaning solvents to soil and groundwater reported in 1987. Currently this site is in post remediation verification monitoring. California Cleaners has since moved to a new location further to the east at 2542 California Street. The potential for California Cleaners 2520 SLIC site to impact soil or groundwater at the Subject Property is low based on its cross-hydraulic gradient location and its distance from the Subject Property.

3.2.1 Orphan Site List

Due to incomplete address information, 20 orphan sites in the vicinity were not detailed in the EDR Radius Map Report. The lists reported suggested general site locations and normally associated reasons behind these sites becoming listed. Review of the site specific supplemental data available associated with each of the orphan sites did not reveal information indicating the potential impairment of the Subject Property (Appendix A).

Limited information concerning regulatory status, location and distance from the Subject Property, geologic conditions, groundwater hydraulic gradient, contaminants of concern, vicinity supply wells, and interviews with knowledgeable parties were considered for each business listed on the regulatory databases provided by EDR. No RECS for the Subject Property were identified in TOR's review of the EDR Radius Map Report for the surrounding area.

Section 4: Historical Use

4.1 Historical Aerial Photographic Review

Historical aerial photographs of the Subject Property and surrounding area were obtained from EDR. Photographs from 1939, 1948, 1956, 1965, 1974, 1982, 1991, 1998, 2005 and 2006 were provided to and reviewed by TOR (Appendix B). A narrative description of historical aerial photography is provided below:

- In 1939, the surrounding properties to the north, northwest, and east are mostly agricultural land. Properties to the southwest and south along El Camino Real show the beginning signs of development. The Subject Property is agricultural land. There appear to be no structures on the property. El Camino Real, San Antonio Road, and Showers Drive are present.
- The 1948 photograph appears similar to the 1939 photograph. Properties to the west and south show an increase in development. The Subject Property does not appear to have changed from the 1939 photograph.
- Development has progressed to the west and south of the Subject Property by 1956. Four commercial buildings immediately adjacent and west of the Subject Property, fronting San Antonio Road, have been constructed. There is also a new building adjacent north across California Street. Adjacent property to the east and southeast is agricultural. The property to the south is being actively graded and the coop building on the south end of San Antonio Center property has been constructed and there are cars in the parking lot. The gas station referred to in this report as Quality Tune Up is also visible.
- In 1965, surrounding properties to the north, west, south and southeast have been improved with new buildings and paved parking lots. A new building has been constructed on the Subject Property that appears to have a similar footprint as the present day building. Property to the northeast is mostly vacant land with the exception of the commercial buildings on the corner of San Antonio Road and California Street. The Sears retail building and part of the Sears Auto Center are present. California Street, San Antonio Road and Showers Drive have all been widened. Gas Stations (fuel storage and distribution facilities) are visible on the northeast, southeast, and southwest corners of the intersection between San Antonio Road and California Street. A building materials aggregates plant has been developed next to the rail line that parallels Central Expressway to the north.
- The Subject Property and surrounding area appear fully developed by 1974. The aggregate plant seen in the 1965 photograph appears to have been dismantled and moved.
- Development of the properties to the north northeast has continued and more buildings are visible to the east and southeast in the 1982 photograph. The Sears Auto Center building is complete. No significant changes are apparent to the Subject Property. The property between Central Expressway and California Street immediately north of the

Subject Property that was the former location of the aggregate plant has been redeveloped with an oval “campus” arrangement of office buildings. An approximately square commercial building has been constructed immediately across California Street from the Subject Property.

- The 1991 photograph shows no significant changes to the surrounding properties and Subject Property are apparent since the 1982 photograph. The lot on the northwest corner of Showers and California Street to the east of the Subject Property is being graded for new development.
- The buildings adjacent to the Subject Property as well as the properties east of the Sears buildings have undergone major renovation in the 1998 photograph. Previously seen buildings have been replaced by new buildings. The Subject Property does not appear to have changed since the 1991 photograph except for the landscaping on the property has matured. The campus site office development north northeast across California Street from the Subject Property has been removed and replaced with a residential development.
- The 2005 photograph shows that surrounding properties as well as the Subject Property do not appear to have altered since the 1998 photograph although the trees and landscaping has further matured.
- The 2006 photograph appears very similar to the 2005 aerial photograph.

4.2 Sanborn Fire Insurance Maps

The Sanborn Fire Insurance Maps consist of a uniform series of large-scale detailed maps, dating from 1867 through 1969 depicting the commercial, industrial, and residential sections of cities. A search of the Sanborn Fire Insurance Maps was conducted for the Subject Property and they were not available. Verification of this is included in Appendix C.

4.3 City Directories

City directories have been published for many cities and towns across the United States since the 18th century. For each address within an area, city directories list the name of each resident or, if a business operates from that address, the name and the type of business. While the geographic coverage of city directories is comprehensive for most major cities, many rural areas and small towns may not be included. In addition, many towns and cities have discontinued the practice of issuing city directories. Limited city directory coverage was available from EDR for the Subject Property and surrounding area.

City directory coverage spanned from 1922 to 2006 at approximately five year intervals. For the search, the Subject Property is identified as 405 San Antonio Road and TOR specifically requested information for the addresses listed on the Assessor Parcel Map including 405, 409, 413, 415, 417, 423, 425 San Antonio Road (Appendix F). Listings of addresses for adjoining properties were also provided for the years: 1955, 1957, 1960, 1962, 1965, 1968, 1975, 1980, 1982, 1986, 1991, and 2001. The geo-reference point for which the City directory coverage was located was placed at the approximate center of the Subject Property parcel map. Information

for this report was compiled with information gathered by geocoding the latitude and longitude of properties identified and by gathering information about properties within 660 feet of target property.

A summary of the information provided in the city directory report for properties of interest is presented below and a copy of the full report is included in Appendix D.

4.3.1 Subject Property, Historical City Directories

The following city directory listings were for historic businesses that reportedly resided on the Subject Property for the years stated:

- 405 San Antonio Road-“Thrifty Cut Rate Drug Store”, 1968.
- 409 San Antonio Road-Woolworth Department Store, 1968
- 413 San Antonio Road-Gallen Kamp Shoes, 1968
- 415 San Antonio Road, Permans Fashions Womens Clothing, 1968
- 417 San Antonio Road, San Antonio Hobby and Crafts, 1968
- 419 One Hour Martinizing Cleaners, 1968 and Porfido Dry Cleaning, 1986
- 423 Crocker Citizens National Bank, 1968

A listing for “One Hour Cleaners” in a 1968 city directory and again for Portofido Dry Cleaners in 1986 suggests a dry cleaning business operated at 419 San Antonio Road, the current address of “Kumon” math and reading center. The Phase I Environmental Site Assessment prepared by LandAmerica Commercial Services (LAC) in 2005 (Appendix G) reported listings for dry cleaners on the Subject Property in city directories published 1962, 1968, 1979, and 1984. There was no other information available to TOR during the course of this assessment period pertaining to this business. No regulatory environmental data base listings for either of the former city directory listed businesses or associated address was found during the assessment period. Interviews with knowledgeable parties did not reveal additional information. Review of building permits and Fire Department records by LAC did not yield additional information that is often times available to corroborate the listing in the city directories. Based on this information, LAC did not see the city directory listings as definitive and recommended no further investigation.

TOR reviewed analytical testing of groundwater associated with the characterization of the extent of contamination at 2591 and/or 2595 San Antonio Road. Groundwater monitoring wells positioned adjacent west of the Subject Property and adjacent northeast across California Street did not indicate impacts from chlorinated solvents typically used at dry cleaning establishments of this era. Further, the regulatory agency normally reviews analytical laboratory reports in detail and made no reference to chlorinated solvents in their correspondence and closure of the LUST site. Based on the lack of additional information concerning the existence of the dry cleaners coupled with the absence of dry cleaning solvents in groundwater downgradient of the suspected location of these directory-listed businesses, TOR does not recommend additional investigative at this time.

4.3.2 Surrounding Properties, Historical City Directories

Line S California Shell Service Station and Mikes Shell Service are listed at 2591 California Street in the 1962 and 1968 directories and the facility is listed again at 2595 California Street as Mikes Shell Service in 1986. Based on the configuration of properties at this location and historical aerial photographs, it is believed that 2591 and 2595 refer to the same physical location. The leaking underground storage tank site is reported on the Water Resources Control Board's *Geotracker* database for 2595 California Street at the intersection with San Antonio Road. The station was demolished and removed from the site in 1988. Remedial activities included over excavation, soil vapor extraction, groundwater pump and treat as well as Oxygen Releasing Compound was placed in six (6) monitoring wells to enhance bioremediation. The regulatory agency "closed" the site in 2002 stating it was no longer a threat to human health. Residual contamination was left in place at this property and the agency directs that plans for redevelopment should include a review and mitigation for the protection of human health and the environment. The address is situated on the west adjacent property at the southeast corner of the intersection between San Antonio Road and California Street (Appendix A).

Goodyear Service Store Tires 298 San Antonio Road was listed in the 1968 and 1975 directories and Victor Tire Inc. was listed at the same address in 1982 and 1986. This site had leaking waste oil tank but it is located hydraulically cross and downgradient from the Subject Property.

334 San Antonio Road, Mountain View Texaco (1986), Malones Texaco (1975), Pauls Texaco (1968). This fuel storage and distribution facility was also listed on EDR's *Radius Map Report with Geocheck* as well as the *Geotracker* database under San Antonio Valero as a "Case Closed" site (Appendix A). The Valero site, based on the direction of groundwater flow, has a low potential to have impacted the Subject Property.

Firestone Stores, Tires was listed on the city directories at 462 San Antonio Road in 1968. This site is listed in EDR's *Radius Map Report with GeoCheck* (Appendix A) as well as on the *Geotracker* database maintained by the Water Resources Control Board. The leaking underground storage tank site case closed in 1999, was located west and upgradient of the Subject Property and the nature and extent of the impacts did not include groundwater.

Kurt's Chevron Service Station is listed on the 1968 city directory as located at 2590 California Street. This business was on the northeast corner of the intersection between San Antonio Road and California Street and is downgradient of the Subject Property.

Other properties of environmental interest are included in the city directory abstract; however, they were cross or downgradient from the Subject Property and were not considered further for this Phase I ESA (Appendix D).

4.4 Topographic Maps

Historic topographic maps of the Subject Property and surrounding area were obtained from EDR. Maps from 1899, 1902, 1943, 1947, 1948, 1953, 1961, 1968, 1973, 1981, 1991, and

1997 were evaluated by TOR. A review of the topographic maps is provided below. The topographic maps are included in Appendix C.

- The Subject Property is vacant land in 1899 and 1902. Adobe Creek is also called San Antonio Creek. San Antonio Road and El Camino Real are present. The surrounding properties are undeveloped.
- In 1943, the San Antonio Creek is now called Adobe Creek. A number of smaller (possibly residential) structures are located adjacent to the Subject Property and the number of nearby streets has increased. Buildings are present on the surrounding properties, and Showers Drive is in place. The Southern Pacific Rail Road aligned to the northwest-southeast is present to the north of the Subject Property.
- No significant changes from the 1943 topographic map to the Subject Property are visible on the 1947 and 1948 topographic maps.
- The Subject Property is still vacant in 1953; however, four (4) new commercial buildings on the property that is adjacent west to the Subject Property are shown. Several of the smaller structures along this stretch of San Antonio Road are no longer present in 1953. A "pipeline" (Hetch Hetchy pipeline) traverses to the south of the Subject Property in an east-west direction. Showers Drive has been disconnected from Ortega Avenue to the east. Agricultural land is indicated to the southeast of the Subject Property.
- The commercial building on the Subject Property as well as the Sears retail store, part of the Sears Auto Center and the Co-op building are visible in 1961. The Quality Tune Up building is not shown. The pipeline noted in the 1953 topographic map is now called an aqueduct and it traverses the Subject Property on the northern side of the Sears retail store. California Street is now shown as well as the commercial building to the east of the Subject Property. Showers Drive connects El Camino Real to California Street. The amount of agricultural land to the east has decreased. Two buildings that were seen southeast of the Subject Property in the 1953 topographic map no longer exist. Several buildings visible in previous topographic maps along streets to the west and south of the Subject Property are not shown on the 1961 topographic map.
- The Quality Tune Up building and a smaller structure north of the Sears Auto Center building are present on the 1968 topographic map. Changes to buildings on the same block as the Subject Property are apparent to the north, northeast, east, and southeast. No apparent changes to the properties to the west and south are noted.
- The 1973 topographic map appears very similar to the 1968 topographic map. The Subject Property appears the same as it did in 1968 as do the surrounding properties with the exception of a new set of buildings adjacent west of the Subject Property on California Street at San Antonio Road.
- The Subject Property appears on the 1981 topographic map as it did in 1973. Properties to the north of California Street have been redeveloped. Two new buildings are shown to the east and the Sears rail building has been connected to the buildings to the east of it. Modifications to buildings in the same block as the Subject Property are apparent to

the north, northeast, east, and southeast. No significant changes to the surrounding properties to the west and south are noted.

- The 1991 topographic map depicts no significant and notable changes to the Subject Property from the 1981 topographic map. No major alterations were evident to the surrounding properties as well.
- The 1997 topographic map appears very similar to the 1991 topographic map. No changes to the Subject Property are visible.

4.5 Environmental Liens or Activity and Use Limitations

An environmental lien search was conducted for 405 San Antonio Road and no environmental liens or Activity and Usage Limitations (AULs) were reported by EDR (Appendix F). In addition, no environmental liens on the APN associated with the Subject Property were reported by the Users or the current owner of the property.

Section 5: User Provided Information

5.1 Proposed Use

This Phase I ESA was requested as part of a financial transaction between MGP and Machado-San Antonio Partners L.L.C.

5.2 User-Provided Documents

As part of the Phase I ESA, TOR reviews relevant documentation, specialized knowledge, and/or commonly known information available from Glaser Weil and MGP pertaining to the Subject Property. User provided information can be found in Appendix G.

Glaser Weil provided the following documents to TOR for review:

- 5 July, 2011, TOR Environmental, Inc. *Phase I Environmental Site Assessment, San Antonio Center, 455 San Antonio Road, Mountain View California 94040.*
- 17 March 2011, KEH & Associates, Inc., *Soil and Groundwater Assessment, San Antonio Center, 455 San Antonio Road.*
- 20 December 2011, County of Santa Clara, Voluntary Cleanup Program, *Quality Tune Up #1, 2580 W. El Camino Real, Mountain View, CA.*
- 5 December 2005, LandAmerica Assessment Corporation, *Phase I Environmental Site Assessment Report, San Antonio Center, 405-423 San Antonio Road, Mountain View, California 94041*
- 21 January 2005, PIERS Environmental Services, Inc., *Limited Phase II Site Investigation of Sears Auto Center of Sears Auto Center, 455 San Antonio Road, Mountain View, California, 21 January 2005.*
- 30 September 1996, Santa Clara Valley Water District, *Leaking Underground Storage Tank Program, Underground Storage Tank Case Closure, Quality Tune Up No. 1, 2580 El Camino Real, Mountain View, CA, Case No. 04-029, Underground Storage Tank Cleanup Fund No. 3345.*
- 21 December 2005, Giuliani & Kull, Inc., *ALTA/ACSM LAND TITLE SURVEY.*
- 2 September 2011, BKF Engineers *ALTA/ACSM LAND TITLE SURVEY, Machado-San Antonio Partners, LLC, 405 San Antonio Road, Mountain View, CA 94040.*

The previous Phase I ESA for the Subject Property prepared by LandAmerica Corporation, found no *recognized environmental conditions* and recommended that no further investigation of the Subject Property.

Several of the user-provided documents contain background information pertaining to the history of the adjacent upgradient property (Sears), regulatory agency involvement and

closure activities, current conditions, and improvements that have the potential to cause soil and groundwater impacts. We understand the engineers, construction managers and contractors involved with the redevelopment project have considered this information and permitted their activities through the appropriate regulatory agencies.

Section 6: Agency Records Review

TOR used the following agency sources to obtain information on the Subject Property and surrounding area:

- **Department of Oil, Gas & Geothermal Resources (DOGGR):** According to Version 2.0 of the Online Mapping System (DOMS), no oil and gas wells are located within a one-mile radius of the Subject Property.
- **California Department of Water Resources:** geologic information.
- **State Water Resource Control Board (SWRCB):** hydrogeologic information.
- **State Water Resources Control Board (SWRCB) Geotracker Database:** The Subject Property was not listed on the database; however, several surrounding properties including the adjacent hydraulically upgradient properties at 455 San Antonio Road and 2580 El Camino Real were listed on this database.

Sears is currently in the process of assessing the extent of contamination associated with a release of hydraulic oil from its service elevator. The former service station at 2580 El Camino Real is listed as “Case Closed” and was demolished and removed in 2010 (Appendix G).

Additional details surrounding these issues are provided in Sections 2.3, 3.2 and in the Appendices of this report.

- **Department of Toxic Substance Control (DTSC) ENVIROSTOR Database:** The Subject Property and surrounding area were not shown on this website; however, five (5) sites with a “State Response” designation are present to the east northeast of the Subject Property. These cases also appeared on the environmental database lists and are considered in Section 3.1 of this report. Those listings and their relationship to the Subject Property are shown on the Summary Table in Section 2.3 of this report. The potential for these sites to have caused groundwater contamination at the Subject Property is low.

Section 7: Interviews and Subject Property Reconnaissance

7.1 Interview

Ms. Kay Harbal, Property Supervisor, Portfolio Realty Management, Inc., completed the Interview Form on 6 September 2011 regarding her knowledge of the history and operations performed at the Subject Property. The Interview Form is appended to this report as Appendix H. According to Ms. Harbal, no hazardous substances are currently stored, used, and/or generated at the Subject Property. Ms. Harbal is unaware of any past operations at the Subject Property or immediate surrounding area that could impact soil or groundwater media beneath the Subject Property.

7.2 Subject Property Reconnaissance-Visual and Physical Observations

Edwin Schramm of TOR performed the Subject Property reconnaissance on 1 September 2011. Visual observations noted during the ground reconnaissance are included in the table below. Photographs of the Subject Property are included in Appendix I.

Subject Property Reconnaissance Summary Table

Feature / Characteristic	Y/N	Comments
Current Use of Subject Property	NA	Commercial Retail Shopping Center
Vacant Spaces / Undeveloped Areas / Wetlands	N	
Landscaping (<i>potential pesticide use</i>)	N	Asphalt paved-
Parking Lots / Structures (<i>potential for vapor intrusion or chem. Spills</i>)	Y	Historic dry cleaner directory listing (Section 4.3)
Previous Uses or Investigations		
Concrete pads (<i>associated with electrical systems or large machinery</i>)	Y	Transformers, natural gas engine, electrical installations (Appendix I)
Former Pump Islands	N	
Fill Ports (<i>small manholes associated with USTs</i>)	N	
Vent Pipes (<i>associated with USTs</i>)	N	
Former Building Foundations	N	
Drums and Containers	N	None observed
Sumps	N	
Clarifiers	N	
Hoists or Lifts (<i>often associated with hydraulic fluids & auto repair</i>)	N	
Concrete / Asphalt patches	N	
Monitor/Supply/Disposal Wells	N	None observed

Subject Property Reconnaissance Summary Table

Feature / Characteristic	Y/N	Comments
Containers / Containment		
Aboveground Storage Tanks (ASTs)	N	
Underground Storage Tanks (USTs)	N	
Hazardous Chemicals (<i>Storage, Use, Disposal</i>)	N	
Petroleum Hydrocarbons	N	
Pesticide Usage or Storage	N	None observed
Unlabeled Containers/Substances	N	None observed
Solid Waste Storage (<i>i.e. bins</i>)	Y	Waste Management
Septic Tanks	N	
Berms (<i>potential secondary containment</i>)	N	
Potential Waste Disposal Systems / Containment		
Waste Water Generation	N	
Pits, Ponds, Lagoons	N	
Pools Of Liquid	N	
Floor Drains	Y	Connected to sewer
Drainage Systems (<i>i.e. ditches</i>)	N	
Dumping or Filling Activities (<i>i.e. soil or debris piles</i>)	N	None observed
Roads And Trails With No Apparent Purpose (<i>potential for illicit dumping</i>)	N	
Potential Evidence for Chemical Impacts		
Materials Spills	N	
Unusually Stained or Corroded Pavement or Flooring	N	
Odors	N	
Air Emissions	N	
Interior water damage / mold (<i>potential pathway for impacts</i>)	N	Not observed
Stained Or Disturbed Soil	N	
Stressed Vegetation	N	
Non ASTM items & Miscellaneous		
Electrical Transformers (PCBs)	Y	PG&E owned and operated
Florescent Lighting (PCBs)	Y	PCB content unknown
Suspect Asbestos-Building Materials	Y	Based on 1960 original construction date
Water damage / Mold	N	Not observed
Suspect Lead-Based Paint	Y	Not tested
Fiber Optics Lines	N	Not observed

Subject Property Reconnaissance Summary Table

Feature / Characteristic	Y/N	Comments
Heating Systems (associated with heating oil, gas, electric or steam radiators)	N	Main Sears Retail Building
High Voltage Power Lines/ Magnetic Fields	N	Not conducted/Not observed
Cellular Phone Tower	N	Not conducted/Not observed
Neighboring Dry Cleaners	Y	No active Assessment or Remediation on-going, No violations reported-cleaners on west, east, and south perimeters
Neighboring Property USTs	Y	Valero Gas Station NW corner of San Antonio Road
Any sites NOT listed in EDR? Incorrect addresses?	N	

Section 8: Historical Materials of Concern

8.1 Suspect Asbestos-Containing Materials

While the use of asbestos in the manufacture of most building materials has not been fully prohibited by law, the use of asbestos, for the most part, has voluntarily been discontinued since the late 1970s. Some non-friable materials, such as roofing material and floor coverings (floor tile and mastic) may have been manufactured with asbestos materials and may have been used into the early 1980s. Given the Subject Property was initially developed in approximately 1960, asbestos materials should be anticipated. We understand the building was “extensively remodeled” in the 1970s and in 1997 (Appendix G).

8.2 Lead-based Paint

In 1978, the Consumer Products Safety Commission banned paint and other surface coating materials containing lead. Because the property was first developed in 1958, these materials may be present and we understand will be properly handled and removed as a part of the demolition of the current structures on the Subject Property.

8.3 PCB Equipment

Polychlorinated biphenyls (PCBs) were historically used as coolants and lubricants in transformers, capacitors, and other electrical equipment beginning in 1929 because they do not burn easily and serve as a good insulating material. Several transformers were observed on the Subject Property during the Subject Property site visit. This transformer owned by PG& E appeared in good repair and no perimeter oil staining was noted at the time of the site visit.

Fluorescent light fixtures were observed in the ceilings of most of the buildings as well as around the lighted parking lot areas. PCBs are known to be present in fluorescent light ballasts and electric transformers; although, there were no documented or observed releases of PCBs on the Subject Property at the time of the site visit. Proper handling and disposal procedures are required when handling these materials.

8.4 Radon

The Federal Environmental Protection Agency put Santa Clara County in Radon Zone 2 (indoor air average level of < 2 pCi/L). Three federal tests of radon in 1st floor living areas revealed an average concentration of 0.600 pCi/L. This information is not specific to the Subject Property and site specific testing would be required to evaluate any risk from radon.

8.5 Mold

TOR did not (i) perform a mold/fungi inspection, (ii) perform any building material surface mold sampling, or (iii) perform air sampling for mold spores at the Subject Property as part of this Phase I ESA. The property is developed and includes air conditioner and refrigeration facilities that are sometime responsible for mold development. Any demolition activities involving the structures should include inspections for mold development prior to initiation. Employee complaints or observations in this regard should also be investigated and appropriately mitigated for the protection of human health.

Section 9: Conclusions and Recommendations

TOR conducted the Phase I ESA in conformance with the scope and limitations of ASTM 1527-05 for the San Antonio Center property located at 455, 635-685 San Antonio Road in Mountain View, California. Any exceptions or deletions from this practice are detailed in Section 10 of this report.

9.1 Conclusions

The Machado Property was constructed in approximately 1960 on agricultural property approximately 3.59 acres in size. The Subject Property includes one (1) commercial retail structure totaling approximately 45,873 square feet of floor space. This Phase I Environmental Site Assessment completed in accordance with ASTM E1527-05 revealed the following:

- Soil or groundwater impacts resulting from historic or current land uses of the Site at concentrations that would be classified as a *REC* under ASTM E1527-05 were not revealed as a result of this review.
- Listings for a dry cleaner business on the Subject Property in historic city directories between 1962 and 1986 are a *Notable Finding* for this Phase I ESA. Information pertaining to the dry cleaning business from federal, state, and local regulatory agencies were not available for this business. Review of groundwater analytical testing results from the sites crossgradient and downgradient of the Subject Property did not reveal dry cleaner chemical impacts.
- Soil or groundwater impacts originating from off-site sources that would be classified as a *REC* for the Subject Property under ASTM E1527-05 were not revealed as a result of this Phase I ESA.
 - Sears is currently in the process of assessing the extent of impacts associated with a recently identified and reported release from their former service elevator at 455 San Antonio Road. Although the potential for such a release to extend onto the Subject Property is low, the former source is upgradient of the Subject property and constitutes a *Notable Finding* for this Phase I ESA.

9.2 Recommendations

Based on the conclusions provided above, TOR does not recommend further environmental evaluation for the Subject Property at this time. TOR recommends the property owner continue to monitor Sears' activities upgradient until the company receives regulatory sites.

Section 10: Deviations

No deviations from the ASTM 1527-05 standard were made during the preparation of the Phase I ESA portion of this report. Additional information pertaining to the potential existence of a dry cleaning business resident on the Subject Property was not found during the course of this Phase I ESA. The absence of such information constitutes a gap in the data for this element of the project.

Section 11: References

Environmental Data Resources References

15 August 2011, Environmental Data Resources, Inc., *EDR Radius Map Report with GeoCheck.*

17 August 2011, Environmental Data Resources, Inc., *EDR Aerial Photo Decade Package.*

15 August 2011, Environmental Data Resources, Inc., *EDR Certified Sanborn Map Report.*

16 August 2011, Environmental Data Resources, Inc., *EDR Environmental Lien Search*

16 August 2011, Environmental Data Resources, Inc., *EDR City Directory Abstract.*

16 August 2011, Environmental Data Resources, Inc., *EDR Historical Topographic Map Report.*

15 August 2011, Environmental Data Resources, Inc., *EDR Property Tax Map Report*

15 August 2011, Environmental Data Resources, Inc., *EDR Building Permit Report*

Electronic Database References

<http://www.geotracker.waterboards.ca.gov>

<http://www.envirostor.dtsc.ca.gov/public/>

Section 12: Signature of Environmental Professional

I hereby certify that I have prepared this Phase I Environmental Site Assessment report for the San Antonio Center property, located at 405, 417, 419, and 423 San Antonio Road in Mountain View, California in accordance with the Scope and Limitation of ASTM Practice E 1527-05.

A handwritten signature in black ink, appearing to read 'J. Borum', written over a horizontal line.

Jeffrey D. Borum, P.G., C.E.G

Date 1 September 2011

Figures

1. Regional Site Location Map

2. Site Layout Map

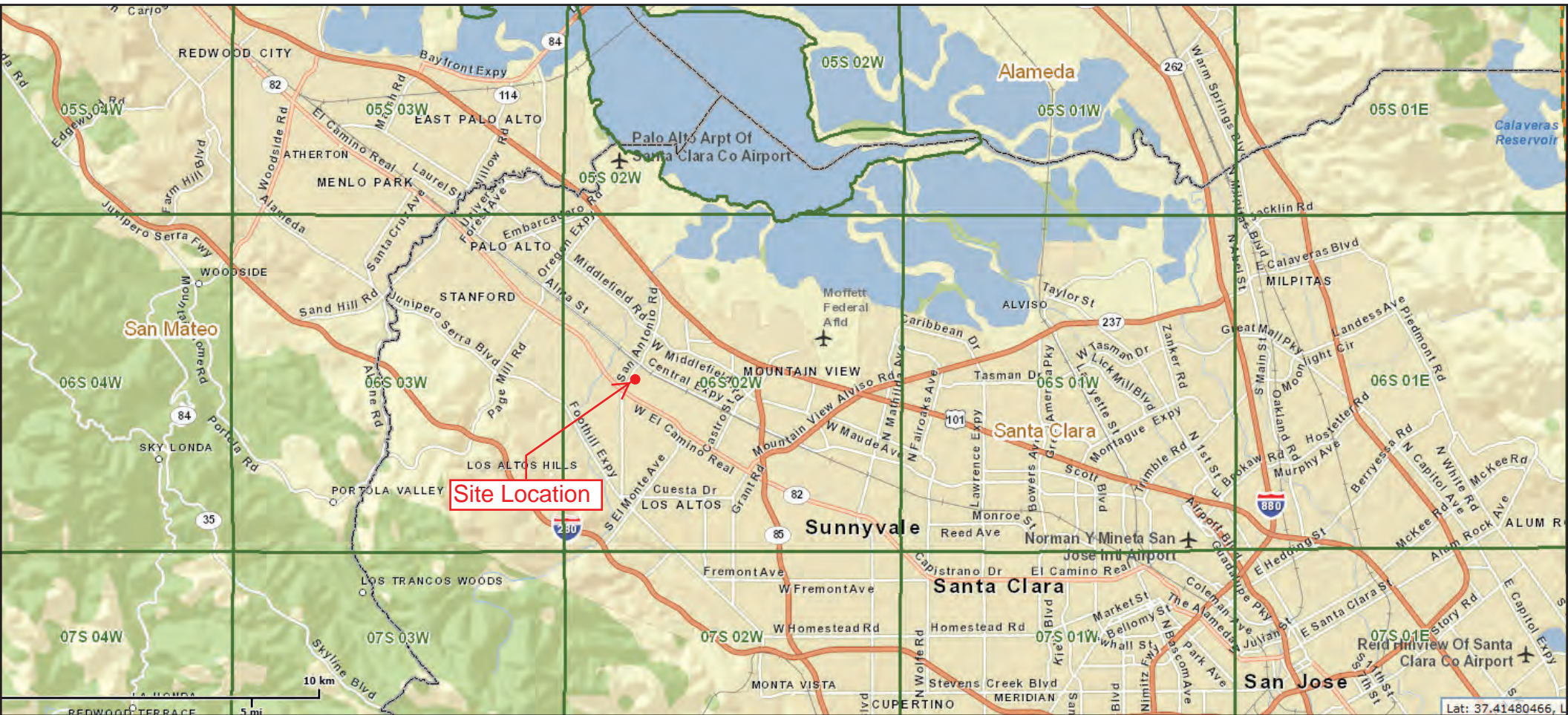


Figure 1: Regional Site Location Map

Machado Property

405, 417, 419 and 423 San Antonio Road
 Mountain View, California

TOR Environmental, Inc.
 Project # GW021
 Date: September 1, 2011



SURVEY NOTES
 1. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
 2. DATE OF FIELD SURVEY WAS AUGUST 25 AND 26, 2011.

BASIS OF SURVEY BEARINGS
 THE BEARING 420°30'47" OF THE MONUMENT LINE OF SAN ANTONIO ROAD, BETWEEN FOUND MONUMENT, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

- LEGEND**
- FOUND MONUMENT, AS NOTED ON MAP
 - ▲ AREA LIGHT
 - ▲ ALTA AMERICAN LAND TITLE ASSOCIATION
 - ▲ ACSM AMERICAN CONGRESS ON SURVEYING & MAPPING
 - ▲ ANTI-DIVERSION VALVE
 - ▲ BLDG BUILDING
 - ▲ CD CORNER COLUMN
 - ▲ C/COR CORNER
 - ▲ C/L CHAIN LINK FENCE
 - ▲ CONC CONCRETE
 - ▲ DIA DIAMETER
 - ▲ DWY DRIVEWAY
 - ▲ ELEC. NO. ELECTRIC BOX
 - ▲ EHY EYE HODDAGE
 - ▲ HCR HANDICAP RAMP
 - ▲ HVS HIGH VOLTAGE
 - ▲ IPI INDICATION BOX
 - ▲ I/P NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
 - ▲ I/S ROOF GRADE
 - ▲ ISB SIGNAL BOX
 - ▲ S/CB STORM DRAIN CATCH BASIN
 - ▲ S/CL STORM DRAIN INLET
 - ▲ S/DM STORM DRAIN MANHOLE
 - ▲ S/SB SANITARY SEWER MANHOLE
 - ▲ TEL TELEPHONE
 - ▲ TRAF TRAFFIC
 - ▲ TRS TRAFFIC SIGNAL BOX
 - ▲ T/P TRAFFIC SIGNAL POLE
 - ▲ UB UTILITY BOX
 - ▲ UTILITY UTILITY
 - ▲ V.T. VAULT
 - ▲ WB WATER BOX
 - ▲ WM WATER METER
 - ▲ WV WATER VALVE
 - ▲ IN INSIDE SUBJECT BOUNDARY
 - ▲ OUT OUTSIDE SUBJECT BOUNDARY
 - ▲ RECORD DATA FOR TITLE REPORT PARCEL ONE (DESCRIPTION)

Figure 2: Site Layout - ALTA/ACSM Land Title Survey

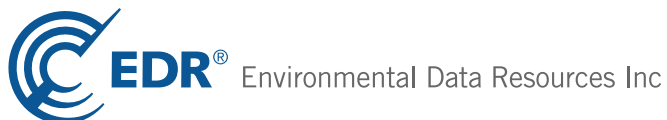
Appendix A

EDR Radius Map Report with GeoCheck

San Antonio Center North
405 South San Antonio Road
Mountain View, CA 94040

Inquiry Number: 3146300.2s
August 15, 2011

The EDR Radius Map™ Report with GeoCheck®



440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Findings Summary	4
Map Findings	8
Orphan Summary	175
Government Records Searched/Data Currency Tracking	GR-1
 <u>GEOCHECK ADDENDUM</u>	
Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting Source Map	A-8
Physical Setting Source Map Findings	A-9
Physical Setting Source Records Searched	A-29

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

405 SOUTH SAN ANTONIO ROAD
MOUNTAIN VIEW, CA 94040

COORDINATES

Latitude (North): 37.404700 - 37° 24' 16.9"
Longitude (West): 122.109600 - 122° 6' 34.6"
Universal Transverse Mercator: Zone 10
UTM X (Meters): 578805.2
UTM Y (Meters): 4139936.2
Elevation: 54 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 37122-D1 MOUNTAIN VIEW, CA
Most Recent Revision: 1999

West Map: 37122-D2 PALO ALTO, CA
Most Recent Revision: 1999

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 2006, 2005
Source: USDA

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL..... National Priority List

EXECUTIVE SUMMARY

Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
FEDERAL FACILITY..... Federal Facility Site Information listing

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US ENG CONTROLS..... Engineering Controls Sites List
US INST CONTROL..... Sites with Institutional Controls

Federal ERNS list

ERNS..... Emergency Response Notification System

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

AST..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST..... Underground Storage Tanks on Indian Land
FEMA UST..... Underground Storage Tank Listing

State and tribal voluntary cleanup sites

VCP..... Voluntary Cleanup Program Properties
INDIAN VCP..... Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

EXECUTIVE SUMMARY

Local Lists of Landfill / Solid Waste Disposal Sites

ODI.....	Open Dump Inventory
DEBRIS REGION 9.....	Torres Martinez Reservation Illegal Dump Site Locations
WMUDS/SWAT.....	Waste Management Unit Database
HAULERS.....	Registered Waste Tire Haulers Listing
INDIAN ODI.....	Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL.....	Clandestine Drug Labs
SCH.....	School Property Evaluation Program
Toxic Pits.....	Toxic Pits Cleanup Act Sites
CDL.....	Clandestine Drug Labs
US HIST CDL.....	National Clandestine Laboratory Register

Local Land Records

LIENS 2.....	CERCLA Lien Information
LUCIS.....	Land Use Control Information System
LIENS.....	Environmental Liens Listing

Records of Emergency Release Reports

HMIRS.....	Hazardous Materials Information Reporting System
CHMIRS.....	California Hazardous Material Incident Report System
LDS.....	Land Disposal Sites Listing
MCS.....	Military Cleanup Sites Listing

Other Ascertainable Records

DOT OPS.....	Incident and Accident Data
DOD.....	Department of Defense Sites
FUDS.....	Formerly Used Defense Sites
CONSENT.....	Superfund (CERCLA) Consent Decrees
ROD.....	Records Of Decision
UMTRA.....	Uranium Mill Tailings Sites
MINES.....	Mines Master Index File
TRIS.....	Toxic Chemical Release Inventory System
TSCA.....	Toxic Substances Control Act
FTTS.....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS.....	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS.....	Section 7 Tracking Systems
ICIS.....	Integrated Compliance Information System
PADS.....	PCB Activity Database System
MLTS.....	Material Licensing Tracking System
RADINFO.....	Radiation Information Database
FINDS.....	Facility Index System/Facility Registry System
RAATS.....	RCRA Administrative Action Tracking System
WDS.....	Waste Discharge System
NPDES.....	NPDES Permits Listing
SAN JOSE HAZMAT.....	Hazardous Material Facilities
WIP.....	Well Investigation Program Case List

EXECUTIVE SUMMARY

HAZNET.....	Facility and Manifest Data
EML.....	Emissions Inventory Data
INDIAN RESERV.....	Indian Reservations
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
HWP.....	EnviroStor Permitted Facilities Listing
HWT.....	Registered Hazardous Waste Transporter Database
FINANCIAL ASSURANCE.....	Financial Assurance Information Listing
PCB TRANSFORMER.....	PCB Transformer Registration Database
PROC.....	Certified Processors Database
MWMP.....	Medical Waste Management Program Listing
COAL ASH DOE.....	Slam-Electric Plan Operation Data
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants.....	EDR Proprietary Manufactured Gas Plants
EDR Historical Auto Stations..	EDR Proprietary Historic Gas Stations
EDR Historical Cleaners.....	EDR Proprietary Historic Dry Cleaners

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site List

CERC-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 02/25/2011 has revealed that there is 1 CERC-NFRAP site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>PLESSEY MICRO SCIENCE</i>	<i>2274 MORA DR</i>	<i>ESE 1/4 - 1/2 (0.376 mi.)</i>	<i>G45</i>	<i>96</i>

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 06/15/2011 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
T0322	555 SHOWERS DR	SSE 1/8 - 1/4 (0.200 mi.)	D28	59

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/15/2011 has revealed that there are 9 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CALIFORNIA CLEANERS	2520 CALIFORNIA ST	ESE 0 - 1/8 (0.098 mi.)	B18	43
SEARS ROEBUCK COMPANY	455 SAN ANTONIO RD	SSW 1/8 - 1/4 (0.125 mi.)	21	45
QUALEX INC	555 SHOWERS DR	SSE 1/8 - 1/4 (0.200 mi.)	D26	54
HOLIDAY CLEANERS	660 SAN ANTONIO ROAD SU	SW 1/8 - 1/4 (0.224 mi.)	F34	66
WALMART NO 2280	600 SHOWERS DR	S 1/8 - 1/4 (0.236 mi.)	36	72
CALIFORNIA CLEANERS	2425 CALIFORNIA STREET	SE 1/8 - 1/4 (0.248 mi.)	37	75
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SHELL OIL CO	2595 CALIFORNIA	NNW 0 - 1/8 (0.029 mi.)	A3	11
SAN ANTONIO CLEANERS	225 SAN ANTONIO RD UNIT	N 0 - 1/8 (0.064 mi.)	A11	29
ALPS PHOTO	225 SAN ANTONIO RD NO 9	N 0 - 1/8 (0.064 mi.)	A12	33

State- and tribal - equivalent NPL

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, and dated 06/15/2011 has revealed that there are 6 RESPONSE sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SYMTRON #2	111 ORTEGA AVENUE	ESE 1/4 - 1/2 (0.336 mi.)	G41	88
PLESSEY MICRO SCIENCE	2274 MORA DR	ESE 1/4 - 1/2 (0.376 mi.)	G45	96
PLESSEY #3	2256 MORA DRIVE	ESE 1/4 - 1/2 (0.402 mi.)	I50	148
PLESSEY #2	2251, 2257, 2283 AND 22	ESE 1/4 - 1/2 (0.406 mi.)	I52	153
SYMTRON CORPORATION	2235 MORA DR.	ESE 1/4 - 1/2 (0.435 mi.)	I53	155

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
TRW/VIDAR	77 ORTEGA AVENUE	ESE 1/4 - 1/2 (0.342 mi.)	G42	90

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 06/15/2011 has revealed that there are 6 ENVIROSTOR sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SYMTRON #2 Status: No Further Action	111 ORTEGA AVENUE	ESE 1/4 - 1/2 (0.336 mi.)	G41	88
PLESSEY MICRO SCIENCE Status: Certified / Operation & Maintenance	2274 MORA DR	ESE 1/4 - 1/2 (0.376 mi.)	G45	96
PLESSEY #3 Status: No Further Action	2256 MORA DRIVE	ESE 1/4 - 1/2 (0.402 mi.)	I50	148
PLESSEY #2 Status: No Further Action	2251, 2257, 2283 AND 22	ESE 1/4 - 1/2 (0.406 mi.)	I52	153
SYMTRON CORPORATION Status: No Further Action	2235 MORA DR.	ESE 1/4 - 1/2 (0.435 mi.)	I53	155

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
TRW/VIDAR Status: Certified O&M - Land Use Restrictions Only	77 ORTEGA AVENUE	ESE 1/4 - 1/2 (0.342 mi.)	G42	90

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 06/20/2011 has revealed that there are 14 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MOUNTAIN VIEW CENTER Status: Completed - Case Closed	2540 CALIFORNIA ST	ESE 0 - 1/8 (0.056 mi.)	B8	24

EXECUTIVE SUMMARY

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
FIRESTONE #3670 Status: Completed - Case Closed	462 SAN ANTONIO RD	WSW 0 - 1/8 (0.064 mi.)	13	34
TARGET #322 Status: Completed - Case Closed	555 SHOWERS DR	SSE 1/8 - 1/4 (0.200 mi.)	D27	56
QUALITY TUNE-UP #1 Status: Completed - Case Closed	2580 EL CAMINO REAL	SSW 1/4 - 1/2 (0.278 mi.)	38	82
LOS ALTOS GARDEN SUPPLY Status: Completed - Case Closed	4730 EL CAMINO REAL	SSW 1/4 - 1/2 (0.297 mi.)	39	84
LOZANO CAR WASH Status: Completed - Case Closed	2690 W EL CAMINO REAL	WSW 1/4 - 1/2 (0.333 mi.)	40	86
LAWRENCE J FRUGOLI JR Status: Completed - Case Closed	988 N SAN ANTONIO RD	SSW 1/4 - 1/2 (0.385 mi.)	H48	143
UNION OI SS# 6115 Status: Completed - Case Closed	4350 EL CAMINO REAL	W 1/4 - 1/2 (0.406 mi.)	51	150
UNOCAL #4918 Status: Open - Verification Monitoring	895 N. SAN ANTONIO ROAD	SSW 1/4 - 1/2 (0.452 mi.)	J54	161

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SHELL OIL CO Status: Completed - Case Closed	2595 CALIFORNIA	NNW 0 - 1/8 (0.029 mi.)	A3	11
SAN ANTONIO VALERO Status: Completed - Case Closed	334 SAN ANTONIO RD	WNW 0 - 1/8 (0.050 mi.)	A6	18
OLD MILL TIERRA PROPPERTY Status: Completed - Case Closed	255 SAN ANTONIO RD S	NNW 0 - 1/8 (0.058 mi.)	A9	26
VICTOR'S GOODYEAR Status: Completed - Case Closed	298 SAN ANTONIO RD	NNW 0 - 1/8 (0.060 mi.)	A10	27
FRANCISCAN GLASS CO. Status: Completed - Case Closed	100 SAN ANTONIO CIR	NNE 1/8 - 1/4 (0.202 mi.)	E32	64

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 06/20/2011 has revealed that there are 2 SLIC sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CALIFORNIA CLEANERS Facility Status: Open - Verification Monitoring	2520 CALIFORNIA STREET	ESE 0 - 1/8 (0.098 mi.)	B19	44

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PLESSEY INC. NPDES Facility Status: Open - Inactive	2294 MORA DR	ESE 1/4 - 1/2 (0.346 mi.)	G43	95

EXECUTIVE SUMMARY

HIST LUST: A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

A review of the HIST LUST list, as provided by EDR, and dated 03/29/2005 has revealed that there are 12 HIST LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>MOUNTAIN VIEW CENTER</i>	<i>2540 CALIFORNIA ST</i>	<i>ESE 0 - 1/8 (0.056 mi.)</i>	<i>B8</i>	<i>24</i>
<i>FIRESTONE #3670</i>	<i>462 SAN ANTONIO RD</i>	<i>WSW 0 - 1/8 (0.064 mi.)</i>	<i>13</i>	<i>34</i>
<i>TARGET #322</i>	<i>555 SHOWERS DR</i>	<i>SSE 1/8 - 1/4 (0.200 mi.)</i>	<i>D27</i>	<i>56</i>
<i>QUALITY TUNE-UP #1</i>	<i>2580 EL CAMINO REAL</i>	<i>SSW 1/4 - 1/2 (0.278 mi.)</i>	<i>38</i>	<i>82</i>
<i>LOZANO CAR WASH</i>	<i>2690 W EL CAMINO REAL</i>	<i>WSW 1/4 - 1/2 (0.333 mi.)</i>	<i>40</i>	<i>86</i>
<i>LAWRENCE J FRUGOLI JR</i>	<i>988 N SAN ANTONIO RD</i>	<i>SSW 1/4 - 1/2 (0.385 mi.)</i>	<i>H48</i>	<i>143</i>
<i>UNION OI SS# 6115</i>	<i>4350 EL CAMINO REAL</i>	<i>W 1/4 - 1/2 (0.406 mi.)</i>	<i>51</i>	<i>150</i>
<i>UNOCAL #4918</i>	<i>895 N. SAN ANTONIO ROAD</i>	<i>SSW 1/4 - 1/2 (0.452 mi.)</i>	<i>J54</i>	<i>161</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SHELL OIL CO</i>	<i>2595 CALIFORNIA</i>	<i>NNW 0 - 1/8 (0.029 mi.)</i>	<i>A3</i>	<i>11</i>
<i>SAN ANTONIO VALERO</i>	<i>334 SAN ANTONIO RD</i>	<i>WNW 0 - 1/8 (0.050 mi.)</i>	<i>A6</i>	<i>18</i>
<i>VICTOR'S GOODYEAR</i>	<i>298 SAN ANTONIO RD</i>	<i>NNW 0 - 1/8 (0.060 mi.)</i>	<i>A10</i>	<i>27</i>
<i>FRANCISCAN GLASS CO.</i>	<i>100 SAN ANTONIO CIR</i>	<i>NNE 1/8 - 1/4 (0.202 mi.)</i>	<i>E32</i>	<i>64</i>

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 06/20/2011 has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SAN ANTONIO VALERO #7230	334 SAN ANTONIO RD	WNW 0 - 1/8 (0.050 mi.)	A7	24

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 06/01/2011 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
TOMRA PACIFIC INC	590 SHOWERS DR	SSE 1/8 - 1/4 (0.225 mi.)	D35	71

EXECUTIVE SUMMARY

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 HIST Cal-Sites site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>PLESSEY MICRO SCIENCE</i>	<i>2274 MORA DR</i>	<i>ESE 1/4 - 1/2 (0.376 mi.)</i>	<i>G45</i>	<i>96</i>

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 7 CA FID UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>FIRESTONE #3670</i>	<i>462 SAN ANTONIO RD</i>	<i>WSW 0 - 1/8 (0.064 mi.)</i>	<i>13</i>	<i>34</i>
<i>SEARS ROEBUCK COMPANY</i>	<i>455 SAN ANTONIO RD</i>	<i>SSW 1/8 - 1/4 (0.125 mi.)</i>	<i>21</i>	<i>45</i>
<i>S.F. FOUR WHEEL BRAKE SERVICE,</i>	<i>555 SHOWERS DR</i>	<i>SSE 1/8 - 1/4 (0.200 mi.)</i>	<i>D29</i>	<i>62</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>CALIFORNIA/SN ANTONIO</i>	<i>2595 CALIFORNIA ST</i>	<i>NNW 0 - 1/8 (0.029 mi.)</i>	<i>A2</i>	<i>9</i>
<i>EXXON</i>	<i>334 SAN ANTONIO</i>	<i>WNW 0 - 1/8 (0.049 mi.)</i>	<i>A5</i>	<i>16</i>
<i>TRI CITY RENTALS</i>	<i>280 SAN ANTONIO RD</i>	<i>NNW 0 - 1/8 (0.067 mi.)</i>	<i>A14</i>	<i>38</i>
<i>GRANT PROPERTIES</i>	<i>100 SANANTONIO RD</i>	<i>N 1/8 - 1/4 (0.183 mi.)</i>	<i>C22</i>	<i>52</i>

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 9 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>FIRESTONE #3670</i>	<i>462 SAN ANTONIO RD</i>	<i>WSW 0 - 1/8 (0.064 mi.)</i>	<i>13</i>	<i>34</i>
<i>SEARS ROEBUCK COMPANY</i>	<i>455 SAN ANTONIO RD</i>	<i>SSW 1/8 - 1/4 (0.125 mi.)</i>	<i>21</i>	<i>45</i>
<i>FOUR WHEEL BRAKE</i>	<i>555 SHOWERS DR</i>	<i>SSE 1/8 - 1/4 (0.200 mi.)</i>	<i>D25</i>	<i>54</i>
<i>S.F. FOUR WHEEL BRAKE SERVICE,</i>	<i>555 SHOWERS DR</i>	<i>SSE 1/8 - 1/4 (0.200 mi.)</i>	<i>D30</i>	<i>63</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>CALIFORNIA/SN ANTONIO</i>	<i>2595 CALIFORNIA ST</i>	<i>NNW 0 - 1/8 (0.029 mi.)</i>	<i>A1</i>	<i>8</i>
<i>TEXACO</i>	<i>334 SAN ANTONIO & CALIF</i>	<i>WNW 0 - 1/8 (0.046 mi.)</i>	<i>A4</i>	<i>14</i>
<i>TRI CITY RENTALS</i>	<i>280 SAN ANTONIO RD</i>	<i>NNW 0 - 1/8 (0.067 mi.)</i>	<i>A15</i>	<i>39</i>
<i>GRANT PROPERTIES</i>	<i>100 SANANTONIO ROAD</i>	<i>N 1/8 - 1/4 (0.191 mi.)</i>	<i>C23</i>	<i>53</i>
<i>FRANCISCAN GLASS CO. INC.</i>	<i>100 SAN ANTONIO CIR</i>	<i>NNE 1/8 - 1/4 (0.202 mi.)</i>	<i>E31</i>	<i>63</i>

EXECUTIVE SUMMARY

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 7 SWEEPS UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>FIRESTONE #3670</i>	<i>462 SAN ANTONIO RD</i>	<i>WSW 0 - 1/8 (0.064 mi.)</i>	<i>13</i>	<i>34</i>
<i>SEARS ROEBUCK COMPANY</i>	<i>455 SAN ANTONIO RD</i>	<i>SSW 1/8 - 1/4 (0.125 mi.)</i>	<i>21</i>	<i>45</i>
<i>S.F. FOUR WHEEL BRAKE SERVICE,</i>	<i>555 SHOWERS DR</i>	<i>SSE 1/8 - 1/4 (0.200 mi.)</i>	<i>D29</i>	<i>62</i>

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>CALIFORNIA/SN ANTONIO</i>	<i>2595 CALIFORNIA ST</i>	<i>NNW 0 - 1/8 (0.029 mi.)</i>	<i>A2</i>	<i>9</i>
<i>EXXON</i>	<i>334 SAN ANTONIO</i>	<i>WNW 0 - 1/8 (0.049 mi.)</i>	<i>A5</i>	<i>16</i>
<i>TRI CITY RENTALS</i>	<i>280 SAN ANTONIO RD</i>	<i>NNW 0 - 1/8 (0.067 mi.)</i>	<i>A14</i>	<i>38</i>
<i>GRANT PROPERTIES</i>	<i>100 SANANTONIO RD</i>	<i>N 1/8 - 1/4 (0.183 mi.)</i>	<i>C22</i>	<i>52</i>

Local Land Records

DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the DEED list, as provided by EDR, and dated 06/13/2011 has revealed that there is 1 DEED site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>TRW/VIDAR</i>	<i>77 ORTEGA AVENUE</i>	<i>ESE 1/4 - 1/2 (0.342 mi.)</i>	<i>G42</i>	<i>90</i>

Other Ascertainable Records

RCRA-NonGen: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA-NonGen list, as provided by EDR, and dated 06/15/2011 has revealed that there is 1 RCRA-NonGen site within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SAVON 3797</i>	<i>2535 CALIFORNIA ST</i>	<i>ESE 0 - 1/8 (0.068 mi.)</i>	<i>B16</i>	<i>40</i>

EXECUTIVE SUMMARY

CA BOND EXP. PLAN: Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

A review of the CA BOND EXP. PLAN list, as provided by EDR, and dated 01/01/1989 has revealed that there is 1 CA BOND EXP. PLAN site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PLESSEY MICRO SCIENCES	2274 MORA DRIVE	ESE 1/4 - 1/2 (0.376 mi.)	G44	95

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

A review of the Cortese list, as provided by EDR, and dated 07/01/2011 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>PLESSEY MICRO SCIENCE</i>	<i>2274 MORA DR</i>	<i>ESE 1/4 - 1/2 (0.376 mi.)</i>	<i>G45</i>	<i>96</i>

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CAL SITES].

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 17 HIST CORTESE sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>MOUNTAIN VIEW CENTER</i>	<i>2540 CALIFORNIA ST</i>	<i>ESE 0 - 1/8 (0.056 mi.)</i>	<i>B8</i>	<i>24</i>
<i>FIRESTONE #3670</i>	<i>462 SAN ANTONIO RD</i>	<i>WSW 0 - 1/8 (0.064 mi.)</i>	<i>13</i>	<i>34</i>
JC PENNEY	UNKNOWN SAN ANTONIO RD	SSW 0 - 1/8 (0.123 mi.)	20	45
DIGAS COMPANY	555 SHOWERS	SSE 1/8 - 1/4 (0.199 mi.)	D24	53
<i>QUALITY TUNE-UP #1</i>	<i>2580 EL CAMINO REAL</i>	<i>SSW 1/4 - 1/2 (0.278 mi.)</i>	<i>38</i>	<i>82</i>
<i>LOS ALTOS GARDEN SUPPLY</i>	<i>4730 EL CAMINO REAL</i>	<i>SSW 1/4 - 1/2 (0.297 mi.)</i>	<i>39</i>	<i>84</i>
<i>PHOTO GRAPHICS PRINTING INC</i>	<i>2274 MORA DR</i>	<i>ESE 1/4 - 1/2 (0.376 mi.)</i>	<i>G46</i>	<i>138</i>
<i>BP WEST COAST PRODUCTS LLC 007</i>	<i>988 SAN ANTONIO RD</i>	<i>SSW 1/4 - 1/2 (0.385 mi.)</i>	<i>H47</i>	<i>140</i>
SYMTRON CORP.	22352245 MORA DR	ESE 1/4 - 1/2 (0.397 mi.)	I49	147
<i>UNION OI SS# 6115</i>	<i>4350 EL CAMINO REAL</i>	<i>W 1/4 - 1/2 (0.406 mi.)</i>	<i>51</i>	<i>150</i>
UNOCAL	895 SAN ANTONIO	SSW 1/4 - 1/2 (0.454 mi.)	J55	165

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<i>SHELL OIL CO</i>	<i>2595 CALIFORNIA</i>	<i>NNW 0 - 1/8 (0.029 mi.)</i>	<i>A3</i>	<i>11</i>
<i>SAN ANTONIO VALERO</i>	<i>334 SAN ANTONIO RD</i>	<i>WNW 0 - 1/8 (0.050 mi.)</i>	<i>A6</i>	<i>18</i>
<i>OLD MILL TIERRA PROPPERTY</i>	<i>255 SAN ANTONIO RD S</i>	<i>NNW 0 - 1/8 (0.058 mi.)</i>	<i>A9</i>	<i>26</i>
<i>VICTOR'S GOODYEAR</i>	<i>298 SAN ANTONIO RD</i>	<i>NNW 0 - 1/8 (0.060 mi.)</i>	<i>A10</i>	<i>27</i>
COAST CASEY PUMP STATION	101 SAN ANTONIO	NNW 0 - 1/8 (0.087 mi.)	17	42
<i>FRANCISCAN GLASS CO. INC.</i>	<i>100 SAN ANTONIO CIR</i>	<i>NNE 1/8 - 1/4 (0.202 mi.)</i>	<i>E31</i>	<i>63</i>

EXECUTIVE SUMMARY

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SHELL SERVICE STATION	110 N RENGSTORFF	E 1/2 - 1 (0.630 mi.)	56	165

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, and dated 06/28/2011 has revealed that there are 3 DRYCLEANERS sites within approximately 0.25 miles of the target property.

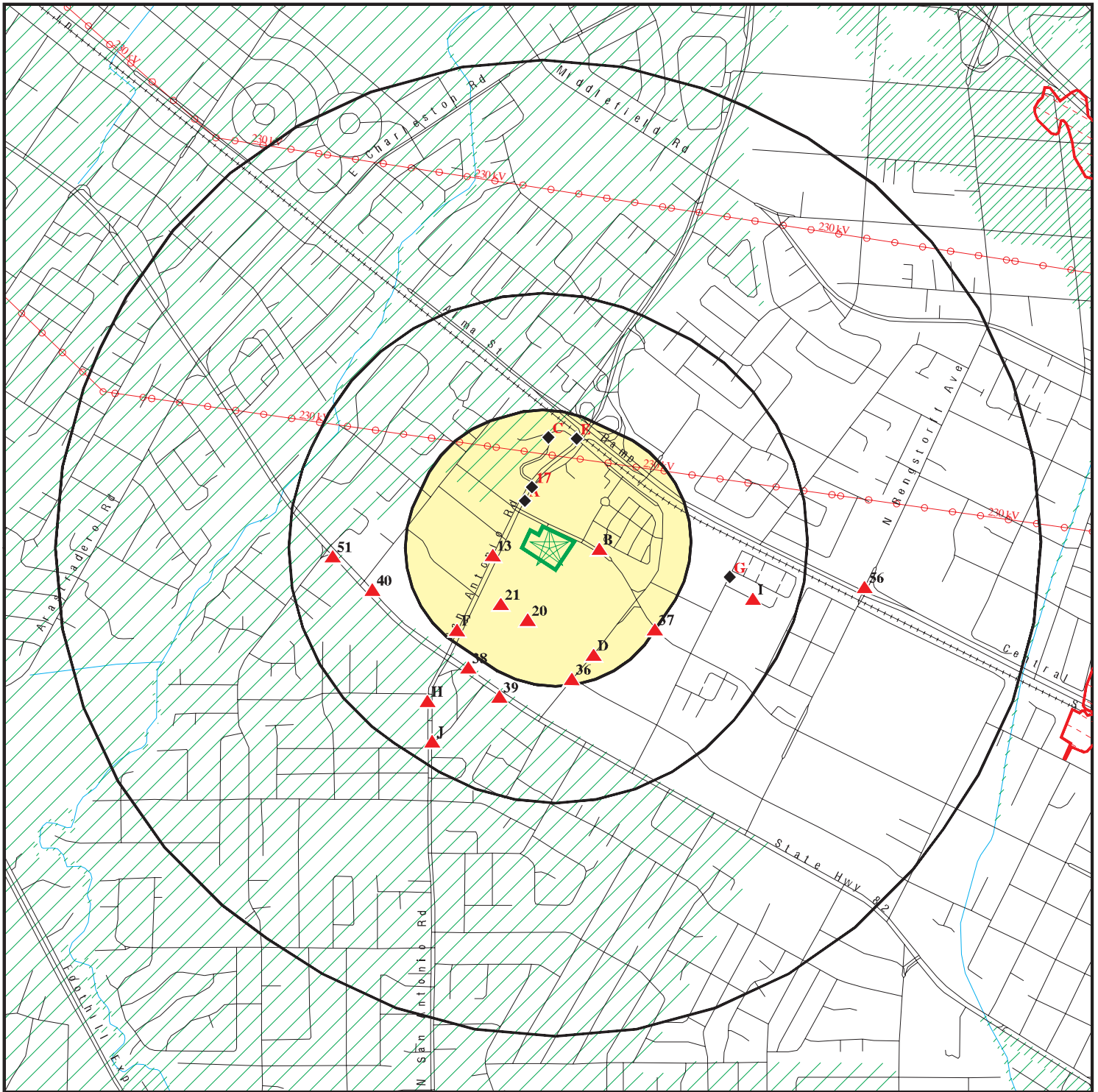
<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CAMARO CLEANERS	660 SAN ANTONIO RD	SW 1/8 - 1/4 (0.224 mi.)	F33	65
HOLIDAY CLEANERS	660 SAN ANTONIO ROAD SU	SW 1/8 - 1/4 (0.224 mi.)	F34	66
CALIFORNIA CLEANERS	2425 CALIFORNIA STREET	SE 1/8 - 1/4 (0.248 mi.)	37	75

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 20 records.

<u>Site Name</u>	<u>Database(s)</u>
RANCHO SERVICE CENTER	HIST CORTESE
CHEVRON	HIST CORTESE
JC PENNEY	HIST CORTESE
CALMAC CHEMICAL	CERC-NFRAP
LOS ALTOS WELL FIELD	CERC-NFRAP
HILLVIEW - ELEANOR	CERC-NFRAP
MOUNTAIN VIEW LDFL	CERC-NFRAP
CAMELLIA PARK	CERC-NFRAP
J.C. PENNEY	LUST
J.C. PENNEY	LUST, HIST LUST
STANFORD UNIV, CENTRAL ENERGY	LUST
NASA AMES RESEARCH CENTER	HIST LUST
MROSD SAN ANTONIO PRESERVE	AST
MOFFETT FIELD US ARMED FORCES RESE	RCRA-SQG
SCL 101 PM 48.97 52.17	RCRA-LQG
EAST MIDDLEFIELD RD. JUST NORTH EA	ERNS
975 NORTH STIERLIN BLVD.	ERNS
SAN ANTONIO CLEANERS	EMI
SAN ANTONIO CLEANERS	EMI
UCSB - B516 REC CENTER	EMI

OVERVIEW MAP - 3146300.2s



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Power transmission lines

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

Areas of Concern

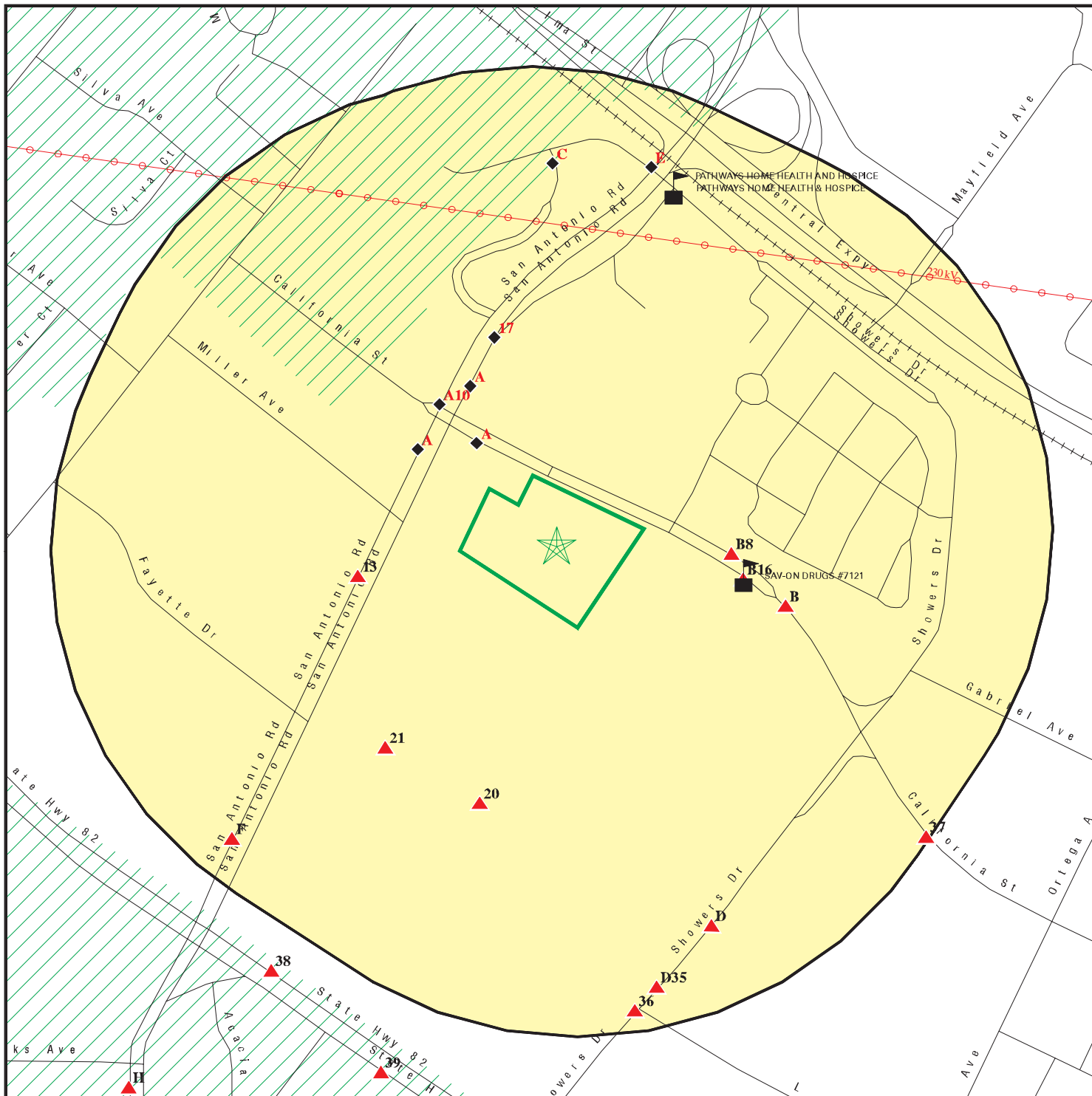


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: San Antonio Center North
 ADDRESS: 405 South San Antonio Road
 Mountain View CA 94040
 LAT/LONG: 37.4047 / 122.1096

CLIENT: Tor Environmental, Inc.
 CONTACT: Jeff Borum
 INQUIRY #: 3146300.2s
 DATE: August 15, 2011 11:42 am

DETAIL MAP - 3146300.2s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

- Indian Reservations BIA
- Power transmission lines
- Oil & Gas pipelines from USGS
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

<p>SITE NAME: San Antonio Center North ADDRESS: 405 South San Antonio Road Mountain View CA 94040 LAT/LONG: 37.4047 / 122.1096</p>	<p>CLIENT: Tor Environmental, Inc. CONTACT: Jeff Borum INQUIRY #: 3146300.2s DATE: August 15, 2011 11:43 am</p>
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MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
<i>Federal NPL site list</i>								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
NPL LIENS		TP	NR	NR	NR	NR	NR	0
<i>Federal Delisted NPL site list</i>								
Delisted NPL		1.000	0	0	0	0	NR	0
<i>Federal CERCLIS list</i>								
CERCLIS		0.500	0	0	0	NR	NR	0
FEDERAL FACILITY		1.000	0	0	0	0	NR	0
<i>Federal CERCLIS NFRAP site List</i>								
CERC-NFRAP		0.500	0	0	1	NR	NR	1
<i>Federal RCRA CORRACTS facilities list</i>								
CORRACTS		1.000	0	0	0	0	NR	0
<i>Federal RCRA non-CORRACTS TSD facilities list</i>								
RCRA-TSDF		0.500	0	0	0	NR	NR	0
<i>Federal RCRA generators list</i>								
RCRA-LQG		0.250	0	1	NR	NR	NR	1
RCRA-SQG		0.250	4	5	NR	NR	NR	9
RCRA-CESQG		0.250	0	0	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
<i>Federal ERNS list</i>								
ERNS		TP	NR	NR	NR	NR	NR	0
<i>State- and tribal - equivalent NPL</i>								
RESPONSE		1.000	0	0	6	0	NR	6
<i>State- and tribal - equivalent CERCLIS</i>								
ENVIROSTOR		1.000	0	0	6	0	NR	6
<i>State and tribal landfill and/or solid waste disposal site lists</i>								
SWF/LF		0.500	0	0	0	NR	NR	0
<i>State and tribal leaking storage tank lists</i>								
LUST		0.500	6	2	6	NR	NR	14
SLIC		0.500	1	0	1	NR	NR	2

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
HIST LUST		0.500	5	2	5	NR	NR	12
INDIAN LUST		0.500	0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST		0.250	1	0	NR	NR	NR	1
AST		0.250	0	0	NR	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
FEMA UST		0.250	0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP		0.500	0	0	0	NR	NR	0
INDIAN VCP		0.500	0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
ODI		0.500	0	0	0	NR	NR	0
DEBRIS REGION 9		0.500	0	0	0	NR	NR	0
WMUDS/SWAT		0.500	0	0	0	NR	NR	0
SWRCY		0.500	0	1	0	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI		0.500	0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites		1.000	0	0	1	0	NR	1
SCH		0.250	0	0	NR	NR	NR	0
Toxic Pits		1.000	0	0	0	0	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST		0.250	4	3	NR	NR	NR	7
HIST UST		0.250	4	5	NR	NR	NR	9
SWEEPS UST		0.250	4	3	NR	NR	NR	7
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
LUCIS		0.500	0	0	0	NR	NR	0
LIENS	TP		NR	NR	NR	NR	NR	0
DEED		0.500	0	0	1	NR	NR	1
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS		TP	NR	NR	NR	NR	NR	0
MCS		TP	NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA-NonGen		0.250	1	0	NR	NR	NR	1
DOT OPS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
HIST FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
RADINFO		TP	NR	NR	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN		1.000	0	0	1	0	NR	1
WDS		TP	NR	NR	NR	NR	NR	0
NPDES		TP	NR	NR	NR	NR	NR	0
Cortese		0.500	0	0	1	NR	NR	1
HIST CORTESE		0.500	8	2	7	NR	NR	17
SAN JOSE HAZMAT		0.250	0	0	NR	NR	NR	0
Notify 65		1.000	0	0	0	1	NR	1
DRYCLEANERS		0.250	0	3	NR	NR	NR	3
WIP		0.250	0	0	NR	NR	NR	0
HAZNET		TP	NR	NR	NR	NR	NR	0
EMI		TP	NR	NR	NR	NR	NR	0
INDIAN RESERV		1.000	0	0	0	0	NR	0
SCRD DRYCLEANERS		0.500	0	0	0	NR	NR	0
HWP		1.000	0	0	0	0	NR	0
HWT		0.250	0	0	NR	NR	NR	0
FINANCIAL ASSURANCE		TP	NR	NR	NR	NR	NR	0
PCB TRANSFORMER		TP	NR	NR	NR	NR	NR	0
PROC		0.500	0	0	0	NR	NR	0
MWMP		0.250	0	0	NR	NR	NR	0
COAL ASH DOE		TP	NR	NR	NR	NR	NR	0
COAL ASH EPA		0.500	0	0	0	NR	NR	0
<u>EDR PROPRIETARY RECORDS</u>								
EDR Proprietary Records								
Manufactured Gas Plants		1.000	0	0	0	0	NR	0
EDR Historical Auto Stations		0.250	0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Target Property</u>	<u>Search Distance (Miles)</u>	<u>< 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>> 1</u>	<u>Total Plotted</u>
EDR Historical Cleaners		0.250	0	0	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s) EDR ID Number
EPA ID Number

A1
NNW
< 1/8
0.029 mi.
153 ft.

CALIFORNIA/SN ANTONIO
2595 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

HIST UST U001594305
N/A

Site 1 of 13 in cluster A

Relative:
Lower

HIST UST:

Actual:
52 ft.

Region: STATE
Facility ID: 00000028578
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0005
Contact Name: M. MATKOVICH
Telephone: 4159410388
Owner Name: SHELL OIL COMPANY
Owner Address: P.O. BOX 4848
Owner City,St,Zip: ANAHEIM, CA 92803

Tank Num: 001
Container Num: 1
Year Installed: 1961
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 2
Year Installed: 1961
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 3
Year Installed: 1961
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: 12 gauge
Leak Detection: Stock Inventor, 10

Tank Num: 004
Container Num: 4
Year Installed: 1961
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

Tank Num: 005
Container Num: 5
Year Installed: 1961
Tank Capacity: 00005000
Tank Used for: PRODUCT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALIFORNIA/SN ANTONIO (Continued)

U001594305

Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, 10

**A2
NNW
< 1/8
0.029 mi.
153 ft.**

**CALIFORNIA/SN ANTONIO
2595 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040**

**CA FID UST S101622992
SWEEPS UST N/A**

Site 2 of 13 in cluster A

**Relative:
Lower**

CA FID UST:

Facility ID: 43001320
Regulated By: UTNKI
Regulated ID: 00028578
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4159410388
Mail To: Not reported
Mailing Address: 2595 CALIFORNIA ST
Mailing Address 2: Not reported
Mailing City,St,Zip: MOUNTAIN VIEW 94040
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

**Actual:
52 ft.**

SWEEPS UST:

Status: Not reported
Comp Number: 28578
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-028578-000001
Actv Date: Not reported
Capacity: 8000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 5

Status: Not reported
Comp Number: 28578
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-028578-000002

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALIFORNIA/SN ANTONIO (Continued)

S101622992

Actv Date: Not reported
Capacity: 7500
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 28578
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-028578-000003
Actv Date: Not reported
Capacity: 550
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 28578
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-028578-000004
Actv Date: Not reported
Capacity: 5000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 28578
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-028578-000005
Actv Date: Not reported
Capacity: 5000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A3
NNW
< 1/8
0.029 mi.
153 ft.

SHELL OIL CO
2595 CALIFORNIA
MOUNTAIN VIEW, CA 94040

Site 3 of 13 in cluster A

RCRA-SQG 1000288608
HIST CORTESE CAD981401607
LUST
HIST LUST

Relative:
Lower

RCRA-SQG:

Date form received by agency: 04/08/1998
Facility name: SHELL OIL CO
Facility address: 2595 CALIFORNIA
MOUNTAIN VIEW, CA 94040
EPA ID: CAD981401607
Mailing address: P O BOX 4453
HOUSTON, TX 772104453
Contact: SONDR A BIENVENU
Contact address: P O BOX 4453
HOUSTON, TX 772104453
Contact country: US
Contact telephone: (713) 241-2258
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Actual:
52 ft.

Owner/Operator Summary:

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported
Owner/operator name: EQUILON ENTERPRISES LLC
Owner/operator address: P O BOX 4453
HOUSTON, TX 77210
Owner/operator country: Not reported
Owner/operator telephone: (713) 241-2258
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL OIL CO (Continued)

1000288608

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 09/01/1996
Facility name: SHELL OIL CO
Classification: Small Quantity Generator

Date form received by agency: 04/13/1990
Facility name: SHELL OIL CO
Site name: SHELL OIL CO 204-5208-0409
Classification: Large Quantity Generator

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

CORTESE:

Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-1304

LUST:

Region: STATE
Global Id: T0608501282
Latitude: 37.405414652087
Longitude: -122.110462188721
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2003-08-26 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL OIL CO (Continued)

1000288608

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608501282
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501282
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608501282
Action Type: RESPONSE
Date: 1997-04-28 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501282
Action Type: RESPONSE
Date: 2000-04-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501282
Action Type: ENFORCEMENT
Date: 1991-03-27 00:00:00
Action: Notice of Responsibility - #40114

Global Id: T0608501282
Action Type: ENFORCEMENT
Date: 2000-02-18 00:00:00
Action: Staff Letter - #30223

Global Id: T0608501282
Action Type: ENFORCEMENT
Date: 1997-04-22 00:00:00
Action: Staff Letter - #30214

Global Id: T0608501282
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Global Id: T0608501282
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Excavate and Dispose

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL OIL CO (Continued)

1000288608

Global Id: T0608501282
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Pump and Treat Groundwater

Global Id: T0608501282
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Vacuum Extract

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S2W17N02f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 12/19/1985
Pollution Characterization Began: 12/19/1985
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W17N02f
Closed Date: 8/26/2003

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W17N02
Oversite Agency: SCVWD
Date Listed: 1987-01-01 00:00:00
Closed Date: 2003-08-26 00:00:00

A4
WNW
< 1/8
0.046 mi.
243 ft.

TEXACO
334 SAN ANTONIO & CALIFORNIA
MOUNTAIN VIEW, CA 94043
Site 4 of 13 in cluster A

HIST UST **U001594421**
N/A

Relative:
Lower

HIST UST:
Region: STATE
Facility ID: 00000005781
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0006
Contact Name: AZAD AMIRL
Telephone: 4159489946
Owner Name: TEXACO U.S.A.

Actual:
53 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TEXACO (Continued)

U001594421

Owner Address: P.O. BOX 3756-3350 WILSHIRE BL
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 1
Year Installed: 1963
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 2
Year Installed: 1963
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 3
Year Installed: 1963
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 004
Container Num: 4
Year Installed: 1963
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 005
Container Num: 5
Year Installed: 1963
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 006
Container Num: 6
Year Installed: 1963
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A5
WNW
< 1/8
0.049 mi.
259 ft.

EXXON
334 SAN ANTONIO
MOUNTAIN VIEW, CA 94043

CA FID UST S101594470
SWEEPS UST N/A

Site 5 of 13 in cluster A

Relative:
Lower

CA FID UST:
Facility ID: 43001431
Regulated By: UTNKA
Regulated ID: 00005781
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4159489946
Mail To: Not reported
Mailing Address: 334 SAN ANTONIO
Mailing Address 2: Not reported
Mailing City,St,Zip: MOUNTAIN VIEW 94043
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
53 ft.

SWEEPS UST:

Status: A
Comp Number: 5781
Number: 9
Board Of Equalization: 44-000217
Ref Date: 05-04-92
Act Date: 05-04-92
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 2
Swrcb Tank Id: 43-005-005781-000001
Actv Date: 01-06-94
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: 5

Status: A
Comp Number: 5781
Number: 9
Board Of Equalization: 44-000217
Ref Date: 05-04-92
Act Date: 05-04-92
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 3
Swrcb Tank Id: 43-005-005781-000002
Actv Date: 01-06-94
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: PLUS UNLEADED
Number Of Tanks: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

EXXON (Continued)

S101594470

Status: A
Comp Number: 5781
Number: 9
Board Of Equalization: 44-000217
Ref Date: 05-04-92
Act Date: 05-04-92
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 4
Swrcb Tank Id: 43-005-005781-000003
Actv Date: 01-06-94
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: SUPER UNLEAD
Number Of Tanks: Not reported

Status: A
Comp Number: 5781
Number: 9
Board Of Equalization: 44-000217
Ref Date: 05-04-92
Act Date: 05-04-92
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 5
Swrcb Tank Id: 43-005-005781-000004
Actv Date: 01-16-90
Capacity: 10000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 5781
Number: 9
Board Of Equalization: 44-000217
Ref Date: 05-04-92
Act Date: 05-04-92
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 6
Swrcb Tank Id: 43-005-005781-000005
Actv Date: 01-06-94
Capacity: 550
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A6
WNW
< 1/8
0.050 mi.
264 ft.
SAN ANTONIO VALERO
334 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040
Site 6 of 13 in cluster A

HIST CORTESE
LUST
HIST LUST
HAZNET
S100861714
N/A

Relative: CORTESE:
Lower Region: CORTESE
Facility County Code: 43
Actual: Reg By: LTNKA
53 ft. Reg Id: 43-1449

LUST:
Region: STATE
Global Id: T0608501420
Latitude: 37.4057303333333
Longitude: -122.111348666667
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2008-09-04 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: LL
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: 06S2W17N01f
File Location: Stored electronically as an E-file
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

LUST:
Global Id: T0608501420
Contact Type: Local Agency Caseworker
Contact Name: LANI LEE
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 BERGER DR, SUITE 300
City: SAN JOSE
Email: lani.lee@deh.sccgov.org
Phone Number: Not reported

Global Id: T0608501420
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

LUST:
Global Id: T0608501420
Action Type: RESPONSE
Date: 1995-08-31 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501420
Action Type: REMEDIATION

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO VALERO (Continued)

S100861714

Date: 1950-01-01 00:00:00
Action: Pump and Treat Groundwater

Global Id: T0608501420
Action Type: RESPONSE
Date: 1999-10-30 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501420
Action Type: RESPONSE
Date: 2005-11-18 00:00:00
Action: Soil and Water Investigation Report

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 1993-05-15 00:00:00
Action: Staff Letter - #30436

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 1994-07-05 00:00:00
Action: * Historical Enforcement - #40113

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 1995-07-17 00:00:00
Action: Staff Letter - #30440

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 1995-08-08 00:00:00
Action: Staff Letter - #30333

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 1999-07-20 00:00:00
Action: Staff Letter - #30180

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 1999-12-17 00:00:00
Action: Staff Letter - #30182

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 2000-03-17 00:00:00
Action: Staff Letter - #30185

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 2000-05-17 00:00:00
Action: Staff Letter - #30187

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 2000-10-08 00:00:00
Action: Staff Letter - #30191

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO VALERO (Continued)

S100861714

Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2000-10-27 00:00:00
Action:	Staff Letter - #30189
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2000-12-14 00:00:00
Action:	Staff Letter - #30193
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2000-12-18 00:00:00
Action:	Staff Letter - #30199
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2001-03-16 00:00:00
Action:	Staff Letter - #30197
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2001-09-24 00:00:00
Action:	Staff Letter - #30202
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2001-09-27 00:00:00
Action:	Staff Letter - #30204
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2005-03-24 00:00:00
Action:	Staff Letter
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2005-07-18 00:00:00
Action:	Staff Letter - #50817
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2001-11-13 00:00:00
Action:	Staff Letter - #30206
Global Id:	T0608501420
Action Type:	ENFORCEMENT
Date:	2006-08-01 00:00:00
Action:	* No Action - #601080
Global Id:	T0608501420
Action Type:	RESPONSE
Date:	1996-02-29 00:00:00
Action:	Monitoring Report - Quarterly
Global Id:	T0608501420
Action Type:	RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO VALERO (Continued)

S100861714

Date: 2001-09-25 00:00:00
Action: Soil and Water Investigation Report

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 2006-12-01 00:00:00
Action: Staff Letter - #60121

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 2007-08-22 00:00:00
Action: Staff Letter - #70228

Global Id: T0608501420
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Global Id: T0608501420
Action Type: ENFORCEMENT
Date: 2008-09-04 00:00:00
Action: Closure/No Further Action Letter - #80409

Global Id: T0608501420
Action Type: RESPONSE
Date: 1993-12-20 00:00:00
Action: Remedial Progress Report

Global Id: T0608501420
Action Type: RESPONSE
Date: 2000-05-01 00:00:00
Action: Soil and Water Investigation Workplan

Global Id: T0608501420
Action Type: RESPONSE
Date: 2001-10-09 00:00:00
Action: Soil and Water Investigation Report

Global Id: T0608501420
Action Type: RESPONSE
Date: 2001-01-31 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501420
Action Type: RESPONSE
Date: 2001-03-16 00:00:00
Action: Soil and Water Investigation Workplan

Global Id: T0608501420
Action Type: RESPONSE
Date: 2001-02-01 00:00:00
Action: Other Report / Document

Global Id: T0608501420
Action Type: RESPONSE
Date: 2002-01-03 00:00:00
Action: Soil and Water Investigation Workplan

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO VALERO (Continued)

S100861714

Global Id: T0608501420
Action Type: RESPONSE
Date: 2000-01-31 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501420
Action Type: RESPONSE
Date: 2000-11-02 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501420
Action Type: RESPONSE
Date: 2000-05-22 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501420
Action Type: RESPONSE
Date: 2000-11-22 00:00:00
Action: Soil and Water Investigation Workplan

Global Id: T0608501420
Action Type: RESPONSE
Date: 2000-12-18 00:00:00
Action: Soil and Water Investigation Workplan

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Remedial action (cleanup) Underway
Case Number: 06S2W17N01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 12/1/1986
Pollution Characterization Began: 10/17/1988
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 6/8/2003
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W17N01f
Closed Date: 9/4/2008

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W17N01
Oversite Agency: SCCDEH
Date Listed: 1987-01-01 00:00:00
Closed Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO VALERO (Continued)

S100861714

HAZNET:

Year: 2008
Gepaid: CAL000319677
Contact: KELVIN TRAN
Telephone: 4084999912
Mailing Name: Not reported
Mailing Address: 334 SAN ANTONIO RD
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401214
Gen County: Santa Clara
TSD EPA ID: CAD982444481
TSD County: San Bernardino
Waste Category: Other organic solids
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 0.2
Facility County: Santa Clara

Year: 1999
Gepaid: CAL000142301
Contact: PAUL JACKSON
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 334 SAN ANTONIO RD
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAD009452657
TSD County: San Mateo
Waste Category: Unspecified organic liquid mixture
Disposal Method: R01
Tons: 0.3336
Facility County: Santa Clara

Year: 1998
Gepaid: CAL000142301
Contact: PAUL JACKSON
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 334 SAN ANTONIO RD
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAD980887418
TSD County: 1
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: H01
Tons: .3753
Facility County: Santa Clara

Year: 1998
Gepaid: CAL000142301
Contact: PAUL JACKSON
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 334 SAN ANTONIO RD
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAD009452657
TSD County: San Mateo

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO VALERO (Continued)

S100861714

Waste Category: Unspecified organic liquid mixture
Disposal Method: R01
Tons: 1.1467
Facility County: Santa Clara

Year: 1997
Gepaid: CAL000028837
Contact: EXXON CO USA
Telephone: 7136567761
Mailing Name: Not reported
Mailing Address: PO BOX 2180
Mailing City,St,Zip: HOUSTON, TX 772522180
Gen County: San Bernardino
TSD EPA ID: CAD009466392
TSD County: 7
Waste Category: Other empty containers 30 gallons or more
Disposal Method: R01
Tons: .5000
Facility County: San Bernardino

[Click this hyperlink](#) while viewing on your computer to access 5 additional CA_HAZNET: record(s) in the EDR Site Report.

**A7
WNW
< 1/8
0.050 mi.
264 ft.**

**SAN ANTONIO VALERO #7230
334 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

Site 7 of 13 in cluster A**

**UST U003779222
N/A**

**Relative:
Lower

Actual:
53 ft.**

UST:
Facility ID: 4536
Latitude: 37.40552
Longitude: -122.11115

**B8
ESE
< 1/8
0.056 mi.
294 ft.**

**MOUNTAIN VIEW CENTER
2540 CALIFORNIA ST
MOUNTAIN VIEW, CA 94035

Site 1 of 4 in cluster B**

**HIST CORTESE S101309020
LUST N/A
HIST LUST**

**Relative:
Higher

Actual:
54 ft.**

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0958

LUST:
Region: STATE
Global Id: T0608500963
Latitude: 37.404771
Longitude: -122.10699
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1995-06-27 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOUNTAIN VIEW CENTER (Continued)

S101309020

Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0608500963
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608500963
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608500963
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S2W17P01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W17P01f

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MOUNTAIN VIEW CENTER (Continued)

S101309020

Closed Date: 6/27/1995

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W17P01
Oversite Agency: SCVWD
Date Listed: 1991-02-21 00:00:00
Closed Date: 1995-06-27 00:00:00

**A9
NNW
< 1/8
0.058 mi.
306 ft.**

**OLD MILL TIERRA PROPPERTY
255 SAN ANTONIO RD S
MOUNTAIN VIEW, CA 94040**

**HIST CORTESE
LUST S101309050
N/A**

Site 8 of 13 in cluster A

**Relative:
Lower**

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0996

**Actual:
51 ft.**

LUST:

Region: STATE
Global Id: T0608500994
Latitude: 37.4068847
Longitude: -122.1099297
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2003-08-26 00:00:00
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Case Worker: UNK
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: 43-0996
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: See 2595 California

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0608500994
Contact Type: Regional Board Caseworker
Contact Name: RB 2
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

LUST:

Global Id: T0608500994
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Discovery

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

OLD MILL TIERRA PROPPERTY (Continued)

S101309050

Global Id: T0608500994
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Stopped

Global Id: T0608500994
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

LUST REG 2:

Region: 2
Facility Id: 43-0996
Facility Status: Preliminary site assessment underway
Case Number: 43-0996
How Discovered: Tank Closure
Leak Cause: Structure Failure
Leak Source: Tank
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 8/12/1985
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

**A10
NNW
< 1/8
0.060 mi.
316 ft.**

**VICTOR'S GOODYEAR
298 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040**

**HIST CORTESE
LUST
HIST LUST
HAZNET**

**S102440913
N/A**

Site 9 of 13 in cluster A

**Relative:
Lower**

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-1603

**Actual:
52 ft.**

LUST:

Region: STATE
Global Id: T0608501558
Latitude: 37.4061475859413
Longitude: -122.111020088196
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1991-04-11 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VICTOR'S GOODYEAR (Continued)

S102440913

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608501558
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501558
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608501558
Action Type: ENFORCEMENT
Date: 1991-04-11 00:00:00
Action: Closure/No Further Action Letter

Global Id: T0608501558
Action Type: RESPONSE
Date: 1987-05-12 00:00:00
Action: Other Report / Document

Global Id: T0608501558
Action Type: ENFORCEMENT
Date: 1991-01-29 00:00:00
Action: Notice of Responsibility - #40115

Global Id: T0608501558
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Global Id: T0608501558
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Excavate and Dispose

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S2W17N03f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

VICTOR'S GOODYEAR (Continued)

S102440913

Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Wokplan Submitted: Not reported
Preliminary Site Assessment Began: 1/22/1991
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W17N03f
Closed Date: 4/11/1991

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W17N03
Oversite Agency: SCVWD
Date Listed: 1988-01-01 00:00:00
Closed Date: 1991-04-11 00:00:00

HAZNET:

Year: 2000
Gepaid: CAC001090264
Contact: ROSE GROSSMAN TRUST
Telephone: 4089801613
Mailing Name: Not reported
Mailing Address: 3283 DE LA CRUZ BLVD STE D
Mailing City,St,Zip: SANTA CLARA, CA 950540000
Gen County: Santa Clara
TSD EPA ID: CAD980887418
TSD County: 1
Waste Category: Waste oil and mixed oil
Disposal Method: R01
Tons: .7506
Facility County: Santa Clara

A11
North
< 1/8
0.064 mi.
337 ft.

SAN ANTONIO CLEANERS
225 SAN ANTONIO RD UNIT 8
MOUNTAIN VIEW, CA 94040

RCRA-SQG 1000595148
FINDS CAD983590415
HAZNET

Site 10 of 13 in cluster A

Relative:
Lower

RCRA-SQG:

Date form received by agency: 05/05/1998
Facility name: SAN ANTONIO CLEANERS
Facility address: 225 SAN ANTONIO RD UNIT 8
MOUNTAIN VIEW, CA 94040
EPA ID: CAD983590415
Contact: MYUNG KANG
Contact address: 225 SAN ANTONIO RD UNIT 8
MOUNTAIN VIEW, CA 94040
Contact country: US
Contact telephone: (650) 949-1888
Contact email: Not reported

Actual:
51 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO CLEANERS (Continued)

1000595148

EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: MYUNG IN KANG
Owner/operator address: 7940 MCCLELLAN RD NO 1
CUPERTINO, CA 95014

Owner/operator country: Not reported
Owner/operator telephone: (650) 949-1888
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MICHAEL GOINS
Owner/operator address: 225 SAN ANTONIO RD UNIT 8
MOUNTAIN VIEW, CA 94040

Owner/operator country: Not reported
Owner/operator telephone: (415) 949-1888
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO CLEANERS (Continued)

1000595148

Historical Generators:

Date form received by agency: 10/26/1991
Facility name: SAN ANTONIO CLEANERS
Classification: Small Quantity Generator

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110001152626

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Year: 2003
Gepaid: CAD983590415
Contact: MYUNG KANG/OWNER
Telephone: 6509491888
Mailing Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO CLEANERS (Continued)

1000595148

Mailing Address: 225 SAN ANTONIO RD STE 8
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401211
Gen County: Santa Clara
TSD EPA ID: CAT080014079
TSD County: Santa Clara
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Not reported
Tons: Not reported
Facility County: Santa Clara

Year: 2003
Gepaid: CAD983590415
Contact: MYUNG KANG/OWNER
Telephone: 6509491888
Mailing Name: Not reported
Mailing Address: 225 SAN ANTONIO RD STE 8
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401211
Gen County: Santa Clara
TSD EPA ID: CAT080014079
TSD County: Santa Clara
Waste Category: Off-specification, aged or surplus organics
Disposal Method: H01
Tons: 0.12
Facility County: Santa Clara

Year: 2003
Gepaid: CAD983590415
Contact: MYUNG KANG/OWNER
Telephone: 6509491888
Mailing Name: Not reported
Mailing Address: 225 SAN ANTONIO RD STE 8
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401211
Gen County: Santa Clara
TSD EPA ID: CAT080014079
TSD County: Santa Clara
Waste Category: Solids or sludges with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Not reported
Tons: Not reported
Facility County: Santa Clara

Year: 2002
Gepaid: CAD983590415
Contact: MYUNG KANG/OWNER
Telephone: 6509491888
Mailing Name: Not reported
Mailing Address: 225 SAN ANTONIO RD STE 8
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401211
Gen County: Santa Clara
TSD EPA ID: Not reported
TSD County: Contra Costa
Waste Category: Off-specification, aged or surplus organics
Disposal Method: H01
Tons: 0.24
Facility County: Not reported

Year: 2002
Gepaid: CAD983590415

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN ANTONIO CLEANERS (Continued)

1000595148

Contact: MYUNG KANG/OWNER
Telephone: 6509491888
Mailing Name: Not reported
Mailing Address: 225 SAN ANTONIO RD STE 8
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401211
Gen County: Santa Clara
TSD EPA ID: Not reported
TSD County: Contra Costa
Waste Category: Solids or sludges with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Not reported
Tons: Not reported
Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

A12
North
< 1/8
0.064 mi.
337 ft.

ALPS PHOTO
225 SAN ANTONIO RD NO 9
MOUNTAIN VIEW, CA 94040
Site 11 of 13 in cluster A

RCRA-SQG 1000685821
FINDS CAD983624834

Relative:
Lower

RCRA-SQG:

Date form received by agency: 03/24/1992
Facility name: ALPS PHOTO
Facility address: 225 SAN ANTONIO RD NO 9
MOUNTAIN VIEW, CA 94040
EPA ID: CAD983624834
Mailing address: SAN ANTONIO RD NO 9
MOUNTAIN VIEW, CA 94040
Contact: HOBIN KIM
Contact address: 225 SAN ANTONIO RD NO 9
MOUNTAIN VIEW, CA 94040
Contact country: US
Contact telephone: (415) 949-1094
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: ALPS PHOTO
Owner/operator address: 225 SAN ANTONIO RD NO 9
MOUNTAIN VIEW, CA 94040
Owner/operator country: Not reported
Owner/operator telephone: (415) 949-1094
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

ALPS PHOTO (Continued)

1000685821

Mixed waste (haz. and radioactive): No
 Recycler of hazardous waste: No
 Transporter of hazardous waste: No
 Treater, storer or disposer of HW: No
 Underground injection activity: No
 On-site burner exemption: No
 Furnace exemption: No
 Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006187866

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

13
 WSW
 < 1/8
 0.064 mi.
 338 ft.

FIRESTONE #3670
462 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

HIST CORTESE 1000223053
LUST N/A
CA FID UST
HIST LUST
HIST UST
SWEEPS UST
HAZNET

Relative:
Higher

Actual:
57 ft.

CORTESE:
 Region: CORTESE
 Facility County Code: 43
 Reg By: LTNKA
 Reg Id: 43-2329

LUST:
 Region: STATE
 Global Id: T0608508015
 Latitude: 37.404789
 Longitude: -122.112373
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 1999-04-14 00:00:00
 Lead Agency: SANTA CLARA COUNTY LOP
 Case Worker: UST
 Local Agency: SANTA CLARA COUNTY LOP
 RB Case Number: Not reported
 LOC Case Number: Not reported
 File Location: Stored electronically as an E-file

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FIRESTONE #3670 (Continued)

1000223053

Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608508015
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608508015
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608508015
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S2W17N04f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 4/1/1999
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W17N04f
Closed Date: 4/14/1999

CA FID UST:

Facility ID: 43006243

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FIRESTONE #3670 (Continued)

1000223053

Regulated By: UTNKA
Regulated ID: 00005842
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4159480840
Mail To: Not reported
Mailing Address: 462 SAN ANTONIO RD
Mailing Address 2: Not reported
Mailing City,St,Zip: MOUNTAIN VIEW 94040
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W17N04
Oversite Agency: SCVWD
Date Listed: 1999-04-14 00:00:00
Closed Date: 1999-04-14 00:00:00

HIST UST:

Region: STATE
Facility ID: 00000005842
Facility Type: Other
Other Type: AUTO SVC. CENTER
Total Tanks: 0001
Contact Name: JEFF JIO
Telephone: 4159480840
Owner Name: FIRESTONE TIRE & RUBBER CO.
Owner Address: 1200 FIRESTONE PARKWAY
Owner City,St,Zip: AKRON, OH 44317

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Visual

SWEEPS UST:

Status: A
Comp Number: 5842
Number: 9
Board Of Equalization: 44-025981
Ref Date: 12-03-92
Act Date: 12-22-92
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 1

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FIRESTONE #3670 (Continued)

1000223053

Swrcb Tank Id: 43-005-005842-000001
Actv Date: 01-06-94
Capacity: 550
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: 1

HAZNET:

Year: 2009
Gepaid: CAD982001547
Contact: JIM NASTOF/CONTROLLER
Telephone: 9499514616
Mailing Name: Not reported
Mailing Address: 24361 EL TORO ROAD SUITE 250
Mailing City,St,Zip: LAGUNA HILLS, CA 926532261
Gen County: Santa Clara
TSD EPA ID: CAD980887418
TSD County: Alameda
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 0.066
Facility County: Santa Clara

Year: 2009
Gepaid: CAD982001547
Contact: JIM NASTOF/CONTROLLER
Telephone: 9499514616
Mailing Name: Not reported
Mailing Address: 24361 EL TORO ROAD SUITE 250
Mailing City,St,Zip: LAGUNA HILLS, CA 926532261
Gen County: Santa Clara
TSD EPA ID: CAD980887418
TSD County: Alameda
Waste Category: Unspecified oil-containing waste
Disposal Method: DISCHARGE TO SEWER/POTW OR NPDES(WITH PRIOR STORAGE--WITH OR WITHOUT TREATMENT)
Tons: 0.2919
Facility County: Santa Clara

Year: 1998
Gepaid: CAD982001547
Contact: BRIDGESTONE/FIRESTONE INC
Telephone: 9499514616
Mailing Name: Not reported
Mailing Address: 24031 EL TORO ROAD SUITE 250
Mailing City,St,Zip: LAGUNA HILLS, CA 926532261
Gen County: Santa Clara
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Tank bottom waste
Disposal Method: R01
Tons: .4170
Facility County: Santa Clara

Year: 1998

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

FIRESTONE #3670 (Continued)

1000223053

Gepaid: CAD982001547
 Contact: BRIDGESTONE/FIRESTONE INC
 Telephone: 9499514616
 Mailing Name: Not reported
 Mailing Address: 24031 EL TORO ROAD SUITE 250
 Mailing City,St,Zip: LAGUNA HILLS, CA 926532261
 Gen County: Santa Clara
 TSD EPA ID: CAT080033681
 TSD County: Los Angeles
 Waste Category: Other empty containers 30 gallons or more
 Disposal Method: D99
 Tons: .2500
 Facility County: Santa Clara

Year: 1995
 Gepaid: CAD982001547
 Contact: BRIDGESTONE/FIRESTONE INC
 Telephone: 9499514616
 Mailing Name: Not reported
 Mailing Address: 24031 EL TORO ROAD SUITE 250
 Mailing City,St,Zip: LAGUNA HILLS, CA 926532261
 Gen County: Santa Clara
 TSD EPA ID: CAD980887418
 TSD County: 1
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: H01
 Tons: .1042
 Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
 3 additional CA_HAZNET: record(s) in the EDR Site Report.

**A14
 NNW
 < 1/8
 0.067 mi.
 352 ft.**

**TRI CITY RENTALS
 280 SAN ANTONIO RD
 MOUNTAIN VIEW, CA 94040**

**CA FID UST S101623014
 SWEEPS UST N/A**

Site 12 of 13 in cluster A

**Relative:
 Lower**

CA FID UST:
 Facility ID: 43011925
 Regulated By: UTKNI
 Regulated ID: 00044375
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 4159482459
 Mail To: Not reported
 Mailing Address: 280 SAN ANTONIO RD
 Mailing Address 2: Not reported
 Mailing City,St,Zip: MOUNTAIN VIEW 94040
 Contact: Not reported
 Contact Phone: Not reported
 DUNs Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Inactive

**Actual:
 51 ft.**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRI CITY RENTALS (Continued)

S101623014

SWEEPS UST:

Status: Not reported
Comp Number: 44375
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-044375-000001
Actv Date: Not reported
Capacity: 350
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 2

Status: Not reported
Comp Number: 44375
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-044375-000002
Actv Date: Not reported
Capacity: 550
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

**A15
NNW
< 1/8
0.067 mi.
352 ft.**

**TRI CITY RENTALS
280 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040**

**HIST UST U001594339
N/A**

Site 13 of 13 in cluster A

**Relative:
Lower**

HIST UST:
Region: STATE
Facility ID: 00000044375
Facility Type: Other
Other Type: EQUIPMENT RENTALS
Total Tanks: 0002
Contact Name: Not reported
Telephone: 4159482459
Owner Name: CHARLES E. BURDHARDT D.B.A. TR
Owner Address: 280 SAN ANTONIO ROAD
Owner City,St,Zip: MOUNTAIN VIEW, CA 94040

**Actual:
51 ft.**

Tank Num: 001
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000350

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRI CITY RENTALS (Continued)

U001594339

Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

B16
ESE
< 1/8
0.068 mi.
359 ft.

SAVON 3797
2535 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

RCRA-NonGen 1001492825
HAZNET CAR000055251

Site 2 of 4 in cluster B

Relative:
Higher

RCRA-NonGen:

Date form received by agency: 03/07/2007

Facility name: SAVON 3797

Facility address: 2535 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

EPA ID: CAR000055251

Mailing address: PO BOX 20
BOISE, ID 83726

Contact: ERICA FRANSEN

Contact address: PO BOX 20
BOISE, ID 83726

Contact country: US

Contact telephone: 208-395-4793

Contact email: Not reported

EPA Region: 09

Classification: Non-Generator

Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: AMER STORES PROPERTIES INC

Owner/operator address: 299 S MAIN MAIL DROP 185 10
SALT LAKE CITY, UT 84126

Owner/operator country: Not reported

Owner/operator telephone: (801) 961-5776

Legal status: Private

Owner/Operator Type: Owner

Owner/Op start date: Not reported

Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No

Mixed waste (haz. and radioactive): No

Recycler of hazardous waste: No

Transporter of hazardous waste: No

Treater, storer or disposer of HW: No

Underground injection activity: No

On-site burner exemption: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAVON 3797 (Continued)

1001492825

Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 08/05/1999
Facility name: SAVON 3797
Classification: Not a generator, verified

Violation Status: No violations found

HAZNET:

Year: 2002
Gepaid: CAR000055251
Contact: LAURA KIDWAI, ENV PROJECTS SPE
Telephone: 2083955245
Mailing Name: Not reported
Mailing Address: PO BOX 20 DEPT 74100
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Santa Clara
TSD EPA ID: Not reported
TSD County: Kern
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: R01
Tons: 2.20
Facility County: Not reported

Year: 2001
Gepaid: CAR000055251
Contact: LAURA KIDWAI, ENV PROJECTS SPE
Telephone: 2083955245
Mailing Name: Not reported
Mailing Address: PO BOX 20 DEPT 74100
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Santa Clara
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: R01
Tons: 0.29
Facility County: Not reported

Year: 2001
Gepaid: CAR000055251
Contact: LAURA KIDWAI, ENV PROJECTS SPE
Telephone: 2083955245
Mailing Name: Not reported
Mailing Address: PO BOX 20 DEPT 74100
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Santa Clara
TSD EPA ID: Not reported
TSD County: Kern

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAVON 3797 (Continued)

1001492825

Waste Category: Photochemicals/photoprocessing waste
Disposal Method: R01
Tons: 3.41
Facility County: Not reported

Year: 2001
Gepaid: CAR000055251
Contact: LAURA KIDWAI, ENV PROJECTS SPE
Telephone: 2083955245
Mailing Name: Not reported
Mailing Address: PO BOX 20 DEPT 74100
Mailing City,St,Zip: BOISE, ID 837260000
Gen County: Santa Clara
TSD EPA ID: Not reported
TSD County: Kern
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: 0.47
Facility County: Not reported

Year: 2000
Gepaid: CAR000055251
Contact: AMER STORES PROPERTIES INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2535 CALIFORNIA ST
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAD981402522
TSD County: Kern
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Tons: .2502
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

17
NNW
< 1/8
0.087 mi.
462 ft.

COAST CASEY PUMP STATION
101 SAN ANTONIO
MOUNTAIN VIEW, CA

HIST CORTESE **S102428165**
N/A

Relative:
Lower

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0384

Actual:
50 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

B18
ESE
< 1/8
0.098 mi.
520 ft.

CALIFORNIA CLEANERS
2520 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

RCRA-SQG **1000708792**
FINDS **CAD981635998**

Site 3 of 4 in cluster B

Relative:
Higher

RCRA-SQG:

Date form received by agency: 09/01/1996

Facility name: CALIFORNIA CLEANERS

Facility address: 2520 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

EPA ID: CAD981635998

Mailing address: CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

Contact: Not reported

Contact address: Not reported

Contact country: Not reported

Contact telephone: Not reported

Contact email: Not reported

EPA Region: 09

Classification: Small Small Quantity Generator

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: CHANG YOON SUK

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

Owner/operator country: Not reported

Owner/operator telephone: (415) 555-1212

Legal status: Private

Owner/Operator Type: Owner

Owner/Op start date: Not reported

Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

Owner/operator country: Not reported

Owner/operator telephone: (415) 555-1212

Legal status: Private

Owner/Operator Type: Operator

Owner/Op start date: Not reported

Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No

Mixed waste (haz. and radioactive): No

Recycler of hazardous waste: No

Transporter of hazardous waste: No

Treater, storer or disposer of HW: No

Underground injection activity: No

On-site burner exemption: No

Furnace exemption: No

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CALIFORNIA CLEANERS (Continued)

1000708792

Used oil fuel burner: No
 Used oil processor: No
 User oil refiner: No
 Used oil fuel marketer to burner: No
 Used oil Specification marketer: No
 Used oil transfer facility: No
 Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002732990

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

B19
ESE
< 1/8
0.098 mi.
520 ft.

CALIFORNIA CLEANERS
2520 CALIFORNIA STREET
MOUNTAIN VIEW, CA

SLIC S102284312
EMI N/A

Site 4 of 4 in cluster B

Relative:
Higher

SLIC:

Region: STATE
Facility Status: Open - Verification Monitoring
 Status Date: 2002-07-01 00:00:00
 Global Id: SL18311731
 Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
 Lead Agency Case Number: Not reported
 Latitude: 37.403166
 Longitude: -122.105146
 Case Type: Cleanup Program Site
 Case Worker: DIB
 Local Agency: Not reported
 RB Case Number: 43S0426
 File Location: Regional Board
 Potential Media Affected: Other Groundwater (uses other than drinking water), Soil Vapor
 Potential Contaminants of Concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE)
 Site History: Not reported

Actual:
54 ft.

Click here to access the California GeoTracker records for this facility:

SLIC:

Region: 2
 Facility ID: SL18311731
 Facility Status: Post remedial action monitoring
 Date Closed: Not reported
 Local Case #: Not reported
 How Discovered: RPR
 Leak Cause: Not reported
 Leak Source: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CALIFORNIA CLEANERS (Continued)

S102284312

Date Confirmed: Not reported
 Date Prelim Site Assmnt Workplan Submitted: Not reported
 Date Preliminary Site Assessment Began: Not reported
 Date Pollution Characterization Began: Not reported
 Date Remediation Plan Submitted: Not reported
 Date Remedial Action Underway: Not reported
 Date Post Remedial Action Monitoring Began: Not reported

EMI:

Year: 1987
 County Code: 43
 Air Basin: SF
 Facility ID: 971
 Air District Name: BA
 SIC Code: 7216
 Air District Name: BAY AREA AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 1
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

20
 SSW
 < 1/8
 0.123 mi.
 647 ft.

JC PENNEY
UNKNOWN SAN ANTONIO RD &
MOUNTAIN VIEW, CA 94043

HIST CORTESE **S103723208**
N/A

Relative:
Higher

CORTESE:
 Region: CORTESE
 Facility County Code: 43
 Reg By: LTNKA
 Reg Id: 43-2244

Actual:
63 ft.

21
 SSW
 1/8-1/4
 0.125 mi.
 662 ft.

SEARS ROEBUCK COMPANY
455 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

RCRA-SQG **1000369321**
FINDS **CAD982506826**
CA FID UST
HIST UST
SWEEPS UST
CHMIRS
HAZNET

Relative:
Higher

RCRA-SQG:
 Date form received by agency: 09/01/1996
 Facility name: SEARS ROEBUCK COMPANY
 Facility address: 455 SAN ANTONIO RD
 MOUNTAIN VIEW, CA 94040
 EPA ID: CAD982506826
 Contact: Not reported
 Contact address: Not reported
 Contact country: Not reported

Actual:
65 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: SEARS ROEBUCK COMPANY
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 09/11/1989
Facility name: SEARS ROEBUCK COMPANY
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Registry ID: 110002836343

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CA FID UST:

Facility ID: 43001787
Regulated By: UTNKI
Regulated ID: 00007016
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4159488511
Mail To: Not reported
Mailing Address: 455 SAN ANTONIO RD
Mailing Address 2: Not reported
Mailing City,St,Zip: MOUNTAIN VIEW 94040
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

HIST UST:

Region: STATE
Facility ID: 00000007016
Facility Type: Other
Other Type: STORE
Total Tanks: 0004
Contact Name: MANUEL FREITAS
Telephone: 4159488511
Owner Name: SEARS ROEBUCK AND CO.
Owner Address: SEARS TOWER
Owner City,St,Zip: CHICAGO, IL 60684

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

SWEEPS UST:

Status: Not reported
Comp Number: 7016
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-007016-000001
Actv Date: Not reported
Capacity: 1
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: 4

Status: Not reported
Comp Number: 7016
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-007016-000002
Actv Date: Not reported
Capacity: 1
Tank Use: UNKNOWN
Stg: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Status: Not reported
Comp Number: 7016
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-007016-000003
Actv Date: Not reported
Capacity: 1
Tank Use: UNKNOWN
Stg: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 7016
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-007016-000004
Actv Date: Not reported
Capacity: 1
Tank Use: UNKNOWN
Stg: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

CHMIRS:

OES Incident Number: 98-0366
OES notification: 1/28/199802:15:54 PM
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
Special Studies 1: Not reported
Special Studies 2: Not reported
Special Studies 3: Not reported
Special Studies 4: Not reported
Special Studies 5: Not reported
Special Studies 6: Not reported
More Than Two Substances Involved?: Not reported
Resp Agency Personel # Of Decontaminated: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported
CA/DOT/PUC/ICC Number: Not reported
Company Name: Not reported
Reporting Officer Name/ID: Not reported
Report Date: Not reported
Comments: Not reported
Facility Telephone: Not reported
Waterway Involved: No
Waterway: Not reported
Spill Site: Not reported
Cleanup By: Fire Dept.
Containment: Not reported
What Happened: Not reported
Type: Not reported
Measure: Not reported
Other: Not reported
Date/Time: Not reported
Year: 1998
Agency: Sears Roebuck
Incident Date: 1/28/199812:00:00 AM
Admin Agency: Santa Clara County Health Department
Amount: Not reported
Contained: Yes
Site Type: Merchant/Business
E Date: Not reported
Substance: Diesel
Quantity Released: Not reported
BBLs: 0
Cups: 0
CUFT: 0
Gallons: 100
Grams: 0
Pounds: 0
Liters: 0
Ounces: 0
Pints: 0
Quarts: 0
Sheen: 0
Tons: 0
Unknown: 0
Evacuations: 0
Number of Injuries: 0
Number of Fatalities: 0
Description: Released onto parking lot, local FD mobilized and disposed of the substance into a lot. Sears has contracted with All-Waste to dispose of sand and diesel in the proper way. Unknown cause of spill.

HAZNET:

Year: 2009

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Gepaid: CAD982506826
Contact: MICHAEL OLSEN/DIR. ENV. AFFAIRS
Telephone: 8472867222
Mailing Name: Not reported
Mailing Address: 3333 BEVERLY RD B5-362A
Mailing City,St,Zip: HOFFMAN ESTATES, IL 601790000
Gen County: Santa Clara
TSD EPA ID: TXD077603371
TSD County: 99
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE
Tons: 0.125
Facility County: Santa Clara

Year: 2009
Gepaid: CAD982506826
Contact: MICHAEL OLSEN/DIR. ENV. AFFAIRS
Telephone: 8472867222
Mailing Name: Not reported
Mailing Address: 3333 BEVERLY RD B5-362A
Mailing City,St,Zip: HOFFMAN ESTATES, IL 601790000
Gen County: Santa Clara
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons: 0.225
Facility County: Santa Clara

Year: 2008
Gepaid: CAD982506826
Contact: MICHAEL OLSEN/DIR. ENV. AFFAIRS
Telephone: 8472867222
Mailing Name: SEARS #1238/6689
Mailing Address: 3333 BEVERLY RD B5-362A
Mailing City,St,Zip: HOFFMAN ESTATES, IL 601790000
Gen County: Santa Clara
TSD EPA ID: TXD077603371
TSD County: 99
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE
Tons: 0.08
Facility County: Santa Clara

Year: 2008
Gepaid: CAD982506826
Contact: MICHAEL OLSEN/DIR. ENV. AFFAIRS
Telephone: 8472867222
Mailing Name: SEARS #1238/6689
Mailing Address: 3333 BEVERLY RD B5-362A
Mailing City,St,Zip: HOFFMAN ESTATES, IL 601790000
Gen County: Santa Clara
TSD EPA ID: IND093219012
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

(H010-H129) OR (H131-H135)
Tons: 0.055
Facility County: Santa Clara

Year: 2008
Gepaid: CAD982506826
Contact: MICHAEL OLSEN/DIR. ENV. AFFAIRS
Telephone: 8472867222
Mailing Name: SEARS #1238/6689
Mailing Address: 3333 BEVERLY RD B5-362A
Mailing City,St,Zip: HOFFMAN ESTATES, IL 601790000
Gen County: Santa Clara
TSD EPA ID: TXD077603371
TSD County: 99
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Disposal Method: FUEL BLENDING PRIOR TO ENERGY RECOVERY AT ANOTHER SITE
Tons: 0.08
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

C22
North
1/8-1/4
0.183 mi.
968 ft.

GRANT PROPERTIES
100 SANANTONIO RD
PALO ALTO, CA 94301
Site 1 of 2 in cluster C

CA FID UST **S101623379**
SWEEPS UST **N/A**

Relative:
Lower

CA FID UST:
Facility ID: 43012200
Regulated By: UTNKA
Regulated ID: 00014307
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4153212811
Mail To: Not reported
Mailing Address: 100 SANANTONIO RD
Mailing Address 2: Not reported
Mailing City,St,Zip: PALO ALTO 94301
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

Actual:
45 ft.

SWEEPS UST:
Status: A
Comp Number: 14307
Number: 9
Board Of Equalization: 44-026071
Ref Date: 07-01-85
Act Date: Not reported
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 1

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GRANT PROPERTIES (Continued)

S101623379

Swrcb Tank Id: 43-006-014307-000001
Actv Date: 07-01-85
Capacity: 2000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 1

C23
North
1/8-1/4
0.191 mi.
1009 ft.

GRANT PROPERTIES
100 SANANTONIO ROAD
PALO ALTO, CA 94301
Site 2 of 2 in cluster C

HIST UST **U001595843**
N/A

Relative:
Lower

HIST UST:
Region: STATE
Facility ID: 00000014307
Facility Type: Other
Other Type: Not reported
Total Tanks: 0001
Contact Name: Not reported
Telephone: 4153212811
Owner Name: GRANT PROPERTIES
Owner Address: 100 SANANTONIO ROAD
Owner City,St,Zip: PALO ALTO, CA 94301

Actual:
45 ft.

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

D24
SSE
1/8-1/4
0.199 mi.
1053 ft.

DIGAS COMPANY
555 SHOWERS
MOUNTAIN VIEW, CA
Site 1 of 8 in cluster D

HIST CORTESE **S102428789**
N/A

Relative:
Higher

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0468

Actual:
65 ft.

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

D25 **FOUR WHEEL BRAKE**
SSE **555 SHOWERS DR**
1/8-1/4 **MOUNTAIN VIEW, CA 94040**
0.200 mi.
1057 ft. **Site 2 of 8 in cluster D**

HIST UST **U001594311**
N/A

Relative: HIST UST:
Higher Region: STATE
 Facility ID: 00000068963
Actual: Facility Type: Other
65 ft. Other Type: BRAKE-TIRE SHOP
 Total Tanks: 0001
 Contact Name: VAN BOLDRIK
 Telephone: 4159670202
 Owner Name: LUCKY STORES GEMCO DIVISION
 Owner Address: 555 SHOWERS
 Owner City,St,Zip: MOUNTAIN VIEW, CA 94040

 Tank Num: 001
 Container Num: 1
 Year Installed: Not reported
 Tank Capacity: 00000000
 Tank Used for: PRODUCT
 Type of Fuel: 5
 Tank Construction: Unkown centimeters
 Leak Detection: None

D26 **QUALEX INC**
SSE **555 SHOWERS DR**
1/8-1/4 **MOUNTAIN VIEW, CA 94040**
0.200 mi.
1057 ft. **Site 3 of 8 in cluster D**

RCRA-SQG **1000341709**
FINDS **CAD000627745**

Relative: RCRA-SQG:
Higher Date form received by agency: 02/27/2003
 Facility name: QUALEX INC
Actual: Facility address: 555 SHOWERS DR
65 ft. MOUNTAIN VIEW, CA 94040
 EPA ID: CAD000627745
 Mailing address: SHOWERS DR
 MOUNTAIN VIEW, CA 94040
 Contact: SCOTT BIRCHFIELD
 Contact address: STIRRUP CREEK DR STE 211
 DURHAM, NC 27703
 Contact country: US
 Contact telephone: (919) 484-3427
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

 Owner/Operator Summary:
 Owner/operator name: QUALEX INC
 Owner/operator address: Not reported
 Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

QUALEX INC (Continued)

1000341709

Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 02/11/2003
Owner/Op end date: Not reported

Owner/operator name: TARGET #0322
Owner/operator address: Not reported
Not reported

Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 10/10/2002
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 09/01/1996
Facility name: QUALEX INC
Site name: TESORO GASOLINE DIGAS MOUNTAIN VIEW
Classification: Small Quantity Generator

Date form received by agency: 08/18/1980
Facility name: QUALEX INC
Site name: TESORO GASOLINE DIGAS MOUNTAIN VIEW
Classification: Large Quantity Generator

Hazardous Waste Summary:

Waste code: D011
Waste name: SILVER

Violation Status: No violations found

FINDS:

Registry ID: 110002627578

Environmental Interest/Information System

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

QUALEX INC (Continued)

1000341709

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

D27
SSE
1/8-1/4
0.200 mi.
1057 ft.

TARGET #322
555 SHOWERS DR
MOUNTAIN VIEW, CA 94040

Site 4 of 8 in cluster D

LUST **S100937119**
HIST LUST **N/A**
HAZNET

Relative:
Higher

LUST:

Actual:
65 ft.

Region: STATE
Global Id: T0608500515
Latitude: 37.4020737464874
Longitude: -122.106320858002
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1997-09-17 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0608500515
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

Global Id: T0608500515
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

LUST:

Global Id: T0608500515
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TARGET #322 (Continued)

S100937119

Global Id: T0608500515
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Pump and Treat Groundwater

Global Id: T0608500515
Action Type: ENFORCEMENT
Date: 1992-05-20 00:00:00
Action: Notice of Violation - #40125

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S2W20C02f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 10/2/1986
Pollution Characterization Began: 6/7/1993
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 12/1/1993
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W20C02f
Closed Date: 9/17/1997

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W20C02
Oversite Agency: SCVWD
Date Listed: 1987-01-01 00:00:00
Closed Date: 1997-09-17 00:00:00

HAZNET:

Year: 2009
Gepaid: CAL000224848
Contact: JIMENEZ, J.S.
Telephone: 4083095868
Mailing Name: Not reported
Mailing Address: 802 S 1ST ST
Mailing City, St, Zip: SAN JOSE, CA 951103122
Gen County: Santa Clara
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Unspecified oil-containing waste
Disposal Method: OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TARGET #322 (Continued)

S100937119

Tons: 0.125
Facility County: Santa Clara

Year: 2008
Gepaid: CAL000248217
Contact: ENVIRONMENTAL SERVICES
Telephone: 8005872228
Mailing Name: Not reported
Mailing Address: PO BOX 111
Mailing City,St,Zip: MINNEAPOLIS, MN 554400111
Gen County: Santa Clara
TSD EPA ID: TXD046844700
TSD County: 99
Waste Category: Not reported
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)

Tons: 0.025
Facility County: Santa Clara

Year: 2004
Gepaid: CAL000248217
Contact: TARGET CORP ENVT'L SVCS
Telephone: 6127611417
Mailing Name: Not reported
Mailing Address: 1000 NICOLLET MALL
Mailing City,St,Zip: MINNEAPOLIS, MN 554030000
Gen County: San Bernardino
TSD EPA ID: TND000772186
TSD County: 99
Waste Category: Not reported
Disposal Method: Not reported
Tons: Not reported
Facility County: Not reported

Year: 2003
Gepaid: CAL000248217
Contact: TARGET CORP ENVT'L SVCS
Telephone: 6127611417
Mailing Name: Not reported
Mailing Address: 1000 NICOLLET MALL
Mailing City,St,Zip: MINNEAPOLIS, MN 554030000
Gen County: San Bernardino
TSD EPA ID: NVD980895338
TSD County: San Bernardino
Waste Category: Off-specification, aged or surplus organics
Disposal Method: T03
Tons: 0
Facility County: San Bernardino

Year: 2003
Gepaid: CAL000248217
Contact: TARGET CORP ENVT'L SVCS
Telephone: 6127611417
Mailing Name: Not reported
Mailing Address: 1000 NICOLLET MALL
Mailing City,St,Zip: MINNEAPOLIS, MN 554030000
Gen County: San Bernardino

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TARGET #322 (Continued)

S100937119

TSD EPA ID: NVD980895338
TSD County: San Bernardino
Waste Category: Laboratory waste chemicals
Disposal Method: T03
Tons: 0.08
Facility County: San Bernardino

[Click this hyperlink](#) while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

D28
SSE
1/8-1/4
0.200 mi.
1057 ft.

T0322
555 SHOWERS DR
MOUNTAIN VIEW, CA 94040
Site 5 of 8 in cluster D

RCRA-LQG **1014386735**
CAL000248217

Relative:
Higher

RCRA-LQG:

Actual:
65 ft.

Date form received by agency: 06/24/2010
Facility name: T0322
Facility address: 555 SHOWERS DR
MOUNTAIN VIEW, CA 94040
EPA ID: CAL000248217
Mailing address: P.O. BOX 111
MINNEAPOLIS, MN 55440
Contact: JANNA ADAIR-POTTS
Contact address: P.O. BOX 111
MINNEAPOLIS, MN 55440
Contact country: US
Contact telephone: (800) 587-2228
Contact email: CORPORATE.COMPLIANCE@TARGET.COM
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: TARGET CORPORATION
Owner/operator address: 1000 NICOLLET MALL
MINNEAPOLIS, MN 55403
Owner/operator country: US
Owner/operator telephone: (800) 587-2228
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 11/11/1987
Owner/Op end date: Not reported

Owner/operator name: TARGET CORPORATION

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

T0322 (Continued)

1014386735

Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 11/11/1987
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
Used oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

Waste code: 123
Waste name: 123

Waste code: 141
Waste name: 141

Waste code: 214
Waste name: 214

Waste code: 311
Waste name: 311

Waste code: 331
Waste name: 331

Waste code: 791
Waste name: 791

Waste code: D001

Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002

Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

T0322 (Continued)

1014386735

CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D008
Waste name: LEAD

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Waste code: P046
Waste name: BENZENEETHANAMINE, ALPHA,ALPHA-DIMETHYL-

Waste code: P075
Waste name: NICOTINE, & SALTS

Waste code: U240
Waste name: ACETIC ACID, (2,4-DICHLOROPHENOXY)-, SALTS & ESTERS

Biennial Reports:

Last Biennial Reporting Year: 2011

Annual Waste Handled:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Amount (Lbs): 748

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Amount (Lbs): 748

Waste code: D008
Waste name: LEAD
Amount (Lbs): 748

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Amount (Lbs): 10

Waste code: P046

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

T0322 (Continued)

1014386735

Waste name: BENZENEETHANAMINE, ALPHA,ALPHA-DIMETHYL-
Amount (Lbs): 10

Waste code: P075
Waste name: NICOTINE, & SALTS
Amount (Lbs): 10

Waste code: U240
Waste name: ACETIC ACID, (2,4-DICHLOROPHENOXY)-, SALTS & ESTERS
Amount (Lbs): 748

Violation Status: No violations found

D29
SSE
1/8-1/4
0.200 mi.
1057 ft.

**S.F. FOUR WHEEL BRAKE SERVICE,
555 SHOWERS DR
MOUNTAIN VIEW, CA 94040**

**CA FID UST
SWEEPS UST**

**S101623010
N/A**

Site 6 of 8 in cluster D

**Relative:
Higher**

CA FID UST:
Facility ID: 43000638
Regulated By: UTKNI
Regulated ID: 00066629
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4159670202
Mail To: Not reported
Mailing Address: 555 SHOWERS DR
Mailing Address 2: Not reported
Mailing City,St,Zip: MOUNTAIN VIEW 94040
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

**Actual:
65 ft.**

SWEEPS UST:
Status: Not reported
Comp Number: 66629
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 43-005-066629-000001
Actv Date: Not reported
Capacity: 1
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: 1

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

D30
SSE
1/8-1/4
0.200 mi.
1057 ft.

**S.F. FOUR WHEEL BRAKE SERVICE,
555 SHOWERS DR
MOUNTAIN VIEW, CA 94040**

HIST UST **U001594333**
N/A

Site 7 of 8 in cluster D

Relative:
Higher

HIST UST:
Region: STATE
Facility ID: 00000066629
Facility Type: Other
Other Type: BRAKE SERVICE
Total Tanks: 0001
Contact Name: JAMES HAGAMAN
Telephone: 4159670202
Owner Name: GEMCO/A DIVISION OF LUCKY STOR
Owner Address: P.O. BOX 5008
Owner City,St,Zip: SAN LEANDRO, CA 95477

Actual:
65 ft.

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: 5
Tank Construction: Unkown centimeters
Leak Detection: None

E31
NNE
1/8-1/4
0.202 mi.
1066 ft.

**FRANCISCAN GLASS CO. INC.
100 SAN ANTONIO CIR
MOUNTAIN VIEW, CA 94040**

HIST CORTESE **U001594312**
HIST UST **N/A**

Site 1 of 2 in cluster E

Relative:
Lower

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0608

Actual:
44 ft.

HIST UST:
Region: STATE
Facility ID: 00000065235
Facility Type: Other
Other Type: GLAZING CONTRACTOR
Total Tanks: 0001
Contact Name: ROGER F. BIBO
Telephone: 4159486666
Owner Name: RUTH H. BIBO
Owner Address: 245 WITHCLEM COURT
Owner City,St,Zip: PALO ALTO, CA 94306

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E32 **FRANCISCAN GLASS CO.**
NNE **100 SAN ANTONIO CIR**
1/8-1/4 **MOUNTAIN VIEW, CA 94040**
0.202 mi.
1066 ft. **Site 2 of 2 in cluster E**

LUST **S105036259**
HIST LUST **N/A**

Relative:
Lower

LUST:

Region: STATE
Global Id: T0608500644
Latitude: 37.4079543224949
Longitude: -122.109174728394
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1991-03-05 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Actual:
44 ft.

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608500644
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608500644
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608500644
Action Type: ENFORCEMENT
Date: 1991-01-10 00:00:00
Action: Notice of Responsibility - #40112

Global Id: T0608500644
Action Type: RESPONSE
Date: 1986-10-01 00:00:00
Action: Other Report / Document

Global Id: T0608500644
Action Type: Other
Date: 1950-01-01 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

FRANCISCAN GLASS CO. (Continued)

S105036259

Action: Leak Reported

Global Id: T0608500644
Action Type: ENFORCEMENT
Date: 1991-03-05 00:00:00
Action: Closure/No Further Action Letter

Global Id: T0608500644
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Excavate and Dispose

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S2W17L01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Wokplan Submitted: Not reported
Preliminary Site Assessment Began: 12/3/1990
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W17L01f
Closed Date: 3/5/1991

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W17L01
Oversite Agency: SCVWD
Date Listed: 1987-01-01 00:00:00
Closed Date: 1991-03-05 00:00:00

**F33
SW
1/8-1/4
0.224 mi.
1184 ft.**

**CAMARO CLEANERS
660 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040**

**DRYCLEANERS S108540617
N/A**

Site 1 of 2 in cluster F

**Relative:
Higher**

DRYCLEANERS:
EPA Id: CAL000298056
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 8/31/2005 9:39:00 AM

**Actual:
71 ft.**

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CAMARO CLEANERS (Continued)

S108540617

Facility Active: No
Inactive Date: 6/30/2006 10:14:00 AM
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD
Mailing Address 2: Not reported
Mailing State: CA
Mailing Zip: 940401304
Owner Name: KYU WAN KIM
Owner Address: 660 SAN ANTONIO RD
Owner Address 2: Not reported
Owner Telephone: 6505591979
Contact Name: BYUNG YE
Contact Address: 660 SAN ANTONIO RD
Contact Address 2: Not reported
Contact Telephone: 6505591979

F34
SW
1/8-1/4
0.224 mi.
1184 ft.

HOLIDAY CLEANERS
660 SAN ANTONIO ROAD SUITE B
MOUNTAIN VIEW, CA 94040

Site 2 of 2 in cluster F

RCRA-SQG 1000597690
FINDS CAD983617135
DRYCLEANERS
HAZNET
EMI

Relative:
Higher

RCRA-SQG:

Date form received by agency: 01/30/1992

Facility name: HOLIDAY CLEANERS
Facility address: 660 B SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

EPA ID: CAD983617135
Contact: TED DOKER
Contact address: 660 B SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

Contact country: US
Contact telephone: (415) 941-3456
Contact email: Not reported

EPA Region: 09
Classification: Small Small Quantity Generator

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: TED DOKER
Owner/operator address: 660 B SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

Owner/operator country: Not reported
Owner/operator telephone: (415) 941-3456
Legal status: Private

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110001188722

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id: CAD983617135
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 1/30/1992
Facility Active: No
Inactive Date: 6/30/2002
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD # B
Mailing Address 2: Not reported
Mailing State: CA
Mailing Zip: 940400000
Owner Name: RICKY NG
Owner Address: 660 SAN ANTONIO RD # B
Owner Address 2: Not reported
Owner Telephone: 6509413456
Contact Name: RICK NG
Contact Address: 660 SAN ANTONIO RD # B
Contact Address 2: Not reported
Contact Telephone: 6509413456

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

HAZNET:

Year: 2000
Gepaid: CAD983617135
Contact: TED DOKER
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD # B
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: H01
Tons: .0975
Facility County: Santa Clara

Year: 1999
Gepaid: CAD983617135
Contact: TED DOKER
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD # B
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: H01
Tons: 0.0975
Facility County: Santa Clara

Year: 1998
Gepaid: CAD983617135
Contact: TED DOKER
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD # B
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: H01
Tons: .1575
Facility County: Santa Clara

Year: 1997
Gepaid: CAD983617135
Contact: TED DOKER
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD # B
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

Disposal Method: H01
Tons: .1575
Facility County: Santa Clara

Year: 1996
Gepaid: CAD983617135
Contact: TED DOKER
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD # B
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: H01
Tons: .4725
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
6 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1990
County Code: 43
Air Basin: SF
Facility ID: 4640
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1993
County Code: 43
Air Basin: SF
Facility ID: 4640
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

Year: 1996
County Code: 43
Air Basin: SF
Facility ID: 4640
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1997
County Code: 43
Air Basin: SF
Facility ID: 11349
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1998
County Code: 43
Air Basin: SF
Facility ID: 11349
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 1999
County Code: 43
Air Basin: SF
Facility ID: 11349
Air District Name: BA
SIC Code: 7216

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

Air District Name: BAY AREA AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2000
 County Code: 43
 Air Basin: SF
 Facility ID: 11349
 Air District Name: BA
 SIC Code: 7216
 Air District Name: BAY AREA AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2001
 County Code: 43
 Air Basin: SF
 Facility ID: 11349
 Air District Name: BA
 SIC Code: 7216
 Air District Name: BAY AREA AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

D35
SSE
1/8-1/4
0.225 mi.
1186 ft.

TOMRA PACIFIC INC
590 SHOWERS DR
MOUNTAIN VIEW, CA 94040
Site 8 of 8 in cluster D

SWRCY S108086774
N/A

Relative:
Higher

SWRCY:
 Facility Phone Number: (951) 520-1700
 Whether The Facility Is Grandfathered: N
 Effective Date: 08/31/2006
 Rural: N
 As Of: 2011-05-31 00:00:00
 Party Number: 26052

Actual:
68 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

36
South
1/8-1/4
0.236 mi.
1248 ft.

WALMART NO 2280
600 SHOWERS DR
MOUNTAIN VIEW, CA 94040

RCRA-SQG 1014387120
CAR000205641

Relative:
Higher

RCRA-SQG:

Actual:
69 ft.

Date form received by agency: 03/05/2010
Facility name: WALMART NO 2280
Facility address: 600 SHOWERS DR
MOUNTAIN VIEW, CA 94040
EPA ID: CAR000205641
Mailing address: PO BOX 8041
BENTONVILLE, AR 72712 8041
Contact: CHRIS STEWART
Contact address: PO BOX 8041
BENTONVILLE, AR 72712 8041
Contact country: US
Contact telephone: 479-204-0402
Contact email: CHRISTOPHER.STEWART@WAL-MART.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: WAL MART STORES INC
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 11/01/1995
Owner/Op end date: Not reported

Owner/operator name: WAL MART STORES INC
Owner/operator address: PO BOX 8041
BENTONVILLE, AR 72712
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 11/01/1995
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WALMART NO 2280 (Continued)

1014387120

Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D003
Waste name: A MATERIAL IS CONSIDERED TO BE A REACTIVE HAZARDOUS WASTE IF IT IS NORMALLY UNSTABLE, REACTS VIOLENTLY WITH WATER, GENERATES TOXIC GASES WHEN EXPOSED TO WATER OR CORROSIVE MATERIALS, OR IF IT IS CAPABLE OF DETONATION OR EXPLOSION WHEN EXPOSED TO HEAT OR A FLAME. ONE EXAMPLE OF SUCH WASTE WOULD BY WASTE GUNPOWDER.

Waste code: D004
Waste name: ARSENIC

Waste code: D005
Waste name: BARIUM

Waste code: D006
Waste name: CADMIUM

Waste code: D007
Waste name: CHROMIUM

Waste code: D008
Waste name: LEAD

Waste code: D009
Waste name: MERCURY

Waste code: D010
Waste name: SELENIUM

Waste code: D011
Waste name: SILVER

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WALMART NO 2280 (Continued)

1014387120

Waste code:	D016
Waste name:	2,4-D
Waste code:	D018
Waste name:	BENZENE
Waste code:	D022
Waste name:	CHLOROFORM
Waste code:	D026
Waste name:	CRESOL
Waste code:	D027
Waste name:	1,4-DICHLOROBENZENE
Waste code:	D035
Waste name:	METHYL ETHYL KETONE
Waste code:	D039
Waste name:	TETRACHLOROETHYLENE
Waste code:	P001
Waste name:	2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%
Waste code:	P046
Waste name:	BENZENEETHANAMINE, ALPHA,ALPHA-DIMETHYL-
Waste code:	P075
Waste name:	NICOTINE, & SALTS
Waste code:	U002
Waste name:	ACETONE (I)
Waste code:	U034
Waste name:	ACETALDEHYDE, TRICHLORO-
Waste code:	U072
Waste name:	BENZENE, 1,4-DICHLORO-
Waste code:	U080
Waste name:	METHANE, DICHLORO-
Waste code:	U154
Waste name:	METHANOL (I)
Waste code:	U159
Waste name:	2-BUTANONE (I,T)
Waste code:	U165
Waste name:	NAPHTHALENE
Waste code:	U182
Waste name:	PARALDEHYDE
Waste code:	U188
Waste name:	PHENOL

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

WALMART NO 2280 (Continued)

1014387120

Waste code: U249
Waste name: ZINC PHOSPHIDE ZN3P2, WHEN PRESENT AT CONCENTRATIONS OF 10% OR LESS

Waste code: U279
Waste name: CARBARYL (OR) 1-NAPHTHALENOL, METHYLCARBAMATE

Waste code: U409
Waste name: CARBAMIC ACID, [1,2-PHENYLENEBIS (IMINOCARBONOTHIOYL)]BIS-, DIMETHYL ESTER (OR) THIOPHANATE-METHYL

Waste code: U411
Waste name: PHENOL, 2-(1-METHYLETHOXY)-, METHYLCARBAMATE (OR) PROPOXUR

Violation Status: No violations found

**37
SE
1/8-1/4
0.248 mi.
1309 ft.**

**CALIFORNIA CLEANERS
2425 CALIFORNIA STREET
MOUNTAIN VIEW, CA 94040**

**RCRA-SQG 1000252366
FINDS CAD983610338
DRYCLEANERS
HAZNET
EMI**

**Relative:
Higher**

RCRA-SQG:

Date form received by agency: 10/29/1991
Facility name: CALIFORNIA CLEANERS
Facility address: 2425 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040
EPA ID: CAD983610338
Mailing address: CALIFORNIA ST
MOUNTAIN VIEW, CA 94040
Contact: YOON CHANG
Contact address: 2425 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040
Contact country: US
Contact telephone: (415) 964-6916
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Actual:
62 ft.**

Owner/Operator Summary:

Owner/operator name: CHANG YOON
Owner/operator address: 2425 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040
Owner/operator country: Not reported
Owner/operator telephone: (415) 964-6916
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALIFORNIA CLEANERS (Continued)

1000252366

Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002411587

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

DRYCLEANERS:

EPA Id: CAD983610338
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 10/29/1991
Facility Active: Yes
Inactive Date: Not reported
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 2425 CALIFORNIA ST
Mailing Address 2: Not reported
Mailing State: CA
Mailing Zip: 940401458
Owner Name: DAVID S HAHN
Owner Address: 2425 CALIFORNIA ST
Owner Address 2: Not reported
Owner Telephone: 6509646916
Contact Name: DAVID S HAHN

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALIFORNIA CLEANERS (Continued)

1000252366

Contact Address: 2425 CALIFORNIA ST
Contact Address 2: Not reported
Contact Telephone: 6509646916

HAZNET:

Year: 2009
Gepaid: CAD983610338
Contact: DAVID S HAHN
Telephone: 6509646916
Mailing Name: Not reported
Mailing Address: 2425 CALIFORNIA ST
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401458
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 0.84
Facility County: Santa Clara

Year: 2008
Gepaid: CAD983610338
Contact: DAVID S HAHN
Telephone: 6509646916
Mailing Name: Not reported
Mailing Address: 2425 CALIFORNIA ST
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401458
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 1.2675
Facility County: Santa Clara

Year: 2007
Gepaid: CAD983610338
Contact: DAVID S HAHN
Telephone: 6509646916
Mailing Name: Not reported
Mailing Address: 2425 CALIFORNIA ST
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401458
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 1.75
Facility County: Santa Clara

Year: 2006
Gepaid: CAD983610338
Contact: DAVID S HAHN
Telephone: 6509646916

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALIFORNIA CLEANERS (Continued)

1000252366

Mailing Name: Not reported
Mailing Address: 2425 CALIFORNIA ST
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401458
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: H01
Tons: 0.09
Facility County: Santa Clara

Year: 2005
Gepaid: CAD983610338
Contact: DAVID S HAHN
Telephone: 6509646916
Mailing Name: Not reported
Mailing Address: 2425 CALIFORNIA ST
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401458
Gen County: Santa Clara
TSD EPA ID: CA0000084517
TSD County: Sacramento
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Not reported
Tons: 0.19
Facility County: Not reported

[Click this hyperlink](#) while viewing on your computer to access
18 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:

Year: 1990
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 1
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 1993
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALIFORNIA CLEANERS (Continued)

1000252366

Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1996
County Code:	43
Air Basin:	SF
Facility ID:	5790
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1997
County Code:	43
Air Basin:	SF
Facility ID:	5790
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0
Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	5790
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smlr Tons/Yr:	0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALIFORNIA CLEANERS (Continued)

1000252366

Year: 2000
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2001
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2003
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2004
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CALIFORNIA CLEANERS (Continued)

1000252366

Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.182
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2005
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2006
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: .067
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smlr Tons/Yr: 0

Year: 2007
County Code: 43
Air Basin: SF
Facility ID: 5790
Air District Name: BA
SIC Code: 7216
Air District Name: BAY AREA AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: .067
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CALIFORNIA CLEANERS (Continued)

1000252366

NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

Year: 2007
 County Code: 43
 Air Basin: SF
 Facility ID: 5790
 Air District Name: BA
 SIC Code: 7216
 Air District Name: BAY AREA AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 Total Organic Hydrocarbon Gases Tons/Yr: .067
 Reactive Organic Gases Tons/Yr: .0468062
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

38
SSW
1/4-1/2
0.278 mi.
1466 ft.

QUALITY TUNE-UP #1
2580 EL CAMINO REAL
MOUNTAIN VIEW, CA 94040

HIST CORTESE **S104396947**
LUST **N/A**
HIST LUST

Relative:
Higher

CORTESE:
 Region: CORTESE
 Facility County Code: 43
 Reg By: LTNKA
 Reg Id: 43-1088

Actual:
75 ft.

LUST:
 Region: STATE
 Global Id: T0608501080
 Latitude: 37.4012214508038
 Longitude: -122.112307548523
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 1996-09-30 00:00:00
 Lead Agency: SANTA CLARA COUNTY LOP
 Case Worker: UST
 Local Agency: SANTA CLARA COUNTY LOP
 RB Case Number: Not reported
 LOC Case Number: Not reported
 File Location: Stored electronically as an E-file
 Potential Media Affect: Other Groundwater (uses other than drinking water)
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:
 Global Id: T0608501080
 Contact Type: Regional Board Caseworker
 Contact Name: ZSC

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

QUALITY TUNE-UP #1 (Continued)

S104396947

Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501080
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608501080
Action Type: RESPONSE
Date: 1996-07-15 00:00:00
Action: Remedial Progress Report

Global Id: T0608501080
Action Type: RESPONSE
Date: 1995-10-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501080
Action Type: RESPONSE
Date: 1996-01-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501080
Action Type: RESPONSE
Date: 1996-04-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501080
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Global Id: T0608501080
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Excavate and Dispose

Global Id: T0608501080
Action Type: ENFORCEMENT
Date: 1987-10-26 00:00:00
Action: Notice of Responsibility - #40126

Global Id: T0608501080
Action Type: ENFORCEMENT
Date: 1996-05-21 00:00:00
Action: Staff Letter - #30089

Global Id: T0608501080

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

QUALITY TUNE-UP #1 (Continued)

S104396947

Action Type: ENFORCEMENT
Date: 1995-08-31 00:00:00
Action: Staff Letter - #30081

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S2W20D01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 5/16/1986
Pollution Characterization Began: 3/9/1988
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W20D01f
Closed Date: 9/30/1996

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W20D01
Oversite Agency: SCVWD
Date Listed: 1987-01-01 00:00:00
Closed Date: 1996-09-30 00:00:00

39
SSW
1/4-1/2
0.297 mi.
1567 ft.

LOS ALTOS GARDEN SUPPLY
4730 EL CAMINO REAL
LOS ALTOS, CA 94022

HIST CORTESE S102432747
LUST N/A

Relative:
Higher

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-2112

Actual:
77 ft.

LUST:

Region: STATE
Global Id: T0608501940
Latitude: 37.3997877
Longitude: -122.1110666
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 1996-04-29 00:00:00
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LOS ALTOS GARDEN SUPPLY (Continued)

S102432747

Case Worker: UNK
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: 43-2112
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608501940
Contact Type: Regional Board Caseworker
Contact Name: RB 2
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501940
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608501940
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Discovery

Global Id: T0608501940
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Stopped

Global Id: T0608501940
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

LUST REG 2:

Region: 2
Facility Id: 43-2112
Facility Status: Case Closed
Case Number: 43-2112
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: Not reported
Oversight Program: LUST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LOS ALTOS GARDEN SUPPLY (Continued)

S102432747

Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

40
WSW
1/4-1/2
0.333 mi.
1757 ft.

LOZANO CAR WASH
2690 W EL CAMINO REAL
MOUNTAIN VIEW, CA 94040

LUST **S103648145**
HIST LUST **N/A**
HAZNET

Relative:
Higher

LUST:

Region: STATE
Global Id: T0608546580
Latitude: 37.4035269
Longitude: -122.116216
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2003-10-07 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Actual:
69 ft.

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608546580
Contact Type: Regional Board Caseworker
Contact Name: BARBARA SIEMINSKI
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: bsieminski@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0608546580
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608546580
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LOZANO CAR WASH (Continued)

S103648145

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S1W18R02f
How Discovered: Not reported
Leak Cause: Unknown
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Wokplan Submitted: Not reported
Preliminary Site Assessment Began: 9/16/1986
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S1W18R02f
Closed Date: 10/7/2003

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S1W18R02
Oversite Agency: SCVWD
Date Listed: 2003-10-02 00:00:00
Closed Date: 2003-10-07 00:00:00

HAZNET:

Year: 1997
Gepaid: CAC001348240
Contact: LOZANO CAR WASH/JERRY GURLEY
Telephone: 4087499755
Mailing Name: Not reported
Mailing Address: 2690 W EL CAMINO REAL
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAD009466392
TSD County: 7
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Not reported
Tons: 6.0000
Facility County: Santa Clara

Year: 1997
Gepaid: CAC001348240
Contact: LOZANO CAR WASH/JERRY GURLEY
Telephone: 4087499755
Mailing Name: Not reported
Mailing Address: 2690 W EL CAMINO REAL
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAD009466392

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LOZANO CAR WASH (Continued)

S103648145

TSD County: 7
Waste Category: Other empty containers 30 gallons or more
Disposal Method: R01
Tons: 11.0000
Facility County: Santa Clara

**G41
ESE
1/4-1/2
0.336 mi.
1774 ft.**

**SYMTRON #2
111 ORTEGA AVENUE
MOUNTAIN VIEW, CA 94040**

**RESPONSE S103393835
ENVIROSTOR N/A**

Site 1 of 6 in cluster G

**Relative:
Higher**

RESPONSE:

**Actual:
54 ft.**

Facility ID: 43360130
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 0.2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: REMEDIOS SUNGA
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Site Code: 201137
Site Mgmt. Req.: NONE SPECIFIED
Assembly: 22
Senate: 13
Special Program Status: Not reported
Status: No Further Action
Status Date: 2001-06-29 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 37.403105532648297
Longitude: -122.102627833585
APN: 147-54-009, 148-33-009
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: 30022, 30027
Confirmed COC: 30022,30027
Potential Description: OTH
Alias Name: ELEXSYS
Alias Type: Alternate Name
Alias Name: SANMINA
Alias Type: Alternate Name
Alias Name: 147-54-009
Alias Type: APN
Alias Name: 148-33-009
Alias Type: APN
Alias Name: CAD000819821
Alias Type: EPA Identification Number
Alias Name: 110033618903
Alias Type: EPA (FRS #)
Alias Name: 201137
Alias Type: Project Code (Site Code)
Alias Name: 43360130
Alias Type: Envirostor ID Number

Completed Info:

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SYMTRON #2 (Continued)

S103393835

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2001-06-29 00:00:00
Comments: Completed RIFS. The results did not indicate a contamination source on the property.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1998-08-19 00:00:00
Comments: Issued I or SE Order to Sanmina Corporation.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:

Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.2
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: REMEDIOS SUNGA
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Facility ID: 43360130
Site Code: 201137
Assembly: 22
Senate: 13
Special Program: Not reported
Status: No Further Action
Status Date: 2001-06-29 00:00:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 37.403105532648297
Longitude: -122.102627833585
APN: 147-54-009, 148-33-009
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: 30022, 30027
Confirmed COC: 30022,30027
Potential Description: OTH
Alias Name: ELEXSYS
Alias Type: Alternate Name
Alias Name: SANMINA
Alias Type: Alternate Name
Alias Name: 147-54-009
Alias Type: APN
Alias Name: 148-33-009

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SYMTRON #2 (Continued)

S103393835

Alias Type: APN
Alias Name: CAD000819821
Alias Type: EPA Identification Number
Alias Name: 110033618903
Alias Type: EPA (FRS #)
Alias Name: 201137
Alias Type: Project Code (Site Code)
Alias Name: 43360130
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2001-06-29 00:00:00
Comments: Completed RIFS. The results did not indicate a contamination source on the property.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1998-08-19 00:00:00
Comments: Issued I or SE Order to Sanmina Corporation.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

G42 TRW/VIDAR
ESE 77 ORTEGA AVENUE
1/4-1/2 MOUNTAIN VIEW, CA 94040
0.342 mi.
1804 ft.

DEED S100946989
RESPONSE N/A
HAZNET
ENVIROSTOR

Relative:
Lower

DEED:
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: STATE RESPONSE
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Deed Date(s): 2001-07-10

Actual:
53 ft.

RESPONSE:
Facility ID: 43360128
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 9
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: NONE SPECIFIED
Lead Agency Description: Not reported
Project Manager: Not reported
Supervisor: Mark Piros

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRW/VIDAR (Continued)

S100946989

Division Branch: Cleanup Berkeley
Site Code: 200246
Site Mgmt. Req.: GW, OIL, EXT
Assembly: 22
Senate: 13
Special Program Status: Prospective Purchaser Program
Status: Certified O&M - Land Use Restrictions Only
Status Date: 2010-09-28 00:00:00
Restricted Use: YES
Funding: Responsible Party
Latitude: 37.40391111111111
Longitude: -122.10136666666666
APN: 147-54-031, 147-54-037, 147-54-038, 147-54-039
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: 30022, 30027, 30028, 30194, 30195, 30593
Confirmed COC: 30022,30027,30028,30194,30195,30593
Potential Description: OTH
Alias Name: TRW/VIDAR
Alias Type: Alternate Name
Alias Name: 147-54-031
Alias Type: APN
Alias Name: 147-54-037
Alias Type: APN
Alias Name: 147-54-038
Alias Type: APN
Alias Name: 147-54-039
Alias Type: APN
Alias Name: 110033609753
Alias Type: EPA (FRS #)
Alias Name: 200246
Alias Type: Project Code (Site Code)
Alias Name: 43360128
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2000-11-01 00:00:00
Comments: Completed RIFS. The results did not indicate a groundwater contamination source on the property.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Consultation
Completed Date: 1998-01-16 00:00:00
Comments: Completed VCA Consultation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Prospective Purchaser Agreement
Completed Date: 2000-02-10 00:00:00
Comments: Signed PPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1998-03-25 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRW/VIDAR (Continued)

S100946989

Comments: Issued IS&E Order to TRW, Inc, TRW Foundation and Plessey, Inc., VCA terminated

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1997-03-17 00:00:00
Comments: Signed VCA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 2001-07-10 00:00:00
Comments: Recorded Deed Restriction.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HAZNET:

Year: 2000
Gepaid: CAC002194825
Contact: TRW
Telephone: 2162917752
Mailing Name: Not reported
Mailing Address: 1900 RICHMOND RD
Mailing City,St,Zip: CLEVELAND, OH 441240000
Gen County: Santa Clara
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Other empty containers 30 gallons or more
Disposal Method: D80
Tons: .2100
Facility County: Santa Clara

Year: 2000
Gepaid: CAC002194825
Contact: TRW
Telephone: 2162917752
Mailing Name: Not reported
Mailing Address: 1900 RICHMOND RD
Mailing City,St,Zip: CLEVELAND, OH 441240000
Gen County: Santa Clara
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Other inorganic solid waste
Disposal Method: H01
Tons: 1.0000
Facility County: Santa Clara

Year: 1994

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRW/VIDAR (Continued)

S100946989

Gepaid: CAC000914872
Contact: TRW INC
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 1900 RICHMOND RD
Mailing City,St,Zip: CLEVELAND, OH 441240000
Gen County: Santa Clara
TSD EPA ID: CAL000027741
TSD County: 5
Waste Category: Asbestos containing waste
Disposal Method: Not reported
Tons: 8.4280
Facility County: Santa Clara

ENVIROSTOR:

Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 9
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Facility ID: 43360128
Site Code: 200246
Assembly: 22
Senate: 13
Special Program: Prospective Purchaser Program
Status: Certified O&M - Land Use Restrictions Only
Status Date: 2010-09-28 00:00:00
Restricted Use: YES
Site Mgmt. Req.: GW, OIL, EXT
Funding: Responsible Party
Latitude: 37.4039111111111
Longitude: -122.101366666666
APN: 147-54-031, 147-54-037, 147-54-038, 147-54-039
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: 30022, 30027, 30028, 30194, 30195, 30593
Confirmed COC: 30022,30027,30028,30194,30195,30593
Potential Description: OTH
Alias Name: TRW/VIDAR
Alias Type: Alternate Name
Alias Name: 147-54-031
Alias Type: APN
Alias Name: 147-54-037
Alias Type: APN
Alias Name: 147-54-038
Alias Type: APN
Alias Name: 147-54-039
Alias Type: APN
Alias Name: 110033609753
Alias Type: EPA (FRS #)
Alias Name: 200246
Alias Type: Project Code (Site Code)
Alias Name: 43360128
Alias Type: Envirostor ID Number

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TRW/VIDAR (Continued)

S100946989

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2000-11-01 00:00:00
Comments: Completed RIFS. The results did not indicate a groundwater contamination source on the property.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Consultation
Completed Date: 1998-01-16 00:00:00
Comments: Completed VCA Consultation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Prospective Purchaser Agreement
Completed Date: 2000-02-10 00:00:00
Comments: Signed PPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1998-03-25 00:00:00
Comments: Issued IS&E Order to TRW, Inc, TRW Foundation and Plessey, Inc., VCA terminated

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1997-03-17 00:00:00
Comments: Signed VCA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 2001-07-10 00:00:00
Comments: Recorded Deed Restriction.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

G43 **PLESSEY INC. NPDES**
ESE **2294 MORA DR**
1/4-1/2 **MOUNTAIN VIEW, CA**
0.346 mi.
1827 ft. **Site 3 of 6 in cluster G**

SLIC **S106916856**
N/A

Relative:
Lower

SLIC:

Region: STATE
Facility Status: **Open - Inactive**
 Status Date: 1990-01-01 00:00:00
 Global Id: SL0608508217
 Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
 Lead Agency Case Number: Not reported
 Latitude: 37.403348
 Longitude: -122.102418
 Case Type: Cleanup Program Site
 Case Worker: LG
 Local Agency: Not reported
 RB Case Number: 43s1033
 File Location: Not reported
 Potential Media Affected: Other Groundwater (uses other than drinking water)
 Potential Contaminants of Concern: * Solvents
 Site History:

No Water Board oversight of cleanup at this site. This case is included in Geotracker because the site is covered by the Water Board's NPDES general permits for discharges from opump and treato systems to surface waters (one each for fuels- and VOC-impacted sites). This can happen for two reasons: (i) the site is overseen by another agency (e.g., USEPA or DTSC) and needs coverage under one of the NPDES general permits or (ii) construction dewatering in an area of groundwater contamination necessitates NPDES general permit coverage. Including this case in Geotracker helps staff to receive and review required NPDES reports.

[Click here to access the California GeoTracker records for this facility:](#)

G44 **PLESSEY MICRO SCIENCES**
ESE **2274 MORA DRIVE**
1/4-1/2 **MOUNTAIN VIEW, CA 94040**
0.376 mi.
1983 ft. **Site 4 of 6 in cluster G**

CA BOND EXP. PLAN **S100833251**
N/A

Relative:
Higher

CA BOND EXP. PLAN:

Responsible Party: RESPONSIBLE PARTY-LEAD SITE CLEANUP WORKPLAN
 Project Revenue Source Company: Plessey, Inc.
 Project Revenue Source Addr: 325 Westchester Avenue
 Project Revenue Source City,St,Zip: White Plains, NY 10604
 Project Revenue Source Desc: DHS has issued a remedial action order and Plessey has stipulated to comply with this order. DHS has budgeted \$50,000 for oversight and monitoring of cleanup efforts. DHS will recover 100 percent of direct costs plus staff costs and overhead relatedto the project. The responsible parties will pay all costs associated with remedial investigations and cleanup activities.

Site Description: From about the mid-1960s to 1981, Plessey manufactured electronic components. Chemical processes used included plating and etching. Wastewater was drained to underground storage tanks where material or waste was neutralized and stored prior to disposal.

Hazardous Waste Desc: Wastes include perchloroethylene (PCE), trichloroethylene (TCE), chromic acid and xylene.

Threat To Public Health & Env: Depth of the shallowest aquifer is about 32 feet. Ground water contamination and its potential impact on drinking water supplies is the primary concern.

Site Activity Status: Plessey Micro Sciences, Inc., retained a contractor and completed a preliminary

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PLESSEY MICRO SCIENCES (Continued)

S100833251

investigation in June, 1987. Result of the investigation indicated ground water contamination by perchloroethylene, trichloroethylene and methylene chloride. A Phase II RI report was submitted September, 1988. It appears that further investigation will be required before the FS and RAP can be Started.

G45
ESE
1/4-1/2
0.376 mi.
1983 ft.

Relative:
Higher

Actual:
54 ft.

PLESSEY MICRO SCIENCE
2274 MORA DR
MOUNTAIN VIEW, CA 94040

Site 5 of 6 in cluster G

CERC-NFRAP **1000386389**
RCRA-NonGen **CAD009440371**
FINDS
HIST Cal-Sites
WDS
Cortese
RESPONSE
HAZNET
ENVIROSTOR

CERC-NFRAP:
 Site ID: 0901213
 Federal Facility: Not a Federal Facility
 NPL Status: Not on the NPL
 Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
 Contact Sequence ID: 13054162.00000
 Person ID: 9271184.00000

 Contact Sequence ID: 13060232.00000
 Person ID: 9270048.00000

 Contact Sequence ID: 13090970.00000
 Person ID: 13002167.00000

 Contact Sequence ID: 13174518.00000
 Person ID: 9270438.00000

CERCLIS-NFRAP Assessment History:
 Action: DISCOVERY
 Date Started: Not reported
 Date Completed: 08/01/1980
 Priority Level: Not reported

 Action: PRELIMINARY ASSESSMENT
 Date Started: 01/01/1986
 Date Completed: 10/01/1986
 Priority Level: Low priority for further assessment

 Action: PRELIMINARY ASSESSMENT
 Date Started: Not reported
 Date Completed: 07/01/1988
 Priority Level: Higher priority for further assessment

 Action: SITE INSPECTION
 Date Started: Not reported
 Date Completed: 03/01/1990
 Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

 Action: ARCHIVE SITE
 Date Started: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Date Completed: 09/01/1994
Priority Level: Not reported

RCRA-NonGen:

Date form received by agency: 08/18/1980
Facility name: PLESSEY MICRO SCIENCE INC
Facility address: 2274 MORA DR
MOUNTAIN VIEW, CA 94040
EPA ID: CAD009440371
Mailing address: 2274 MORA DRIVE
MOUNTAIN VIEW, CA 94040
Contact: ENVIRONMENTAL MANAGER
Contact address: 2274 MORA DR
MOUNTAIN VIEW, CA 94040
Contact country: US
Contact telephone: (415) 968-7215
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name: PLESSEY INCORPORATED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
Used oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002636470

Environmental Interest/Information System

California Department of Toxic Substances Control EnviroStor System (DTSC-EnviroStor) is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. The EnviroStor database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HISTORICAL CAL-SITES:

Facility ID: 43360069
Region: 2
Region Name: BERKELEY
Branch: NC
Branch Name: NORTH COAST
File Name: Not reported
State Senate District: 01011984
Status: AWP - ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency: DTSC
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type: RP
Type Name: RESPONSIBLE PARTY
NPL: Not Listed
SIC Code: 36
SIC Name: MANU - ELECTRONIC & OTHER ELECTRIC EQUIP
Access: Controlled
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Confirmed
Staff Member Responsible for Site: RSUNGA
Supervisor Responsible for Site: Not reported
Region Water Control Board: SF
Region Water Control Board Name: SAN FRANCISCO BAY
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

State Assembly District Code: 22
State Senate District Code: 13
Facility ID: 43360069
Activity: DISC
Activity Name: DISCOVERY
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 12011981
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: SS
Activity Name: SITE SCREENING
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 01201987
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: ORDER
Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code: RAO
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Comments Date: 09301987
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RA
Activity Name: REMOVAL ACTION
AWP Code: TANK
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 08111989
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: N
Activity Comments: A 200 GALLON TANK WAS REMOVED ALONG WITH THE SURROUNDING SOIL.
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: PPP
Activity Name: PUBLIC PARTICIPATION PLAN
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 10301989
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RA
Activity Name: REMOVAL ACTION
AWP Code: PILOT
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 10301989
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: CEQA
Activity Name: CEQA INCLUDING NEGATIVE DECS
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 11301990
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Activity: FRIFS
Activity Name: FOCUSED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
AWP Code: GW
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 05241991
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RIFS
Activity Name: REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 06071991
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RA
Activity Name: REMOVAL ACTION
AWP Code: TANKS
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 10251991
Est Person-Yrs to complete: 0
Estimated Size: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 250
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: N
Activity Comments: FIVE CONCRETE UNDERGROUND TANKS WERE REMOVED.
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RAP
Activity Name: REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 05101992
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: DES
Activity Name: DESIGN
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 06301992
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	43360069
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	PLAN
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06301992
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	43360069
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	GWSV1
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06241993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	SOIL VAPOR EXTRACTION/TREATMENT & GROUNDWATER EXTRACTION/TREATMENT.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	43360069
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	GWT6

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 11161993
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: N
Activity Comments: CLEANUP OF VOCs IN GROUNDWATER IN WELL T6.
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: ORDER
Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code: O&M
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 08101994
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: CERT
Activity Name: CERTIFICATION
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: 07012005
Revised Due Date: 11302006
Comments Date: Not reported
Est Person-Yrs to complete: 0
Estimated Size: M
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	43360069
Activity:	DES
Activity Name:	DESIGN
AWP Code:	HORIZ
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09121996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	43360069
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	PLNAM
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04151997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RA
Activity Name: REMOVAL ACTION
AWP Code: SOIL
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 02072000
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 600
Liquids Treated (Gals): 600
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: N
Activity Comments: 600 CUBIC YARDS OF CONTAMINATED SOIL WITH PCE WAS EXCAVATED, AERATED AND REDISPOSITED. CLEANUP GOAL WAS RESIDENTIAL STANDARDS.

For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RMDL
Activity Name: REMEDIAL ACTION (RAP REQUIRED)
AWP Code: SVEGW
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 10242002
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported

For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RMDL
Activity Name: REMEDIAL ACTION (RAP REQUIRED)
AWP Code: NBGW
Proposed Budget: 0
AWP Completion Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Revised Due Date:	Not reported
Comments Date:	10242002
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	43360069
Activity:	DES
Activity Name:	DESIGN
AWP Code:	SBGW
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10131999
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	43360069
Activity:	DES
Activity Name:	DESIGN
AWP Code:	NBGW
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01122000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: RMDL
Activity Name: REMEDIAL ACTION (RAP REQUIRED)
AWP Code: #3
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 10242002
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0
Facility ID: 43360069
Activity: ORDER
Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code: OM
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 05142004
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0
Unknown Type: 0

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Alternate Address: 2274-2296 MORA DRIVE
Alternate City,St,Zip: MOUNTAIN VIEW, CA 94040
Alternate Address: 2274 MORA DRIVE
Alternate City,St,Zip: MOUNTAIN VIEW, CA 94040
Background Info: Plessey Micro Sciences began electronic component manufacturing operations at the site in the mid-1960s. Four underground storage tanks were initially installed to collect contaminated rinse water. The collection system was used for xylene reclamation and acid neutralization. In January 1981, Plessey ceased operations and vacated the Site.

Comments Date: 10191995
Comments: Approved Design. The remedial enhancement design for expanding
Comments Date: 10191995
Comments: the soil and groundwater remediation system was approved. The
Comments Date: 10191995
Comments: UV/peroxide unit of the groundwater remediation system was
Comments Date: 10191995
Comments: replaced with an air stripper.
Comments Date: 10242002
Comments: Completed Remedial Action. Ten dual-phase (vapor and
Comments Date: 10242002
Comments: groundwater) extraction wells behind the onsite buildings, and
Comments Date: 10242002
Comments: four extraction wells downgradient at the northern boundary of
Comments Date: 10242002
Comments: the adjacent TRW/Vidar Site (77 Ortega Drive) were installed.
Comments Date: 10242002
Comments: The new extraction wells were connected to the existing
Comments Date: 10242002
Comments: treatment system at the Site.
Comments Date: 10251991
Comments: Completed RA. Five concrete underground tanks (A,B,C,D and F)
Comments Date: 10251991
Comments: were removed from a location behind the commercial buildings
Comments Date: 10251991
Comments: located at 2274-2296 Mora Drive. Tank E was removed in August
Comments Date: 10251991
Comments: 1989. The excavated pits were backfilled with clean fill
Comments Date: 10251991
Comments: approximately 455 cubic yards of soil were removed, aerated and
Comments Date: 10251991
Comments: disposed offsite. A soil vapor extraction system was installed
Comments Date: 10251991
Comments: to remediate the remaining volatile organic compounds in soil in
Comments Date: 10251991
Comments: other site areas. Initiated August 17, 1991 and completed
Comments Date: 10251991
Comments: October 25, 1991.
Comments Date: 10301989
Comments: Completed RA. Pilot testing of an ultra-violet(UV)/peroxidation
Comments Date: 10301989
Comments: system designed to treat groundwater.
Comments Date: 11161993
Comments: Completed RA. Interim cleanup in well T6 by extraction and
Comments Date: 11161993
Comments: treatment of dense non-aqueous phase liquid (DNAPL) of
Comments Date: 11161993

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Comments: trichloroethylene. The system included three treatment units
Comments Date: 11161993
Comments: designed for full scale remediation. The units were constructed
Comments Date: 11161993
Comments: inside the building at 2296 Mora Drive. The units included a
Comments Date: 11161993
Comments: volatile organic compound and water separator unit, a hydrogen
Comments Date: 11161993
Comments: peroxide /ultra violet light unit, and a liquid carbon
Comments Date: 11161993
Comments: absorption unit. Treated water is discharged to the sanitary
Comments Date: 11161993
Comments: sewer under permit from the City of Mountain View or to the
Comments Date: 11161993
Comments: storm drain under a permit from the Regional Water Quality
Comments Date: 11161993
Comments: Control Board.
Comments Date: 12011982
Comments: Issued Notice of Violation (NOV) requiring clean-up plan.
Comments Date: 12011985
Comments: Completed PA. In January 1982, samples were collected from
Comments Date: 12011985
Comments: standing water in two of the tanks and the results detected
Comments Date: 12011985
Comments: perchloroethylene (PCE), chromium, and xylene. Investigations
Comments Date: 12011985
Comments: were conducted to delineate the lateral extent of the soil and
Comments Date: 12011985
Comments: groundwater contamination originating from releases at the
Comments Date: 12011985
Comments: tanks. Trichloroethylene (TCE), PCE, dichloroethylene (DCE),
Comments Date: 12011985
Comments: benzene, toluene, xylene and ethylbenzene were detected in the
Comments Date: 12011985
Comments: groundwater. These chemicals and chromium were also detected in
Comments Date: 12011985
Comments: the soils near the tanks.
Comments Date: 01122000
Comments: Approved Design. The remedial enhancement plan to address full
Comments Date: 01122000
Comments: plume containment and/or groundwater remediation was approved.
Comments Date: 01122000
Comments: Four wells will be installed further downgradient at the
Comments Date: 01122000
Comments: northern boundary of the TRW/Vidar site. The extraction wells
Comments Date: 01122000
Comments: will be connected to the existing treatment system.
Comments Date: 02072000
Comments: Completed RA. 600 cubic yards of soil was excavated, aerated
Comments Date: 02072000
Comments: and redeposited.
Comments Date: 05101992
Comments: Approved RAP. Soil cleanup by soil vapor extraction and
Comments Date: 05101992
Comments: groundwater cleanup by ultra-violet peroxidation
Comments Date: 05142004
Comments: Signed O&M Agreement.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Comments Date: 06071991
Comments: Completed RIFS.
Comments Date: 06241993
Comments: Completed RA. Soil vapor extraction/treatment and groundwater
Comments Date: 06241993
Comments: extraction/treatment system constructed within building (2296
Comments Date: 06241993
Comments: Mora Drive). Three groundwater extraction wells, and 61 soil
Comments Date: 06241993
Comments: vapor extraction and air inlet wells were installed. Soil vapor
Comments Date: 06241993
Comments: was extracted at a rate of 150 to 200 cubic feet per minute.
Comments Date: 06241993
Comments: The soil vapor was treated using carbon absorption. Groundwater
Comments Date: 06241993
Comments: was extracted at 40 gallons per minute and treated using
Comments Date: 06241993
Comments: UV/peroxide.
Comments Date: 08101994
Comments: Signed O&M Agreement.
Comments Date: 08111989
Comments: Completed RA. A 200-gallon underground tank (Tank E) was
Comments Date: 08111989
Comments: removed. Soil surrounding the tank was contaminated with TCE
Comments Date: 08111989
Comments: and PCE. Contaminated soil was excavated and aerated.
Comments Date: 08111989
Comments: Excavated pit was backfilled with clean fill.
Comments Date: 09121996
Comments: Approved Design.
Comments Date: 09301987
Comments: Issued RAO.
Comments Date: 10131999
Comments: Approved Design. The source control remedial enhancement design
Comments Date: 10131999
Comments: to address soil and groundwater contamination near the source
Comments Date: 10131999
Comments: areas was approved. Ten dual-phase vertical extraction wells
Comments Date: 10131999
Comments: will be installed within the Site near the former underground
Comments Date: 10131999
Comments: tank locations. The extraction wells will be connected to the
Comments Date: 10131999
Comments: existing treatment system.
ID Name: CALSTARS CODE
ID Value: 200080
ID Name: BEP DATABASE PCODE
ID Value: P21047
ID Name: EPA IDENTIFICATION NUMBER
ID Value: CAD009440371
Alternate Name: PLESSEY MICRO SCIENCE
Special Programs Code: C104
Special Programs Name: CERCLA 104

CA WDS:

Facility ID: San Francisco Bay 438379001
Facility Type: Industrial - Facility that treats and/or disposes of liquid or

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.

Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.

NPDES Number: CAG912003 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board

Subregion: 2

Facility Telephone: 4158991600

Facility Contact: Susan Gahry (PES)

Agency Name: MARCONI PLC

Agency Address: 5900 Landerbrook DR. Ste. 300

Agency City,St,Zip: Cleveland 44124

Agency Contact: Cliff Petriella

Agency Telephone: 4404603727

Agency Type: Private

SIC Code: 3573

SIC Code 2: Not reported

Primary Waste: Contaminated Ground Water

Primary Waste Type: Hazardous/Influent or Solid Wastes that contain toxic, corrosive, ignitable or reactive substances and must be managed according to applicable DOHS standards.

Secondary Waste: Not reported

Secondary Waste Type: Not reported

Design Flow: 0

Baseline Flow: 0

Reclamation: No reclamation requirements associated with this facility.

POTW: The facility is not a POTW.

Treat To Water: Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.

Complexity: Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.

Cortese:

Region: CORTESE

Envirostor Id: 43360069

Site/Facility Type: STATE RESPONSE

Cleanup Status: CERTIFIED / OPERATION & MAINTENANCE

Status Date: 6/28/2007

Site Code: 200080

Latitude: 37.4032421131995

Longitude: -122.101484528739

EPA Id: Not reported

Owner: Not reported

Enf Type: Not reported

Effective Date: Not reported

Order No: Not reported

Region: Not reported

WDID: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Swat R: Not reported
Waste Discharger System Num: Not reported
Solid Waste Id Num: Not reported
Waste Management Unit Name: Not reported
Agency Name: Not reported

AWP:

AWP Facility ID: 43360069
Region Code: 2
Region: BERKELEY
SMBR Branch Code: NC
SMBR Branch Unit: NORTH COAST
Site Name.: Not reported
Current Status Date: 01011984
Current Status: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency Code: DTSC
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type: responsible party
Awp Site Type: RESPONSIBLE PARTY
NPL: Not Listed
Tier Of AWP Site: Not reported
Source Of Funding: C
Responsible Staff Member: RSUNGA
Supervisor Responsible: Not reported
SIC Code: 36
Facility SIC: MANU - ELECTRONIC & OTHER ELECTRIC EQUIP
RWQCB Code: SF
RWQCB Associated With Site: SAN FRANCISCO BAY
Site Access Controlled: Controlled
Site Listed HWS List: Not reported
Hazard Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Confirmed
Of Contamination Sources: 2
Lat/Long: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Description Of Entity: Not reported
State Assembly Distt Code: 22
State Senate District: 13

RESPONSE:

Facility ID: 43360069
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 0.58
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: JUANITA (NINA) BACEY
Supervisor: Karen Toth
Division Branch: Cleanup Berkeley
Site Code: 200080
Site Mgmt. Req.: NONE SPECIFIED
Assembly: 22

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Senate: 13
Special Program Status: Not reported
Status: Certified / Operation & Maintenance
Status Date: 2007-06-28 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 37.403242113199497
Longitude: -122.10148452873899
APN: 147-54-026, 147-54-027, 147-54-028, 147-54-029, 147-54-030, 148-33-022
Not reported
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: 30003, 30022, 30027, 30028, 30136, 30153, 30195, 30272, 30550, 30593
Confirmed COC: 30003,30022,30027,30028,30136,30153,30195,30272,30550,30593
Potential Description: OTH
Alias Name: 147-54-026
Alias Type: APN
Alias Name: 147-54-027
Alias Type: APN
Alias Name: 147-54-028
Alias Type: APN
Alias Name: 147-54-029
Alias Type: APN
Alias Name: 147-54-030
Alias Type: APN
Alias Name: 148-33-022
Alias Type: APN
Alias Name: CAD009440371
Alias Type: EPA Identification Number
Alias Name: 110002636470
Alias Type: EPA (FRS #)
Alias Name: P21047
Alias Type: PCode
Alias Name: 200080
Alias Type: Project Code (Site Code)
Alias Name: 43360069
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 2010-06-10 00:00:00
Comments: CFA Approved for \$120,000

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract
Completed Date: 2010-06-30 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract
Completed Date: 2011-05-16 00:00:00
Comments: contract for continued GW monitoring

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Document Type: State/Federal Funded Site Work Order
Completed Date: 2011-05-18 00:00:00
Comments: adds supplemental GW monitoring

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Work Order
Completed Date: 2010-06-30 00:00:00
Comments: Work order to continue operation & maintenance of GW remedy.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 2010-01-28 00:00:00
Comments: Periodic Report of Compliance for the City of Mountain View for water discharge to the sewer.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 2010-01-28 00:00:00
Comments: Water Production Statement - the prior meter reading (July 1, FQ1-501) was 2266 cu ft (100 multiplier) and last reading was 5589. (No flow to storm drain, or FQ1-500). So, $5589 - 2266 \times 100 = 332,100$ to convert to acre feet, divide by 43560 = 7.63 acre feet X \$520/acre feet = \$3966.85

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 2010-03-24 00:00:00
Comments: Letter to BAAQMD renewing permit to operate and changing contact information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 2011-04-07 00:00:00
Comments: Proposed amendment for time extension and additional tasks

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 2000-01-12 00:00:00
Comments: Approved Design. The remedial enhancement plan to address full plume containment and/or groundwater remediation was approved. Four wells will be installed further downgradient at the northern boundary of the TRW/Vidar site. The extraction wells will be connected to the existing treatment system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1999-10-13 00:00:00
Comments: Approved Remedial Design for source control remedial enhancement to address soil and groundwater contamination near the source areas. Ten dual-phase vertical extraction wells will be installed within the

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Site near the former underground tank locations. The extraction wells will be connected to the existing treatment system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2002-10-24 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2002-10-24 00:00:00
Comments: Completed Remedial Action. Ten dual-phase (vapor and groundwater) extraction wells behind the onsite buildings, and four extraction wells downgradient at the northern boundary of the adjacent TRW/Vidar Site (77 Ortega Drive) were installed. The new extraction wells were connected to the existing treatment system at the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 2000-02-07 00:00:00
Comments: Completed RA. Soil vapor extraction (SVE) and air inlet wells were abandoned. 600 cubic yards of soil was excavated in the former SVE area, aerated and redeposited.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Manual
Completed Date: 1997-04-15 00:00:00
Comments: Amended Operation and Maintenance Plan for air stripper

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1996-09-12 00:00:00
Comments: Approved design for horizontal extraction wells to enhance the existing remedial system. The design was not implemented due to access issues.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1993-11-16 00:00:00
Comments: Completed RA. Groundwater extraction at Well T-6 by the existing remedial system was stopped due to detection of dense non-aqueous phase liquid (DNAPL) of trichloroethylene. The DNAPL was pumped and collected in a baker tank and treated onsite.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1993-06-24 00:00:00
Comments: Completed RA. Soil vapor extraction/treatment and groundwater extraction/treatment system constructed with three groundwater extraction wells, and 34 soil vapor extraction and 25 air inlet wells

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

were installed. Soil vapor was treated using carbon absorption. Groundwater was treated using ultra violet light/hydrogen peroxide. The units were constructed inside the building at 2296 Mora Drive and include a volatile organic compound and water separator unit, a UV/peroxide unit, and a liquid carbon absorption unit. Treated water is discharged to the sanitary sewer under permit from the City of Mountain View or to the storm drain under a permit from the Regional Water Quality Control Board.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Manual
Completed Date: 1992-06-30 00:00:00
Comments: Completed Operation and Maintenance Plan

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1992-06-30 00:00:00
Comments: Completed Remedial Design for SVE system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 1992-05-05 00:00:00
Comments: Approved RAP. Soil cleanup by soil vapor extraction/treatment with activated carbon, and groundwater extraction/ treatment by ultra-violet peroxidation which was constructed during the pilot study.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1991-10-25 00:00:00
Comments: Completed RA. Five concrete underground tanks (A,B,C,D and F) were removed from a location behind the commercial buildings located at 2274-2296 Mora Drive. Tank E was removed in August 1989. The excavated pits were backfilled with clean fill approximately 455 cubic yards of soil were removed, aerated and disposed offsite. A soil vapor extraction system was installed to remediate the remaining volatile organic compounds in soil in other site areas. Initiated August 17, 1991 and completed October 25, 1991.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 1991-06-07 00:00:00
Comments: Completed RIFS.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1989-10-30 00:00:00
Comments: Pilot testing of an ultra-violet(UV)/peroxidation system designed to treat groundwater.

Completed Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 1989-10-30 00:00:00
Comments: Approved Public Participation Plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1989-08-11 00:00:00
Comments: Completed RA. A 200-gallon underground tank (Tank E) was removed. Soil surrounding the tank was contaminated with TCE and PCE. Contaminated soil was excavated and aerated. Excavated pit was backfilled with clean fill.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1987-01-20 00:00:00
Comments: Completed Site Screening

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 2005-06-08 00:00:00
Comments: Remedial Design for SVE enhancement. Horizontal wells constructed in source area and connected to the existing SVE and treatment system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1985-12-01 00:00:00
Comments: Completed PA. In January 1982, samples were collected from standing water in two of the tanks and the results detected perchloroethylene (PCE), chromium, and xylene. Investigations were conducted to delineate the lateral extent of the soil and groundwater contamination originating from releases at the tanks. Trichloroethylene (TCE), PCE, dichloroethylene (DCE), benzene, toluene, xylene and ethylbenzene were detected in the groundwater. These chemicals and chromium were also detected in the soils near the tanks.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2006-08-15 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 2005-05-03 00:00:00
Comments: Approved soil investigation report which recommended HRC injection pilot study and horizontal well installation for SVE enhancement

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Date: 2004-10-20 00:00:00
Comments: Workplan for Soil Investigation and HRC Pilot Study

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2005-01-27 00:00:00
Comments: Second Half 2004 Progress and Operation, Monitoring and Maintenance Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2005-08-02 00:00:00
Comments: First Half 2005 Progress and Operation, Monitoring and Maintenance Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1995-10-19 00:00:00
Comments: Approved Remedial Design for expanding the soil and groundwater remedial system. The UV/Peroxide unit of the groundwater remediation system was replaced with an air stripper.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 1993-07-01 00:00:00
Comments: Soil and Groundwater Investigation-Garibaldi/2280 Mora Drive property

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Human Health Risk Assessment Report
Completed Date: 1997-09-04 00:00:00
Comments: Risk-Based Soil Goals for Site Remediation Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Human Health Risk Assessment Report
Completed Date: 1991-06-21 00:00:00
Comments: Pre-Remediation Exposure Assessment Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 1999-06-16 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1990-08-15 00:00:00
Comments: Fact sheet announces the public comment period on proposed interim site cleanup activities.

Completed Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1989-08-01 00:00:00
Comments: Fact sheet summarizes site investigation conducted to date.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Financial Assurance Documentation
Completed Date: 2006-08-11 00:00:00
Comments: Approved revised cost of Letter of Credit for operation and maintenance

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2007-02-22 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2007-10-03 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2008-03-11 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2009-03-03 00:00:00
Comments: Completed activity.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2006-09-19 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 2008-02-05 00:00:00
Comments: WP approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2006-01-31 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Date: 1998-08-18 00:00:00
Comments: Fenton's pilot study in A-zone aquifer

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1999-11-22 00:00:00
Comments: Pottasium permanganate pilot study in A-zone aquifer

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2006-01-31 00:00:00
Comments: HRC Injection conducted between 9/21/05 and 10/7/05

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2007-02-22 00:00:00
Comments: 2nd HRC injection conducted between 9/21/06 and 10/7/06

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 2007-10-29 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2008-07-31 00:00:00
Comments: Completed fieldwork for first 5-year review

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 2009-03-03 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2009-04-07 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 2009-10-29 00:00:00
Comments: report approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 2000-03-01 00:00:00
Comments: Fact Sheet/Work Notice issued for groundwater cleanup and TRW site redevelopment.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1995-06-01 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1992-03-01 00:00:00
Comments: Fact sheet for RAP 30-day comment period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1987-01-15 00:00:00
Comments: Fact Sheet for Site update.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Financial Assurance Documentation
Completed Date: 2009-08-27 00:00:00
Comments: Plessey's representative, counsel and consultant met with DTSC and presented their financial status. Plessey is running out of cash and wants DTSC to take over the remaining work using the money in the Letter of Credit at \$3.61M

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 2010-08-31 00:00:00
Comments: GW monitoring plan approved. Work to begin this Sept.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2010-08-10 00:00:00
Comments: Cost estimate is acceptable as is.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2010-08-02 00:00:00
Comments: Periodic Report of Compliance for the City of Mountain View for water discharge to the sewer.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2010-09-20 00:00:00
Comments: Per Steve, GW monitoring went smoothly.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2011-03-04 00:00:00
Comments: 3 wells could not be accessed due to extraction system still being in

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

place, and one rusted seal

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 2011-01-27 00:00:00
Comments: Recent GW monitoring results indicate that reductive dechlorination may still be occurring in the previously injected HRC area. Additional GW monitoring is recommended and supplemental HRC injections may be considered in the future.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 2003-04-23 00:00:00
Comments: O&M Plan amended

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 2011-02-10 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 2011-04-29 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 2007-06-28 00:00:00
Comments: Remedial Action certified with O&M

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 2006-08-24 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 2004-05-14 00:00:00
Comments: Signed O&M Agreement. Supercedes 8/10/94 O&M Agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 1994-08-10 00:00:00
Comments: Signed O&M Agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 1990-11-30 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Comments: Issued Negative Declaration for RAP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1987-09-18 00:00:00
Comments: DTSC issued RAO to Plessey Incorporated.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 1981-12-01 00:00:00
Comments: DTSC's Abandoned Site Program discovered site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 2009-12-29 00:00:00
Comments: CFA Approve by budgets and accounting

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract
Completed Date: 2010-01-20 00:00:00
Comments: COntract for operation of groundwater remedy

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Work Order
Completed Date: 2010-01-26 00:00:00
Comments: Work Order #1 issued to operate existing groundwater remedy.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 2008-10-14 00:00:00
Comments: DTSC annual oversight cost estimate to PRPs per HSC 25269.5.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 2004-07-23 00:00:00
Comments: Operation and Maintenance Agreement Amended to address remedial enhancements.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2014
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HAZNET:

Year: 1995

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Gepaid: CAD009440371
Contact: PLESSEY INCORPORATED
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Contaminated soil from site clean-up
Disposal Method: D80
Tons: 12.6420
Facility County: Santa Clara

Year: 1995
Gepaid: CAD009440371
Contact: PLESSEY INCORPORATED
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Contaminated soil from site clean-up
Disposal Method: Not reported
Tons: .0000
Facility County: Santa Clara

Year: 1995
Gepaid: CAD009440371
Contact: PLESSEY INCORPORATED
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Drilling mud
Disposal Method: T01
Tons: 19.1820
Facility County: Santa Clara

Year: 1994
Gepaid: CAD009440371
Contact: PLESSEY INCORPORATED
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAD043260702
TSD County: San Mateo
Waste Category: Unspecified oil-containing waste
Disposal Method: R01
Tons: 5.4210

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Facility County: Santa Clara
Year: 1994
Gepaid: CAD009440371
Contact: PLESSEY INCORPORATED
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940400000
Gen County: Santa Clara
TSD EPA ID: CAT000646117
TSD County: Kings
Waste Category: Contaminated soil from site clean-up
Disposal Method: D80
Tons: .1750
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:

Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.58
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: JUANITA (NINA) BACEY
Supervisor: Karen Toth
Division Branch: Cleanup Berkeley
Facility ID: 43360069
Site Code: 200080
Assembly: 22
Senate: 13
Special Program: Not reported
Status: Certified / Operation & Maintenance
Status Date: 2007-06-28 00:00:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 37.403242113199497
Longitude: -122.10148452873899
APN: 147-54-026, 147-54-027, 147-54-028, 147-54-029, 147-54-030, 148-33-022
Not reported
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: 30003, 30022, 30027, 30028, 30136, 30153, 30195, 30272, 30550, 30593
Confirmed COC: 30003,30022,30027,30028,30136,30153,30195,30272,30550,30593
Potential Description: OTH
Alias Name: 147-54-026
Alias Type: APN
Alias Name: 147-54-027
Alias Type: APN
Alias Name: 147-54-028
Alias Type: APN
Alias Name: 147-54-029
Alias Type: APN
Alias Name: 147-54-030

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Alias Type: APN
Alias Name: 148-33-022
Alias Type: APN
Alias Name: CAD009440371
Alias Type: EPA Identification Number
Alias Name: 110002636470
Alias Type: EPA (FRS #)
Alias Name: P21047
Alias Type: PCode
Alias Name: 200080
Alias Type: Project Code (Site Code)
Alias Name: 43360069
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 2010-06-10 00:00:00
Comments: CFA Approved for \$120,000

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract
Completed Date: 2010-06-30 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract
Completed Date: 2011-05-16 00:00:00
Comments: contract for continued GW monitoring

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Work Order
Completed Date: 2011-05-18 00:00:00
Comments: adds supplemental GW monitoring

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Work Order
Completed Date: 2010-06-30 00:00:00
Comments: Work order to continue operation & maintenance of GW remedy.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 2010-01-28 00:00:00
Comments: Periodic Report of Compliance for the City of Mountain View for water discharge to the sewer.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 2010-01-28 00:00:00
Comments: Water Production Statement - the prior meter reading (July 1, FQ1-501) was 2266 cu ft (100 multiplier) and last reading was 5589.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

(No flow to storm drain, or FQI-500). So, $5589-2266 \times 100 = 332,100$ to convert to acre feet, divide by 43560 = 7.63 acre feet X \$520/acre feet = \$3966.85

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 2010-03-24 00:00:00
Comments: Letter to BAAQMD renewing permit to operate and changing contact information.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 2011-04-07 00:00:00
Comments: Proposed amendment for time extension and additional tasks

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 2000-01-12 00:00:00
Comments: Approved Design. The remedial enhancement plan to address full plume containment and/or groundwater remediation was approved. Four wells will be installed further downgradient at the northern boundary of the TRW/Vidar site. The extraction wells will be connected to the existing treatment system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1999-10-13 00:00:00
Comments: Approved Remedial Design for source control remedial enhancement to address soil and groundwater contamination near the source areas. Ten dual-phase vertical extraction wells will be installed within the Site near the former underground tank locations. The extraction wells will be connected to the existing treatment system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2002-10-24 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2002-10-24 00:00:00
Comments: Completed Remedial Action. Ten dual-phase (vapor and groundwater) extraction wells behind the onsite buildings, and four extraction wells downgradient at the northern boundary of the adjacent TRW/Vidar Site (77 Ortega Drive) were installed. The new extraction wells were connected to the existing treatment system at the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 2000-02-07 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Comments: Completed RA. Soil vapor extraction (SVE) and air inlet wells were abandoned. 600 cubic yards of soil was excavated in the former SVE area, aerated and redeposited.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Manual
Completed Date: 1997-04-15 00:00:00
Comments: Amended Operation and Maintenance Plan for air stripper

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1996-09-12 00:00:00
Comments: Approved design for horizontal extraction wells to enhance the existing remedial system. The design was not implemented due to access issues.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1993-11-16 00:00:00
Comments: Completed RA. Groundwater extraction at Well T-6 by the existing remedial system was stopped due to detection of dense non-aqueous phase liquid (DNAPL) of trichloroethylene. The DNAPL was pumped and collected in a baker tank and treated onsite.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1993-06-24 00:00:00
Comments: Completed RA. Soil vapor extraction/treatment and groundwater extraction/treatment system constructed with three groundwater extraction wells, and 34 soil vapor extraction and 25 air inlet wells were installed. Soil vapor was treated using carbon absorption. Groundwater was treated using ultra violet light/hydrogen peroxide. The units were constructed inside the building at 2296 Mora Drive and include a volatile organic compound and water separator unit, a UV/peroxide unit, and a liquid carbon absorption unit. Treated water is discharged to the sanitary sewer under permit from the City of Mountain View or to the storm drain under a permit from the Regional Water Quality Control Board.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Manual
Completed Date: 1992-06-30 00:00:00
Comments: Completed Operation and Maintenance Plan

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1992-06-30 00:00:00
Comments: Completed Remedial Design for SVE system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Document Type: Remedial Action Plan
Completed Date: 1992-05-05 00:00:00
Comments: Approved RAP. Soil cleanup by soil vapor extraction/treatment with activated carbon, and groundwater extraction/ treatment by ultra-violet peroxidation which was constructed during the pilot study.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1991-10-25 00:00:00
Comments: Completed RA. Five concrete underground tanks (A,B,C,D and F) were removed from a location behind the commercial buildings located at 2274-2296 Mora Drive. Tank E was removed in August 1989. The excavated pits were backfilled with clean fill approximately 455 cubic yards of soil were removed, aerated and disposed offsite. A soil vapor extraction system was installed to remediate the remaining volatile organic compounds in soil in other site areas. Initiated August 17, 1991 and completed October 25, 1991.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 1991-06-07 00:00:00
Comments: Completed RIFS.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1989-10-30 00:00:00
Comments: Pilot testing of an ultra-violet(UV)/peroxidation system designed to treat groundwater.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Participation Plan / Community Relations Plan
Completed Date: 1989-10-30 00:00:00
Comments: Approved Public Participation Plan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1989-08-11 00:00:00
Comments: Completed RA. A 200-gallon underground tank (Tank E) was removed. Soil surrounding the tank was contaminated with TCE and PCE. Contaminated soil was excavated and aerated. Excavated pit was backfilled with clean fill.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1987-01-20 00:00:00
Comments: Completed Site Screening

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Date: 2005-06-08 00:00:00
Comments: Remedial Design for SVE enhancement. Horizontal wells constructed in source area and connected to the existing SVE and treatment system.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1985-12-01 00:00:00
Comments: Completed PA. In January 1982, samples were collected from standing water in two of the tanks and the results detected perchloroethylene (PCE), chromium, and xylene. Investigations were conducted to delineate the lateral extent of the soil and groundwater contamination originating from releases at the tanks. Trichloroethylene (TCE), PCE, dichloroethylene (DCE), benzene, toluene, xylene and ethylbenzene were detected in the groundwater. These chemicals and chromium were also detected in the soils near the tanks.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2006-08-15 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 2005-05-03 00:00:00
Comments: Approved soil investigation report which recommended HRC injection pilot study and horizontal well installation for SVE enhancement

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2004-10-20 00:00:00
Comments: Workplan for Soil Investigation and HRC Pilot Study

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2005-01-27 00:00:00
Comments: Second Half 2004 Progress and Operation, Monitoring and Maintenance Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2005-08-02 00:00:00
Comments: First Half 2005 Progress and Operation, Monitoring and Maintenance Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1995-10-19 00:00:00
Comments: Approved Remedial Design for expanding the soil and groundwater remedial system. The UV/Peroxide unit of the groundwater remediation

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

system was replaced with an air stripper.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 1993-07-01 00:00:00
Comments: Soil and Groundwater Investigation-Garibaldi/2280 Mora Drive property

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Human Health Risk Assessment Report
Completed Date: 1997-09-04 00:00:00
Comments: Risk-Based Soil Goals for Site Remediation Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Human Health Risk Assessment Report
Completed Date: 1991-06-21 00:00:00
Comments: Pre-Remediation Exposure Assessment Report

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 1999-06-16 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1990-08-15 00:00:00
Comments: Fact sheet announces the public comment period on proposed interim site cleanup activities.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1989-08-01 00:00:00
Comments: Fact sheet summarizes site investigation conducted to date.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Financial Assurance Documentation
Completed Date: 2006-08-11 00:00:00
Comments: Approved revised cost of Letter of Credit for operation and maintenance

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2007-02-22 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2007-10-03 00:00:00
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2008-03-11 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2009-03-03 00:00:00
Comments: Completed activity.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2006-09-19 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Workplan
Completed Date: 2008-02-05 00:00:00
Comments: WP approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2006-01-31 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1998-08-18 00:00:00
Comments: Fenton's pilot study in A-zone aquifer

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1999-11-22 00:00:00
Comments: Pottasium permanganate pilot study in A-zone aquifer

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2006-01-31 00:00:00
Comments: HRC Injection conducted between 9/21/05 and 10/7/05

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2007-02-22 00:00:00
Comments: 2nd HRC injection conducted between 9/21/06 and 10/7/06

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Date: 2007-10-29 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2008-07-31 00:00:00
Comments: Completed fieldwork for first 5-year review

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 2009-03-03 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 2009-04-07 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 2009-10-29 00:00:00
Comments: report approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 2000-03-01 00:00:00
Comments: Fact Sheet/Work Notice issued for groundwater cleanup and TRW site redevelopment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1995-06-01 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1992-03-01 00:00:00
Comments: Fact sheet for RAP 30-day comment period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 1987-01-15 00:00:00
Comments: Fact Sheet for Site update.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Financial Assurance Documentation
Completed Date: 2009-08-27 00:00:00
Comments: Plessey's representative, counsel and consultant met with DTSC and

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

presented their financial status. Plessey is running out of cash and wants DTSC to take over the remaining work using the money in the Letter of Credit at \$3.61M

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 2010-08-31 00:00:00
Comments: GW monitoring plan approved. Work to begin this Sept.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2010-08-10 00:00:00
Comments: Cost estimate is acceptable as is.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 2010-08-02 00:00:00
Comments: Periodic Report of Compliance for the City of Mountain View for water discharge to the sewer.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2010-09-20 00:00:00
Comments: Per Steve, GW monitoring went smoothly.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2011-03-04 00:00:00
Comments: 3 wells could not be accessed due to extraction system still being in place, and one rusted seal

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 2011-01-27 00:00:00
Comments: Recent GW monitoring results indicate that reductive dechlorination may still be occurring in the previously injected HRC area. Additional GW monitoring is recommended and supplemental HRC injections may be considered in the future.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 2003-04-23 00:00:00
Comments: O&M Plan amended

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 2011-02-10 00:00:00
Comments: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 2011-04-29 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 2007-06-28 00:00:00
Comments: Remedial Action certified with O&M

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 2006-08-24 00:00:00
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 2004-05-14 00:00:00
Comments: Signed O&M Agreement. Supercedes 8/10/94 O&M Agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 1994-08-10 00:00:00
Comments: Signed O&M Agreement.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 1990-11-30 00:00:00
Comments: Issued Negative Declaration for RAP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1987-09-18 00:00:00
Comments: DTSC issued RAO to Plessey Incorporated.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 1981-12-01 00:00:00
Comments: DTSC's Abandoned Site Program discovered site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 2009-12-29 00:00:00
Comments: CFA Approve by budgets and accounting

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

1000386389

Completed Date: 2010-01-20 00:00:00
Comments: COntract for operation of groundwater remedy

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Work Order
Completed Date: 2010-01-26 00:00:00
Comments: Work Order #1 issued to operate existing groundwater remedy.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 2008-10-14 00:00:00
Comments: DTSC annual oversight cost estimate to PRPs per HSC 25269.5.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 2004-07-23 00:00:00
Comments: Operation and Maintenance Agreement Amended to address remedial enhancements.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2014
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

G46
ESE
1/4-1/2
0.376 mi.
1983 ft.

PHOTO GRAPHICS PRINTING INC
2274 MORA DR
MOUNTAIN VIEW, CA 94040
Site 6 of 6 in cluster G

HIST CORTESE **S103981838**
HAZNET **N/A**

Relative:
Higher

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: CALSI
Reg Id: 43360069

Actual:
54 ft.

HAZNET:
Year: 2006
Gepaid: CAL000088792
Contact: DENISE KNAB-TREASURER
Telephone: 6509653570
Mailing Name: Not reported
Mailing Address: 2274 MORA DR
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401549
Gen County: Santa Clara
TSD EPA ID: CAD980887418
TSD County: Alameda
Waste Category: Unspecified solvent mixture
Disposal Method: H01

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PHOTO GRAPHICS PRINTING INC (Continued)

S103981838

Tons: 0.02
Facility County: Santa Clara

Year: 1998
Gepaid: CAL000088792
Contact: JOHN DOGLIETTO
Telephone: 6509653570
Mailing Name: Not reported
Mailing Address: 2274 MORA DR
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401549
Gen County: Santa Clara
TSD EPA ID: CAD003963592
TSD County: Santa Clara
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: R01
Tons: .0625
Facility County: Santa Clara

Year: 1995
Gepaid: CAL000088792
Contact: JOHN DOGLIETTO
Telephone: 6509653570
Mailing Name: Not reported
Mailing Address: 2274 MORA DR
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401549
Gen County: Santa Clara
TSD EPA ID: CAD070148432
TSD County: 1
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: T03
Tons: .1251
Facility County: Santa Clara

Year: 1993
Gepaid: CAL000088792
Contact: JOHN DOGLIETTO
Telephone: 6509653570
Mailing Name: Not reported
Mailing Address: 2274 MORA DR
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401549
Gen County: Santa Clara
TSD EPA ID: CAT080010101
TSD County: San Diego
Waste Category: Unspecified solvent mixture
Disposal Method: H01
Tons: .2293
Facility County: Santa Clara

Year: 1993
Gepaid: CAL000088792
Contact: JOHN DOGLIETTO
Telephone: 6509653570
Mailing Name: Not reported
Mailing Address: 2274 MORA DR
Mailing City,St,Zip: MOUNTAIN VIEW, CA 940401549
Gen County: Santa Clara
TSD EPA ID: CAD009452657

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PHOTO GRAPHICS PRINTING INC (Continued)

S103981838

TSD County: San Mateo
Waste Category: Other empty containers 30 gallons or more
Disposal Method: D99
Tons: .0175
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

H47
SSW
1/4-1/2
0.385 mi.
2033 ft.

BP WEST COAST PRODUCTS LLC 00707
988 SAN ANTONIO RD
LOS ALTOS, CA 94022
Site 1 of 2 in cluster H

HIST CORTESE **S103677836**
SWEEPS UST **N/A**
HAZNET

Relative:
Higher

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0121

Actual:
81 ft.

SWEEPS UST:
Status: A
Comp Number: 26956
Number: 2
Board Of Equalization: 44-000506
Ref Date: 02-01-92
Act Date: 01-19-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 1-UNL-R
Swrcb Tank Id: 43-000-026956-000001
Actv Date: 02-21-92
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 6

Status: A
Comp Number: 26956
Number: 2
Board Of Equalization: 44-000506
Ref Date: 02-01-92
Act Date: 01-19-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 2-UNL-R
Swrcb Tank Id: 43-000-026956-000002
Actv Date: 02-21-92
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BP WEST COAST PRODUCTS LLC 00707 (Continued)

S103677836

Comp Number: 26956
Number: 2
Board Of Equalization: 44-000506
Ref Date: 02-01-92
Act Date: 01-19-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 3-UNL-P
Swrcb Tank Id: 43-000-026956-000003
Actv Date: 02-21-92
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 26956
Number: 2
Board Of Equalization: 44-000506
Ref Date: 02-01-92
Act Date: 01-19-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 4
Swrcb Tank Id: 43-000-026956-000004
Actv Date: 07-01-85
Capacity: 4000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 26956
Number: 2
Board Of Equalization: 44-000506
Ref Date: 02-01-92
Act Date: 01-19-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: 5
Swrcb Tank Id: 43-000-026956-000005
Actv Date: 07-01-85
Capacity: 4000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 26956
Number: 2
Board Of Equalization: 44-000506
Ref Date: 02-01-92
Act Date: 01-19-93
Created Date: 02-29-88

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BP WEST COAST PRODUCTS LLC 00707 (Continued)

S103677836

Tank Status: A
Owner Tank Id: 6
Swrcb Tank Id: 43-000-026956-000006
Actv Date: 07-01-85
Capacity: 550
Tank Use: OIL
Stg: W
Content: WASTE OIL
Number Of Tanks: Not reported

HAZNET:

Year: 2009
Gepaid: CAR000117713
Contact: Waste Specialist
Telephone: 5035246191
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Santa Clara
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION,
ORGANICS RECOVERY ECT
Tons: 0.126
Facility County: Santa Clara

Year: 2009
Gepaid: CAR000117713
Contact: Waste Specialist
Telephone: 5035246191
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Santa Clara
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO
INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons: 0.05
Facility County: Santa Clara

Year: 2009
Gepaid: CAR000117713
Contact: Waste Specialist
Telephone: 5035246191
Mailing Name: Not reported
Mailing Address: PO BOX 80249
Mailing City,St,Zip: RCHO STA MARG, CA 926880000
Gen County: Santa Clara
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Other organic solids
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY
(H010-H129) OR (H131-H135)
Tons: 0.0625

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BP WEST COAST PRODUCTS LLC 00707 (Continued)

S103677836

Facility County: Santa Clara

Year: 2008
 Gepaid: CAR000117713
 Contact: RUTH HA / WASTE SPECIALIST
 Telephone: 5035246191
 Mailing Name: Not reported
 Mailing Address: PO BOX 80249
 Mailing City,St,Zip: RCHO STA MARG, CA 926880000
 Gen County: Santa Clara
 TSD EPA ID: CAD008302903
 TSD County: Los Angeles
 Waste Category: Other organic solids
 Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
 Tons: 0.33
 Facility County: Santa Clara

Year: 2008
 Gepaid: CAR000117713
 Contact: RUTH HA / WASTE SPECIALIST
 Telephone: 5035246191
 Mailing Name: Not reported
 Mailing Address: PO BOX 80249
 Mailing City,St,Zip: RCHO STA MARG, CA 926880000
 Gen County: Santa Clara
 TSD EPA ID: CAT080013352
 TSD County: Los Angeles
 Waste Category: Aqueous solution with total organic residues less than 10 percent
 Disposal Method: OTHER RECOVERY OF RECLAMATION FOR REUSE INCLUDING ACID REGENERATION, ORGANICS RECOVERY ECT
 Tons: 0.252
 Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 22 additional CA_HAZNET: record(s) in the EDR Site Report.

H48
SSW
1/4-1/2
0.385 mi.
2033 ft.

LAWRENCE J FRUGOLI JR
988 N SAN ANTONIO RD
LOS ALTOS, CA 94022
Site 2 of 2 in cluster H

LUST **U001594144**
HIST LUST **N/A**
HIST UST

Relative:
Higher

LUST:
 Region: STATE
 Global Id: T0608500189
 Latitude: 37.3999259427991
 Longitude: -122.114624977112
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 2001-07-10 00:00:00
 Lead Agency: SANTA CLARA COUNTY LOP
 Case Worker: UST
 Local Agency: SANTA CLARA COUNTY LOP
 RB Case Number: Not reported
 LOC Case Number: Not reported
 File Location: Stored electronically as an E-file
 Potential Media Affect: Other Groundwater (uses other than drinking water)

Actual:
81 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LAWRENCE J FRUGOLI JR (Continued)

U001594144

Potential Contaminants of Concern: Gasoline
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608500189
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608500189
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608500189
Action Type: RESPONSE
Date: 2001-01-31 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500189
Action Type: RESPONSE
Date: 1999-12-13 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500189
Action Type: RESPONSE
Date: 1999-07-30 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500189
Action Type: RESPONSE
Date: 1997-03-21 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500189
Action Type: RESPONSE
Date: 1996-12-26 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500189
Action Type: ENFORCEMENT
Date: 1999-12-08 00:00:00
Action: Staff Letter - #30068

Global Id: T0608500189
Action Type: ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LAWRENCE J FRUGOLI JR (Continued)

U001594144

Date: 1999-08-12 00:00:00
Action: Staff Letter - #30066

Global Id: T0608500189
Action Type: ENFORCEMENT
Date: 1999-04-17 00:00:00
Action: Staff Letter - #30064

Global Id: T0608500189
Action Type: ENFORCEMENT
Date: 1996-03-19 00:00:00
Action: Staff Letter - #30056

Global Id: T0608500189
Action Type: ENFORCEMENT
Date: 1996-12-18 00:00:00
Action: Staff Letter - #30054

Global Id: T0608500189
Action Type: ENFORCEMENT
Date: 1991-01-21 00:00:00
Action: Notice of Responsibility - #40123

Global Id: T0608500189
Action Type: ENFORCEMENT
Date: 2000-12-17 00:00:00
Action: Staff Letter - #30072

Global Id: T0608500189
Action Type: RESPONSE
Date: 1999-08-16 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500189
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Global Id: T0608500189
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Excavate and Dispose

Global Id: T0608500189
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Pump and Treat Groundwater

Global Id: T0608500189
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Remove free product

Global Id: T0608500189
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Vacuum Extract

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LAWRENCE J FRUGOLI JR (Continued)

U001594144

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 06S2W19A01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 7/8/1985
Pollution Characterization Began: 10/24/1990
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W19A01f
Closed Date: 7/10/2001

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W19A01
Oversite Agency: SCVWD
Date Listed: 1988-01-01 00:00:00
Closed Date: 2001-07-10 00:00:00

HIST UST:

Region: STATE
Facility ID: 00000026956
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0006
Contact Name: Not reported
Telephone: 0000000000
Owner Name: ARCO PETROLEUM PRODUCTS CO.
Owner Address: 515 SOUTH FLOWER STREET
Owner City,St,Zip: LOS ANGELES, CA 90071

Tank Num: 001
Container Num: 0000000001
Year Installed: 1983
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 0000000002
Year Installed: 1971
Tank Capacity: 00006000

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LAWRENCE J FRUGOLI JR (Continued)

U001594144

Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: 0000240 inches
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 0000000003
Year Installed: 1963
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: 06
Tank Construction: 0000240 inches
Leak Detection: Stock Inventor, 10

Tank Num: 004
Container Num: 0000000004
Year Installed: 1963
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 0000167 inches
Leak Detection: Stock Inventor, 10

Tank Num: 005
Container Num: 0000000005
Year Installed: 1963
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 0000167 inches
Leak Detection: Stock Inventor, 10

Tank Num: 006
Container Num: 0000000006
Year Installed: 1963
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: WASTE OIL
Tank Construction: 0000093 inches
Leak Detection: Stock Inventor

149
ESE
1/4-1/2
0.397 mi.
2095 ft.

SYMTRON CORP.
22352245 MORA DR
MOUNTAIN VIEW, CA 94040

HIST CORTESE **S105025102**
N/A

Site 1 of 4 in cluster I

Relative:
Higher

CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: CALSI
Reg Id: 43360124

Actual:
54 ft.

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

150
ESE
1/4-1/2
0.402 mi.
2124 ft.

PLESSEY #3
2256 MORA DRIVE
MOUNTAIN VIEW, CA 94040

Site 2 of 4 in cluster I

RESPONSE **S105628350**
ENVIROSTOR **N/A**

Relative:
Higher

RESPONSE:

Actual:
54 ft.

Facility ID: 43360135
 Site Type: State Response
 Site Type Detail: State Response or NPL
 Acres: 0.17
 National Priorities List: NO
 Cleanup Oversight Agencies: SMBRP
 Lead Agency: SMBRP
 Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
 Project Manager: REMEDIOS SUNGA
 Supervisor: Mark Piros
 Division Branch: Cleanup Berkeley
 Site Code: 201358
 Site Mgmt. Req.: NONE SPECIFIED
 Assembly: 22
 Senate: 13
 Special Program Status: Not reported
 Status: No Further Action
 Status Date: 2001-10-05 00:00:00
 Restricted Use: NO
 Funding: Responsible Party
 Latitude: 37.403092092188203
 Longitude: -122.10121005964101
 APN: 147-54-024, 147-54-025, 148-33-021
 Past Use: MANUFACTURING - ELECTRONIC
 Potential COC: 30022, 30027
 Confirmed COC: 30022,30027
 Potential Description: OTH
 Alias Name: PLESSEY #3
 Alias Type: Alternate Name
 Alias Name: 147-54-024
 Alias Type: APN
 Alias Name: 147-54-025
 Alias Type: APN
 Alias Name: 148-33-021
 Alias Type: APN
 Alias Name: 110033611624
 Alias Type: EPA (FRS #)
 Alias Name: 201358
 Alias Type: Project Code (Site Code)
 Alias Name: 43360135
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 2001-10-15 00:00:00
 Comments: Completed PEA. Cleanup of this site will be addressed as part of the Plessey Micro Science site cleanup. Contaminated groundwater will be extracted from 2 onsite wells and treated with an air stripper and carbon adsorption constructed at the PMS site.

Completed Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY #3 (Continued)

S105628350

Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 2000-11-28 00:00:00
Comments: Issued I&SE Order.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:

Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.17
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: REMEDIOS SUNGA
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Facility ID: 43360135
Site Code: 201358
Assembly: 22
Senate: 13
Special Program: Not reported
Status: No Further Action
Status Date: 2001-10-05 00:00:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 37.403092092188203
Longitude: -122.10121005964101
APN: 147-54-024, 147-54-025, 148-33-021
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: 30022, 30027
Confirmed COC: 30022,30027
Potential Description: OTH
Alias Name: PLESSEY #3
Alias Type: Alternate Name
Alias Name: 147-54-024
Alias Type: APN
Alias Name: 147-54-025
Alias Type: APN
Alias Name: 148-33-021
Alias Type: APN
Alias Name: 110033611624
Alias Type: EPA (FRS #)
Alias Name: 201358
Alias Type: Project Code (Site Code)
Alias Name: 43360135
Alias Type: Envirostor ID Number

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PLESSEY #3 (Continued)

S105628350

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 2001-10-15 00:00:00
 Comments: Completed PEA. Cleanup of this site will be addressed as part of the Plessey Micro Science site cleanup. Contaminated groundwater will be extracted from 2 onsite wells and treated with an air stripper and carbon adsorption constructed at the PMS site.

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
 Completed Date: 2000-11-28 00:00:00
 Comments: Issued I&SE Order.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

51
 West
 1/4-1/2
 0.406 mi.
 2143 ft.

UNION OI SS# 6115
4350 EL CAMINO REAL
LOS ALTOS, CA 94022

HIST CORTESE 1000167445
LUST N/A
HIST LUST
HIST UST
HAZNET

Relative:
Higher

CORTESE:
 Region: CORTESE
 Facility County Code: 43
 Reg By: LTNKA
 Reg Id: 43-1567

Actual:
67 ft.

LUST:

Region: STATE
 Global Id: T0608501527
 Latitude: 37.404111
 Longitude: -122.11675
 Case Type: LUST Cleanup Site
 Status: Completed - Case Closed
 Status Date: 1996-11-07 00:00:00
 Lead Agency: SANTA CLARA COUNTY LOP
 Case Worker: UST
 Local Agency: SANTA CLARA COUNTY LOP
 RB Case Number: Not reported
 LOC Case Number: Not reported
 File Location: Stored electronically as an E-file
 Potential Media Affect: Other Groundwater (uses other than drinking water)
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNION OI SS# 6115 (Continued)

1000167445

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608501527
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501527
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4082996930

LUST:

Global Id: T0608501527
Action Type: RESPONSE
Date: 1992-05-30 00:00:00
Action: Soil and Water Investigation Workplan

Global Id: T0608501527
Action Type: ENFORCEMENT
Date: 1991-01-23 00:00:00
Action: Notice of Responsibility - #40122

Global Id: T0608501527
Action Type: ENFORCEMENT
Date: 1992-04-19 00:00:00
Action: Staff Letter - #30044

Global Id: T0608501527
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Global Id: T0608501527
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Excavate and Dispose

Global Id: T0608501527
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Vacuum Extract

LUST REG 2:

Region: 2
Facility Id: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNION OI SS# 6115 (Continued)

1000167445

Facility Status: Case Closed
Case Number: 06S2W18R01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 10/5/1990
Pollution Characterization Began: 9/10/1991
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: 8/21/1992

LUST SANTA CLARA:

Region: SANTA CLARA
SCVWD ID: 06S2W18R01f
Closed Date: 11/7/1996

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W18R01
Oversite Agency: SCVWD
Date Listed: 1991-01-18 00:00:00
Closed Date: 1996-11-07 00:00:00

HIST UST:

Region: STATE
Facility ID: 0000060679
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0001
Contact Name: FELIX BOLTON, JR.
Telephone: 4159410244
Owner Name: UNION OIL CO.
Owner Address: 1 CALIFORNIA ST., SUITE 2700
Owner City,St,Zip: SAN FRANCISCO, CA 94111

Tank Num: 001
Container Num: 6115-10-1
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 6 inches
Leak Detection: Visual

HAZNET:

Year: 2002
Gepaid: CAL000161435
Contact: HAZMAT SPECIALIST
Telephone: 6027284180
Mailing Name: Not reported
Mailing Address: PO BOX 52085

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

UNION OI SS# 6115 (Continued)

1000167445

Mailing City,St,Zip: PHOENIX, AZ 850722085
 Gen County: Santa Clara
 TSD EPA ID: Not reported
 TSD County: Los Angeles
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: H01
 Tons: 0.20
 Facility County: Not reported

**152
 ESE
 1/4-1/2
 0.406 mi.
 2146 ft.**

**PLESSEY #2
 2251, 2257, 2283 AND 2287 MORA DRIVE
 MOUNTAIN VIEW, CA 94040**

**RESPONSE S103883832
 ENVIROSTOR N/A**

Site 3 of 4 in cluster I

**Relative:
 Higher**

RESPONSE:

**Actual:
 55 ft.**

Facility ID: 43360131
 Site Type: State Response
 Site Type Detail: State Response or NPL
 Acres: 0.43
 National Priorities List: NO
 Cleanup Oversight Agencies: SMBRP
 Lead Agency: SMBRP
 Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
 Project Manager: REMEDIOS SUNGA
 Supervisor: Mark Piros
 Division Branch: Cleanup Berkeley
 Site Code: 201102
 Site Mgmt. Req.: NONE SPECIFIED
 Assembly: 22
 Senate: 13
 Special Program Status: Not reported
 Status: No Further Action
 Status Date: 2002-05-15 00:00:00
 Restricted Use: NO
 Funding: Responsible Party
 Latitude: 37.395000000000003
 Longitude: -122.0925
 APN: 147-54-010, 147-54-011, 147-54-012, 147-54-014, 147-54-015
 Past Use: MANUFACTURING - ELECTRONIC
 Potential COC: 30022, 30027
 Confirmed COC: 30022,30027
 Potential Description: OTH
 Alias Name: PLESSEY #2
 Alias Type: Alternate Name
 Alias Name: 147-54-010
 Alias Type: APN
 Alias Name: 147-54-011
 Alias Type: APN
 Alias Name: 147-54-012
 Alias Type: APN
 Alias Name: 147-54-014
 Alias Type: APN
 Alias Name: 147-54-015
 Alias Type: APN
 Alias Name: 110033611615
 Alias Type: EPA (FRS #)
 Alias Name: 201102

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PLESSEY #2 (Continued)

S103883832

Alias Type: Project Code (Site Code)
Alias Name: 43360131
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 2001-10-09 00:00:00
Comments: Completed PEA. Phase 2 Remedial Investigation Report submitted. Soil and grab groundwater samples taken along the main sewer line. The results did not indicate a contamination source on the property.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:

Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.43
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: REMEDIOS SUNGA
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Facility ID: 43360131
Site Code: 201102
Assembly: 22
Senate: 13
Special Program: Not reported
Status: No Further Action
Status Date: 2002-05-15 00:00:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 37.395000000000003
Longitude: -122.0925
APN: 147-54-010, 147-54-011, 147-54-012, 147-54-014, 147-54-015
Past Use: MANUFACTURING - ELECTRONIC
Potential COC: 30022, 30027
Confirmed COC: 30022,30027
Potential Description: OTH
Alias Name: PLESSEY #2
Alias Type: Alternate Name
Alias Name: 147-54-010
Alias Type: APN
Alias Name: 147-54-011
Alias Type: APN
Alias Name: 147-54-012

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

PLESSEY #2 (Continued)

S103883832

Alias Type: APN
 Alias Name: 147-54-014
 Alias Type: APN
 Alias Name: 147-54-015
 Alias Type: APN
 Alias Name: 110033611615
 Alias Type: EPA (FRS #)
 Alias Name: 201102
 Alias Type: Project Code (Site Code)
 Alias Name: 43360131
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Preliminary Endangerment Assessment Report
 Completed Date: 2001-10-09 00:00:00
 Comments: Completed PEA. Phase 2 Remedial Investigation Report submitted. Soil and grab groundwater samples taken along the main sewer line. The results did not indicate a contamination source on the property.

Future Area Name: Not reported
 Future Sub Area Name: Not reported
 Future Document Type: Not reported
 Future Due Date: Not reported
 Schedule Area Name: Not reported
 Schedule Sub Area Name: Not reported
 Schedule Document Type: Not reported
 Schedule Due Date: Not reported
 Schedule Revised Date: Not reported

I53
ESE
1/4-1/2
0.435 mi.
2295 ft.

SYMTRON CORPORATION
2235 MORA DR.
MOUNTAIN VIEW, CA 94043
Site 4 of 4 in cluster I

RCRA-SQG 1000420286
FINDS CAD000819821
RESPONSE
ENVIROSTOR

Relative:
Higher

RCRA-SQG:

Actual:
55 ft.

Date form received by agency: 09/01/1996
 Facility name: SYMTRON CORP MOUNTAIN VIEW DIV
 Facility address: 2235 MORA DR
 MOUNTAIN VIEW, CA 94040
 EPA ID: CAD000819821
 Mailing address: 2415 E CHARLSTON RD
 MOUNTAIN VIEW, CA 94043
 Contact: Not reported
 Contact address: Not reported
 Not reported
 Contact country: Not reported
 Contact telephone: Not reported
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SYMTRON CORPORATION (Continued)

1000420286

Owner/Operator Summary:

Owner/operator name: SYMTRON CORP
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 03/31/1992
Facility name: SYMTRON CORP MOUNTAIN VIEW DIV
Site name: SYMTRON CORPORATION
Classification: Large Quantity Generator

Date form received by agency: 08/27/1980
Facility name: SYMTRON CORP MOUNTAIN VIEW DIV
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002146375

Environmental Interest/Information System
US EPA TRIS (Toxics Release Inventory System) contains information

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SYMTRON CORPORATION (Continued)

1000420286

from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

RESPONSE:

Facility ID: 43360124
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 0.59
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: REMEDIOS SUNGA
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Site Code: 200315
Site Mgmt. Req.: NONE SPECIFIED
Assembly: 22
Senate: 13
Special Program Status: Not reported
Status: No Further Action
Status Date: 2001-06-29 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 37.402448609766097
Longitude: -122.10084742556499
APN: 147-54-016, 147-54-017, 147-54-018, 147-54-019, 148-33-017
Past Use: MANUFACTURING - OTHER
Potential COC: 30013, 30022, 30027
Confirmed COC: 30013,30022,30027
Potential Description: OTH
Alias Name: ELEXSYS INTERNATIONAL
Alias Type: Alternate Name
Alias Name: SANMINA CORPORATION
Alias Type: Alternate Name
Alias Name: SYMTRON CORP.
Alias Type: Alternate Name
Alias Name: 147-54-016
Alias Type: APN
Alias Name: 147-54-017
Alias Type: APN
Alias Name: 147-54-018
Alias Type: APN
Alias Name: 147-54-019
Alias Type: APN
Alias Name: 148-33-017
Alias Type: APN
Alias Name: CAD000819821

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SYMTRON CORPORATION (Continued)

1000420286

Alias Type: EPA Identification Number
Alias Name: 110033618912
Alias Type: EPA (FRS #)
Alias Name: 200315
Alias Type: Project Code (Site Code)
Alias Name: 43360124
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2001-06-29 00:00:00
Comments: Completed RIFS. The results did not indicate a groundwater contamination source on the property.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1995-01-10 00:00:00
Comments: Completed RA. Approximately 1.5 cubic yards of soil was excavated and disposed off-site. The building was steam cleaned. In addition, 3 cubic yards of ground concrete was disposed off-site as part of the removal of the concrete sump and clarifer.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 1992-11-13 00:00:00
Comments: Approved PEA. Shallow soil samples showed copper as high as 7,900 ppm and lead as high as 2,000 ppm. Other metal contaminants were also found in soil along with tetrachloroethylene as high as 940 ppm, and 1,1,1-TCA as high as 440 ppm. Although Symtron is located in an area known to have groundwater problems, no groundwater investigation was conducted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1991-09-24 00:00:00
Comments: Completed Site Screening. Copper, lead and volatile organics have been detected in the soil. Site referred to DTSC by Mountain View Fire Department. 2227 Mora Drive address housed Symtron's hazardous materials storage area where acids, bases, oxidizers, & flammable liquids, as well as copper animated plates, were kept. 2235 Mora housed offices, photo darkroom, wet and dry quality control labs, and process operations. 2245 Mora operations included copper etching and black oxide operations & clean rooms used for Symtron's dry process. Symtron operated an onsite waste water treatment plant. Treated waste water and effluent went directly to the Mountain View sewer via an inground sump which served as a final clarifier. Closure sampling was conducted in March 1991 and included soil concrete chip, and wipe samples. Copper was detected as high as 7,900 ppm and 1,600 ppm in soil and concrete chip samples respectively. Lead was detected as high as 1,000 ppm in soil. Volatile organic compounds (VOCs) all tested below 1 ppm.

Completed Area Name: PROJECT WIDE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SYMTRON CORPORATION (Continued)

1000420286

Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1997-01-16 00:00:00
Comments: Issued IS&E Order to Eleksys International which was later acquired by Sanmina Corporation requiring site investigation and if appropriate, site remediation.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:

Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.59
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: REMEDIOS SUNGA
Supervisor: Mark Piros
Division Branch: Cleanup Berkeley
Facility ID: 43360124
Site Code: 200315
Assembly: 22
Senate: 13
Special Program: Not reported
Status: No Further Action
Status Date: 2001-06-29 00:00:00
Restricted Use: NO
Site Mgmt. Req.: NONE SPECIFIED
Funding: Responsible Party
Latitude: 37.402448609766097
Longitude: -122.10084742556499
APN: 147-54-016, 147-54-017, 147-54-018, 147-54-019, 148-33-017
Past Use: MANUFACTURING - OTHER
Potential COC: 30013, 30022, 30027
Confirmed COC: 30013,30022,30027
Potential Description: OTH
Alias Name: ELEXSYS INTERNATIONAL
Alias Type: Alternate Name
Alias Name: SANMINA CORPORATION
Alias Type: Alternate Name
Alias Name: SYMTRON CORP.
Alias Type: Alternate Name
Alias Name: 147-54-016
Alias Type: APN
Alias Name: 147-54-017
Alias Type: APN
Alias Name: 147-54-018
Alias Type: APN
Alias Name: 147-54-019

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SYMTRON CORPORATION (Continued)

1000420286

Alias Type: APN
Alias Name: 148-33-017
Alias Type: APN
Alias Name: CAD000819821
Alias Type: EPA Identification Number
Alias Name: 110033618912
Alias Type: EPA (FRS #)
Alias Name: 200315
Alias Type: Project Code (Site Code)
Alias Name: 43360124
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2001-06-29 00:00:00
Comments: Completed RIFS. The results did not indicate a groundwater contamination source on the property.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1995-01-10 00:00:00
Comments: Completed RA. Approximately 1.5 cubic yards of soil was excavated and disposed off-site. The building was steam cleaned. In addition, 3 cubic yards of ground concrete was disposed off-site as part of the removal of the concrete sump and clarifer.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 1992-11-13 00:00:00
Comments: Approved PEA. Shallow soil samples showed copper as high as 7,900 ppm and lead as high as 2,000 ppm. Other metal contaminants were also found in soil along with tetrachloroethylene as high as 940 ppm, and 1,1,1-TCA as high as 440 ppm. Although Symtron is located in an area known to have groundwater problems, no groundwater investigation was conducted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1991-09-24 00:00:00
Comments: Completed Site Screening. Copper, lead and volatile organics have been detected in the soil. Site referred to DTSC by Mountain View Fire Department. 2227 Mora Drive address housed Symtron's hazardous materials storage area where acids, bases, oxidizers, & flammable liquids, as well as copper animated plates, were kept. 2235 Mora housed offices, photo darkroom, wet and dry quality control labs, and process operations. 2245 Mora operations included copper etching and black oxide operations & clean rooms used for Symtron's dry process. Symtron operated an onsite waste water treatment plant. Treated waste water and effluent went directly to the Mountain View sewer via an inground sump which served as a final clarifier. Closure sampling was conducted in March 1991 and included soil concrete chip, and wipe samples. Copper was detected as high as 7,900 ppm and 1,600 ppm in soil and concrete chip samples respectively. Lead was detected as

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SYMTRON CORPORATION (Continued)

1000420286

high as 1,000 ppm in soil. Volatile organic compounds (VOCs) all tested below 1 ppm.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1997-01-16 00:00:00
Comments: Issued IS&E Order to Elexsys International which was later acquired by Sanmina Corporation requiring site investigation and if appropriate, site remediation.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

J54
SSW
1/4-1/2
0.452 mi.
2387 ft.

UNOCAL #4918
895 N. SAN ANTONIO ROAD
LOS ALTOS, CA 94022

LUST **S103880863**
HIST LUST **N/A**

Site 1 of 2 in cluster J

Relative:
Higher

LUST:

Actual:
86 ft.

Region: STATE
Global Id: T0608500150
Latitude: 37.3988520178705
Longitude: -122.113916873932
Case Type: LUST Cleanup Site
Status: Open - Verification Monitoring
Status Date: 2008-11-20 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: MJ
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: 21-067
LOC Case Number: 06S2W20E01f
File Location: Stored electronically as an E-file
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST:

Global Id: T0608500150
Contact Type: Regional Board Caseworker
Contact Name: NATHAN KING
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY ST., SUITE 1400
City: OAKLAND
Email: nking@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0608500150

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #4918 (Continued)

S103880863

Contact Type: Local Agency Caseworker
Contact Name: MAMERTO JORVINA
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 BERGER DRIVE, SUITE 300
City: SAN JOSE
Email: mamerto.jorvina@deh.sccgov.org
Phone Number: Not reported

LUST:

Global Id: T0608500150
Action Type: RESPONSE
Date: 1995-10-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 2011-01-31 00:00:00
Action: Monitoring Report - Semi-Annually

Global Id: T0608500150
Action Type: RESPONSE
Date: 2011-07-31 00:00:00
Action: Monitoring Report - Semi-Annually

Global Id: T0608500150
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Discovery

Global Id: T0608500150
Action Type: RESPONSE
Date: 2010-10-31 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 2010-01-31 00:00:00
Action: Monitoring Report - Semi-Annually

Global Id: T0608500150
Action Type: RESPONSE
Date: 2010-07-31 00:00:00
Action: Monitoring Report - Semi-Annually

Global Id: T0608500150
Action Type: RESPONSE
Date: 2009-07-30 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 1995-07-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: ENFORCEMENT
Date: 2009-03-18 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #4918 (Continued)

S103880863

Action: Staff Letter

Global Id: T0608500150
Action Type: RESPONSE
Date: 1997-07-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: ENFORCEMENT
Date: 2010-11-12 00:00:00
Action: Staff Letter

Global Id: T0608500150
Action Type: ENFORCEMENT
Date: 2010-08-25 00:00:00
Action: Staff Letter

Global Id: T0608500150
Action Type: ENFORCEMENT
Date: 1993-02-25 00:00:00
Action: Notice of Responsibility - #40127

Global Id: T0608500150
Action Type: ENFORCEMENT
Date: 1995-05-31 00:00:00
Action: Staff Letter - #30094

Global Id: T0608500150
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Reported

Global Id: T0608500150
Action Type: RESPONSE
Date: 1996-07-11 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Stopped

Global Id: T0608500150
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Soil Vapor Extraction w/Other

Global Id: T0608500150
Action Type: RESPONSE
Date: 1996-04-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 1997-10-15 00:00:00
Action: Monitoring Report - Quarterly

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

UNOCAL #4918 (Continued)

S103880863

Global Id: T0608500150
Action Type: RESPONSE
Date: 1996-10-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 1996-01-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 1997-01-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Excavate and Dispose

Global Id: T0608500150
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Excavate and Dispose

Global Id: T0608500150
Action Type: ENFORCEMENT
Date: 2009-08-12 00:00:00
Action: Staff Letter

Global Id: T0608500150
Action Type: RESPONSE
Date: 1998-01-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 1997-04-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 2009-04-30 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 2010-01-30 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608500150
Action Type: RESPONSE
Date: 2009-10-30 00:00:00
Action: Monitoring Report - Quarterly

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

UNOCAL #4918 (Continued)

S103880863

LUST REG 2:

Region: 2
 Facility Id: Not reported
 Facility Status: Pollution Characterization
 Case Number: 06S2W20E01f
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Date Leak Confirmed: Not reported
 Oversight Program: LUST
 Prelim. Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: 8/17/1992
 Pollution Characterization Began: 8/20/1992
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:

Region: SANTA CLARA
 SCVWD ID: 06S2W20E01f
 Closed Date: Not reported

HIST LUST SANTA CLARA:

Region: SANTA CLARA
 Region Code: 2
 SCVWD ID: 06S2W20E01
 Oversight Agency: SCCDEH
 Date Listed: 1992-12-14 00:00:00
 Closed Date: Not reported

J55
SSW
1/4-1/2
0.454 mi.
2395 ft.

UNOCAL
895 SAN ANTONIO
LOS ALTOS, CA 94202
Site 2 of 2 in cluster J

HIST CORTESE **S105708738**
N/A

Relative:
Higher

CORTESE:
 Region: CORTESE
 Facility County Code: 43
 Reg By: LTNKA
 Reg Id: 43-0082

Actual:
86 ft.

56
East
1/2-1
0.630 mi.
3326 ft.

SHELL SERVICE STATION
110 N RENGSTORFF
MOUNTAIN VIEW, CA 94040

RCRA-SQG **1000288537**
FINDS **CAD980675961**
HIST CORTESE
LUST
CA FID UST
HIST LUST
HIST UST
SWEEPS UST
Notify 65
HAZNET

Relative:
Higher

RCRA-SQG:
 Date form received by agency: 08/15/2001

Actual:
54 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

Facility name: SHELL SERVICE STATION
Facility address: 110 N RENGSTORFF
S A P 135637
MOUNTAIN VIEW, CA 94040
EPA ID: CAD980675961
Mailing address: P O BOX 2648
HOUTON, TX 772522648
Contact: SONDR A BIENVENU
Contact address: P O BOX 2648
HOUTON, TX 772522648
Contact country: US
Contact telephone: (713) 241-5036
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: EQUILON ENTERPRISES L L C
Owner/operator address: P O BOX 2648
HOUTON, TX 77252
Owner/operator country: Not reported
Owner/operator telephone: (713) 241-5036
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 09/01/1996
Facility name: SHELL SERVICE STATION
Classification: Small Quantity Generator

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Violation Status: No violations found

FINDS:

Registry ID: 110002670547

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CORTESE:

Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-1265

LUST:

Region: STATE
Global Id: T0608501243
Latitude: 37.403680988
Longitude: -122.09744
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 2006-10-06 00:00:00
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: MJ
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: 19-049
LOC Case Number: 06S2W17R01f
File Location: Stored electronically as an E-file
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

[Click here to access the California GeoTracker records for this facility:](#)

LUST:

Global Id: T0608501243
Contact Type: Local Agency Caseworker
Contact Name: MAMERTO JORVINA
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 BERGER DRIVE, SUITE 300
City: SAN JOSE
Email: mamerto.jorvina@deh.sccgov.org
Phone Number: Not reported

Global Id: T0608501243
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

LUST:

Global Id: T0608501243
Action Type: RESPONSE
Date: 2011-05-18 00:00:00
Action: Soil and Water Investigation Report

Global Id: T0608501243
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Pump and Treat Groundwater

Global Id: T0608501243
Action Type: REMEDIATION
Date: 1950-01-01 00:00:00
Action: Vacuum Extract

Global Id: T0608501243
Action Type: RESPONSE
Date: 2010-04-30 00:00:00
Action: Monitoring Report - Semi-Annually

Global Id: T0608501243
Action Type: RESPONSE
Date: 2010-10-30 00:00:00
Action: Monitoring Report - Semi-Annually

Global Id: T0608501243
Action Type: RESPONSE
Date: 2011-04-30 00:00:00
Action: Monitoring Report - Semi-Annually

Global Id: T0608501243
Action Type: Other
Date: 1950-01-01 00:00:00
Action: Leak Discovery

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

Global Id:	T0608501243
Action Type:	ENFORCEMENT
Date:	1991-03-25 00:00:00
Action:	Notice of Responsibility - #40116
Global Id:	T0608501243
Action Type:	ENFORCEMENT
Date:	1991-05-02 00:00:00
Action:	Staff Letter - #19250
Global Id:	T0608501243
Action Type:	ENFORCEMENT
Date:	2005-04-11 00:00:00
Action:	Closure/No Further Action Letter - #501140
Global Id:	T0608501243
Action Type:	ENFORCEMENT
Date:	1999-08-31 00:00:00
Action:	Staff Letter - #30239
Global Id:	T0608501243
Action Type:	ENFORCEMENT
Date:	1997-04-21 00:00:00
Action:	Staff Letter - #30232
Global Id:	T0608501243
Action Type:	RESPONSE
Date:	2009-10-31 00:00:00
Action:	Monitoring Report - Semi-Annually
Global Id:	T0608501243
Action Type:	ENFORCEMENT
Date:	2010-11-10 00:00:00
Action:	Staff Letter
Global Id:	T0608501243
Action Type:	Other
Date:	1950-01-01 00:00:00
Action:	Leak Stopped
Global Id:	T0608501243
Action Type:	Other
Date:	1950-01-01 00:00:00
Action:	Leak Reported
Global Id:	T0608501243
Action Type:	ENFORCEMENT
Date:	2009-07-29 00:00:00
Action:	Staff Letter
Global Id:	T0608501243
Action Type:	REMEDIATION
Date:	1950-01-01 00:00:00
Action:	Excavate and Treat
Global Id:	T0608501243
Action Type:	REMEDIATION

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

Date: 1950-01-01 00:00:00
Action: Remove free product

Global Id: T0608501243
Action Type: RESPONSE
Date: 1999-10-15 00:00:00
Action: Monitoring Report - Quarterly

Global Id: T0608501243
Action Type: RESPONSE
Date: 1997-04-28 00:00:00
Action: Monitoring Report - Quarterly

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Pollution Characterization
Case Number: 06S2W17R01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 1/14/1983
Pollution Characterization Began: 11/10/1988
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

CA FID UST:

Facility ID: 43001282
Regulated By: UTNKA
Regulated ID: 00056732
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4159648529
Mail To: Not reported
Mailing Address: 110 N RENGSTORFF AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: MOUNTAIN VIEW 94040
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 06S2W17R01
Oversite Agency: SCVWD
Date Listed: 1990-01-01 00:00:00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

Closed Date: Not reported

HIST UST:

Region: STATE
Facility ID: 00000056732
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: SHELL OIL COMPANY
Telephone: 4159648529
Owner Name: SHELL OIL COMPANY
Owner Address: P.O. BOX 4848
Owner City,St,Zip: ANAHEIM, CA 92803

Tank Num: 001
Container Num: 1
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 002
Container Num: 2
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 003
Container Num: 3
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

Tank Num: 004
Container Num: 4
Year Installed: 1983
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor, Groundwater Monitoring Well, 10

SWEEPS UST:

Status: A
Comp Number: 56732
Number: 9
Board Of Equalization: 44-000074
Ref Date: 07-01-85

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

Act Date: Not reported
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 1
Swrcb Tank Id: 43-005-056732-000001
Actv Date: 09-26-91
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: A
Comp Number: 56732
Number: 9
Board Of Equalization: 44-000074
Ref Date: 07-01-85
Act Date: Not reported
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 2
Swrcb Tank Id: 43-005-056732-000002
Actv Date: 01-06-94
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: SUPER UNLEAD
Number Of Tanks: Not reported

Status: A
Comp Number: 56732
Number: 9
Board Of Equalization: 44-000074
Ref Date: 07-01-85
Act Date: Not reported
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 3
Swrcb Tank Id: 43-005-056732-000003
Actv Date: 01-06-94
Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: SUPER UNLEAD
Number Of Tanks: Not reported

Status: A
Comp Number: 56732
Number: 9
Board Of Equalization: 44-000074
Ref Date: 07-01-85
Act Date: Not reported
Created Date: 10-13-88
Tank Status: A
Owner Tank Id: 4
Swrcb Tank Id: 43-005-056732-000004
Actv Date: 09-26-91

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

Capacity: 12000
Tank Use: M.V. FUEL
Stg: P
Content: DIESEL
Number Of Tanks: Not reported

Notify 65:

Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Incident Description: 91351

HAZNET:

Year: 2008
Gepaid: CAD980675961
Contact: RACHEL HULL RM300-G03
Telephone: 2818742238
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DR RM 300-F07
Mailing City,St,Zip: HOUSTON, TX 77067
Gen County: Santa Clara
TSD EPA ID: CAD008830290
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 0.0675
Facility County: Santa Clara

Year: 2008
Gepaid: CAD980675961
Contact: RACHEL HULL RM300-G03
Telephone: 2818742238
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DR RM 300-F07
Mailing City,St,Zip: HOUSTON, TX 77067
Gen County: Santa Clara
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Waste Category: Other organic solids
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 0.0325
Facility County: Santa Clara

Year: 2007
Gepaid: CAD980675961
Contact: RACHEL HULL RM300-G03
Telephone: 2818742238
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DR RM 300-F07
Mailing City,St,Zip: HOUSTON, TX 77067
Gen County: Santa Clara
TSD EPA ID: NVT330010000

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SHELL SERVICE STATION (Continued)

1000288537

TSD County: 99
Waste Category: Alkaline solution without metals pH >= 12.5
Disposal Method: LANDFILL OR SURFACE IMPOUNDMENT THAT WILL BE CLOSED AS LANDFILL(TO INCLUDE ON-SITE TREATMENT AND/OR STABILIZATION)
Tons: 0.22
Facility County: Santa Clara

Year: 2007
Gepaid: CAD980675961
Contact: RACHEL HULL RM300-G03
Telephone: 2818742238
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DR RM 300-F07
Mailing City,St,Zip: HOUSTON, TX 77067
Gen County: Santa Clara
TSD EPA ID: WAD991281767
TSD County: 99
Waste Category: Not reported
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 0.02
Facility County: Santa Clara

Year: 2007
Gepaid: CAD980675961
Contact: RACHEL HULL RM300-G03
Telephone: 2818742238
Mailing Name: Not reported
Mailing Address: 12700 NORTHBOROUGH DR RM 300-F07
Mailing City,St,Zip: HOUSTON, TX 77067
Gen County: Santa Clara
TSD EPA ID: CAD008830290
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: STORAGE, BULKING, AND/OR TRANSFER OFF SITE--NO TREATMENT/RECOVERY (H010-H129) OR (H131-H135)
Tons: 0
Facility County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 13 additional CA_HAZNET: record(s) in the EDR Site Report.

Count: 20 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
EAST PALO ALTO	1003879293	CALMAC CHEMICAL	END OF WEEKS ST	94303	CERC-NFRAP
LOS ALTOS	1003878724	LOS ALTOS WELL FIELD	COR OF HILL VIEW & ELEANOR	94022	CERC-NFRAP
LOS ALTOS	1003879379	HILLVIEW - ELEANOR	HILLVIEW - ELEANOR	94022	CERC-NFRAP
LOS ALTOS	A100338085	MROSD SAN ANTONIO PRESERVE	7400 ST. JOSEPH AV.	94022	AST
LOS ALTOS	S105024562	RANCHO SERVICE CENTER	601 RANCHO SHOPPING CTR	94022	HIST CORTESE
LOS ALTOS	S110060564	CHEVRON	470 N SAN ANTONIO RD	94022	HIST CORTESE
MOUNTAIN VIEW	1012176287	SCL 101 PM 48.97 52.17	HWY 101 BETWEEN RTE 85	94043	RCRA-LQG
MOUNTAIN VIEW	96497873	EAST MIDDLEFIELD RD. JUST NORTH EA	EAST MIDDLEFIELD RD. JUST NORT		ERNS
MOUNTAIN VIEW	S104541848	NASA AMES RESEARCH CENTER	MOFFETT FIELD		HIST LUST
MOUNTAIN VIEW	1014387938	MOFFETT FIELD US ARMED FORCES RESE	230 RD	94043	RCRA-SQG
MOUNTAIN VIEW	S105939417	SAN ANTONIO CLEANERS	225 SAN ANTONIO #8		EMI
MOUNTAIN VIEW	S109282447	SAN ANTONIO CLEANERS	225 SAN ANTONIO, #8	94043	EMI
MOUNTAIN VIEW	S110655402	J.C. PENNEY	SAN ANTONIO AT ALMA STHY	94043	LUST
MOUNTAIN VIEW	S105512837	J.C. PENNEY	SAN ANTONIO AT ALMA ST RD	94043	LUST, HIST LUST
MOUNTAIN VIEW	1003878434	MOUNTAIN VIEW LDFL	SHORELINE REG PK STIERLIN RD	94040	CERC-NFRAP
MOUNTAIN VIEW	1003879361	CAMELLIA PARK	333 STIERLIN RD	94043	CERC-NFRAP
MT. VIEW	90167419	975 NORTH STIERLIN BLVD.	975 NORTH STIERLIN BLVD.	94043	ERNS
PALO ALTO	S105025494	JC PENNEY	SAN ANTONIO RD	94306	HIST CORTESE
SANTA BARBARA	S110503776	UCSB - B516 REC CENTER	BLDG RECREATION CTR	94043	EMI
SANTA CLARA COUNTY	S107996944	STANFORD UNIV, CENTRAL ENERGY	JORDAN WAY		LUST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 03/31/2011	Source: EPA
Date Data Arrived at EDR: 04/13/2011	Telephone: N/A
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 07/12/2011
Number of Days to Update: 62	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 03/31/2011	Source: EPA
Date Data Arrived at EDR: 04/13/2011	Telephone: N/A
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 07/12/2011
Number of Days to Update: 62	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 03/31/2011	Source: EPA
Date Data Arrived at EDR: 04/13/2011	Telephone: N/A
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 07/12/2011
Number of Days to Update: 62	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 02/25/2011	Source: EPA
Date Data Arrived at EDR: 03/01/2011	Telephone: 703-412-9810
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 06/14/2011
Number of Days to Update: 62	Next Scheduled EDR Contact: 09/12/2011
	Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA's Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 12/10/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/11/2011	Telephone: 703-603-8704
Date Made Active in Reports: 02/16/2011	Last EDR Contact: 07/15/2011
Number of Days to Update: 36	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 02/25/2011	Source: EPA
Date Data Arrived at EDR: 03/01/2011	Telephone: 703-412-9810
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 06/14/2011
Number of Days to Update: 62	Next Scheduled EDR Contact: 09/12/2011
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/09/2011
Date Data Arrived at EDR: 03/15/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 91

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/15/2011
Date Data Arrived at EDR: 07/07/2011
Date Made Active in Reports: 08/08/2011
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/07/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/15/2011
Date Data Arrived at EDR: 07/07/2011
Date Made Active in Reports: 08/08/2011
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/07/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/15/2011
Date Data Arrived at EDR: 07/07/2011
Date Made Active in Reports: 08/08/2011
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/07/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/15/2011
Date Data Arrived at EDR: 07/07/2011
Date Made Active in Reports: 08/08/2011
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/07/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/16/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/25/2011	Telephone: 703-603-0695
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 08/08/2011
Number of Days to Update: 81	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/16/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/25/2011	Telephone: 703-603-0695
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 08/08/2011
Number of Days to Update: 81	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 04/05/2011	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 04/05/2011	Telephone: 202-267-2180
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 07/05/2011
Number of Days to Update: 30	Next Scheduled EDR Contact: 10/17/2011
	Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 06/15/2011	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 06/16/2011	Telephone: 916-323-3400
Date Made Active in Reports: 07/15/2011	Last EDR Contact: 08/09/2011
Number of Days to Update: 29	Next Scheduled EDR Contact: 11/21/2011
	Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/15/2011
Date Data Arrived at EDR: 06/16/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/09/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/23/2011
Date Data Arrived at EDR: 05/24/2011
Date Made Active in Reports: 06/15/2011
Number of Days to Update: 22

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/24/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 06/27/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 06/13/2011
Next Scheduled EDR Contact: 09/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 06/13/2011
Next Scheduled EDR Contact: 09/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 06/06/2011
Next Scheduled EDR Contact: 09/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 06/20/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 06/20/2011
Date Data Arrived at EDR: 06/21/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 17

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 08/11/2011
Next Scheduled EDR Contact: 10/03/2011
Data Release Frequency: Quarterly

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 06/20/2011
Date Data Arrived at EDR: 06/21/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 17

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 08/11/2011
Next Scheduled EDR Contact: 10/03/2011
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 06/20/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 06/13/2011
Next Scheduled EDR Contact: 09/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 06/13/2011
Next Scheduled EDR Contact: 09/13/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/17/2011
Date Data Arrived at EDR: 05/19/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 26

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Quarterly

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 05/20/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 25

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/02/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/16/2011
Date Data Arrived at EDR: 05/17/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 28

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/10/2011
Date Data Arrived at EDR: 05/11/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 34

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 03/03/2011
Date Data Arrived at EDR: 03/18/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 45

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Semi-Annually

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 01/31/2011
Date Data Arrived at EDR: 02/01/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 48

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 11/04/2009
Date Data Arrived at EDR: 05/04/2010
Date Made Active in Reports: 07/07/2010
Number of Days to Update: 64

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 08/02/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Varies

State and tribal registered storage tank lists

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/20/2011	Source: SWRCB
Date Data Arrived at EDR: 06/21/2011	Telephone: 916-480-1028
Date Made Active in Reports: 07/08/2011	Last EDR Contact: 08/11/2011
Number of Days to Update: 17	Next Scheduled EDR Contact: 10/03/2011
	Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/2009	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/10/2009	Telephone: 916-341-5712
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 07/08/2011
Number of Days to Update: 21	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 05/17/2011	Source: EPA Region 10
Date Data Arrived at EDR: 05/19/2011	Telephone: 206-553-2857
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 08/01/2011
Number of Days to Update: 26	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/18/2011	Source: EPA Region 9
Date Data Arrived at EDR: 05/26/2011	Telephone: 415-972-3368
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 08/01/2011
Number of Days to Update: 19	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: Quarterly

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/16/2011	Source: EPA Region 8
Date Data Arrived at EDR: 05/17/2011	Telephone: 303-312-6137
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 08/01/2011
Number of Days to Update: 28	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: Quarterly

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/01/2011	Source: EPA Region 7
Date Data Arrived at EDR: 06/01/2011	Telephone: 913-551-7003
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 08/02/2011
Number of Days to Update: 13	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/10/2011
Date Data Arrived at EDR: 05/11/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 34

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 01/01/2011
Date Data Arrived at EDR: 02/23/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 68

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 03/03/2011
Date Data Arrived at EDR: 03/18/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 45

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Semi-Annually

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 05/04/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 41

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/02/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Varies

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/15/2011
Date Data Arrived at EDR: 06/16/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/09/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 02/25/2011
Date Data Arrived at EDR: 04/05/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 70

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/05/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients--States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 03/29/2011
Date Data Arrived at EDR: 03/29/2011
Date Made Active in Reports: 06/14/2011
Number of Days to Update: 77

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/27/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 06/27/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000	Source: State Water Resources Control Board
Date Data Arrived at EDR: 04/10/2000	Telephone: 916-227-4448
Date Made Active in Reports: 05/10/2000	Last EDR Contact: 08/15/2011
Number of Days to Update: 30	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 06/01/2011	Source: Department of Conservation
Date Data Arrived at EDR: 06/21/2011	Telephone: 916-323-3836
Date Made Active in Reports: 07/15/2011	Last EDR Contact: 06/21/2011
Number of Days to Update: 24	Next Scheduled EDR Contact: 10/03/2011
	Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 05/24/2011	Source: Integrated Waste Management Board
Date Data Arrived at EDR: 05/24/2011	Telephone: 916-341-6422
Date Made Active in Reports: 06/15/2011	Last EDR Contact: 05/24/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 09/05/2011
	Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/03/2007	Telephone: 703-308-8245
Date Made Active in Reports: 01/24/2008	Last EDR Contact: 08/08/2011
Number of Days to Update: 52	Next Scheduled EDR Contact: 11/21/2011
	Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 02/02/2011	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 03/17/2011	Telephone: 202-307-1000
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 06/07/2011
Number of Days to Update: 46	Next Scheduled EDR Contact: 09/19/2011
	Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 06/15/2011
Date Data Arrived at EDR: 06/16/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 29

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/09/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 03/04/2011
Date Made Active in Reports: 03/24/2011
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009	Source: Department of Public Health
Date Data Arrived at EDR: 09/23/2009	Telephone: 707-463-4466
Date Made Active in Reports: 10/01/2009	Last EDR Contact: 06/06/2011
Number of Days to Update: 8	Next Scheduled EDR Contact: 09/19/2011
	Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990	Source: State Water Resources Control Board
Date Data Arrived at EDR: 01/25/1991	Telephone: 916-341-5851
Date Made Active in Reports: 02/12/1991	Last EDR Contact: 07/26/2001
Number of Days to Update: 18	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994	Source: State Water Resources Control Board
Date Data Arrived at EDR: 07/07/2005	Telephone: N/A
Date Made Active in Reports: 08/11/2005	Last EDR Contact: 06/03/2005
Number of Days to Update: 35	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ("Superfund") lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/01/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/04/2011	Telephone: 202-564-6023
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 08/12/2011
Number of Days to Update: 87	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005	Source: Department of the Navy
Date Data Arrived at EDR: 12/11/2006	Telephone: 843-820-7326
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 07/11/2011
Number of Days to Update: 31	Next Scheduled EDR Contact: 09/05/2011
	Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 06/28/2011	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 06/29/2011	Telephone: 916-323-3400
Date Made Active in Reports: 07/08/2011	Last EDR Contact: 06/27/2011
Number of Days to Update: 9	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/13/2011	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 06/14/2011	Telephone: 916-323-3400
Date Made Active in Reports: 07/15/2011	Last EDR Contact: 06/14/2011
Number of Days to Update: 31	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2010	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 01/05/2011	Telephone: 202-366-4555
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 07/05/2011
Number of Days to Update: 51	Next Scheduled EDR Contact: 10/17/2011
	Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/2010	Source: Office of Emergency Services
Date Data Arrived at EDR: 05/03/2011	Telephone: 916-845-8400
Date Made Active in Reports: 06/15/2011	Last EDR Contact: 08/01/2011
Number of Days to Update: 43	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 06/20/2011	Source: State Water Quality Control Board
Date Data Arrived at EDR: 06/21/2011	Telephone: 866-480-1028
Date Made Active in Reports: 07/08/2011	Last EDR Contact: 08/11/2011
Number of Days to Update: 17	Next Scheduled EDR Contact: 10/03/2011
	Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 06/20/2011	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/21/2011	Telephone: 866-480-1028
Date Made Active in Reports: 07/08/2011	Last EDR Contact: 08/11/2011
Number of Days to Update: 17	Next Scheduled EDR Contact: 10/03/2011
	Data Release Frequency: Quarterly

Other Ascertainable Records

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-NonGen: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/15/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/07/2011	Telephone: (415) 495-8895
Date Made Active in Reports: 08/08/2011	Last EDR Contact: 07/07/2011
Number of Days to Update: 32	Next Scheduled EDR Contact: 10/17/2011
	Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/12/2011	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 02/11/2011	Telephone: 202-366-4595
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 08/09/2011
Number of Days to Update: 80	Next Scheduled EDR Contact: 11/21/2011
	Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 07/22/2011
Number of Days to Update: 62	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2009	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 08/12/2010	Telephone: 202-528-4285
Date Made Active in Reports: 12/02/2010	Last EDR Contact: 06/14/2011
Number of Days to Update: 112	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2010	Source: Department of Justice, Consent Decree Library
Date Data Arrived at EDR: 04/05/2011	Telephone: Varies
Date Made Active in Reports: 06/14/2011	Last EDR Contact: 07/01/2011
Number of Days to Update: 70	Next Scheduled EDR Contact: 10/17/2011
	Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 02/25/2011	Source: EPA
Date Data Arrived at EDR: 03/16/2011	Telephone: 703-416-0223
Date Made Active in Reports: 03/21/2011	Last EDR Contact: 06/15/2011
Number of Days to Update: 5	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010	Source: Department of Energy
Date Data Arrived at EDR: 10/21/2010	Telephone: 505-845-0011
Date Made Active in Reports: 01/28/2011	Last EDR Contact: 06/02/2011
Number of Days to Update: 99	Next Scheduled EDR Contact: 09/12/2011
	Data Release Frequency: Varies

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/08/2011	Source: Department of Labor, Mine Safety and Health Administration
Date Data Arrived at EDR: 03/09/2011	Telephone: 303-231-5959
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 06/08/2011
Number of Days to Update: 54	Next Scheduled EDR Contact: 09/19/2011
	Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/17/2010	Telephone: 202-566-0250
Date Made Active in Reports: 03/21/2011	Last EDR Contact: 05/27/2011
Number of Days to Update: 94	Next Scheduled EDR Contact: 09/12/2011
	Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006	Source: EPA
Date Data Arrived at EDR: 09/29/2010	Telephone: 202-260-5521
Date Made Active in Reports: 12/02/2010	Last EDR Contact: 06/30/2011
Number of Days to Update: 64	Next Scheduled EDR Contact: 10/10/2011
	Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 05/27/2011
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/12/2011
	Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 05/27/2011
Number of Days to Update: 25	Next Scheduled EDR Contact: 09/12/2011
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/10/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 08/03/2011
Number of Days to Update: 77	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 01/07/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/21/2011	Telephone: 202-564-5088
Date Made Active in Reports: 03/21/2011	Last EDR Contact: 06/27/2011
Number of Days to Update: 59	Next Scheduled EDR Contact: 10/10/2011
	Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/01/2010	Source: EPA
Date Data Arrived at EDR: 11/10/2010	Telephone: 202-566-0500
Date Made Active in Reports: 02/16/2011	Last EDR Contact: 07/22/2011
Number of Days to Update: 98	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/18/2010	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 04/06/2010	Telephone: 301-415-7169
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 06/13/2011
Number of Days to Update: 51	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 01/11/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/13/2011	Telephone: 202-343-9775
Date Made Active in Reports: 02/16/2011	Last EDR Contact: 07/12/2011
Number of Days to Update: 34	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/14/2010	Source: EPA
Date Data Arrived at EDR: 04/16/2010	Telephone: (415) 947-8000
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 06/14/2011
Number of Days to Update: 41	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995	Source: EPA
Date Data Arrived at EDR: 07/03/1995	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995	Last EDR Contact: 06/02/2008
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/01/2008
	Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2009	Source: EPA/NTIS
Date Data Arrived at EDR: 03/01/2011	Telephone: 800-424-9346
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 05/27/2011
Number of Days to Update: 62	Next Scheduled EDR Contact: 09/12/2011
	Data Release Frequency: Biennially

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 06/13/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Quarterly

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/24/2011
Date Data Arrived at EDR: 05/24/2011
Date Made Active in Reports: 06/15/2011
Number of Days to Update: 22

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/24/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

Date of Government Version: 07/01/2011
Date Data Arrived at EDR: 07/01/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 14

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES].

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/27/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 06/28/2011	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 07/21/2011	Telephone: 916-327-4498
Date Made Active in Reports: 08/11/2011	Last EDR Contact: 06/13/2011
Number of Days to Update: 21	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 07/21/2009	Telephone: 213-576-6726
Date Made Active in Reports: 08/03/2009	Last EDR Contact: 07/01/2011
Number of Days to Update: 13	Next Scheduled EDR Contact: 10/17/2011
	Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2009	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/07/2010	Telephone: 916-255-1136
Date Made Active in Reports: 08/12/2010	Last EDR Contact: 07/19/2011
Number of Days to Update: 36	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2008	Source: California Air Resources Board
Date Data Arrived at EDR: 09/29/2010	Telephone: 916-322-2990
Date Made Active in Reports: 10/18/2010	Last EDR Contact: 06/30/2011
Number of Days to Update: 19	Next Scheduled EDR Contact: 10/10/2011
	Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 12/08/2006	Telephone: 202-208-3710
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 07/22/2011
Number of Days to Update: 34	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/09/2011	Telephone: 615-532-8599
Date Made Active in Reports: 05/02/2011	Last EDR Contact: 07/15/2011
Number of Days to Update: 34	Next Scheduled EDR Contact: 11/07/2011
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/01/2011
Date Data Arrived at EDR: 06/21/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 24

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/21/2011
Next Scheduled EDR Contact: 10/03/2011
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 06/09/2011
Date Data Arrived at EDR: 06/16/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 29

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/14/2011
Next Scheduled EDR Contact: 09/26/2011
Data Release Frequency: Varies

COAL ASH DOE: Sleam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 08/17/2010
Date Data Arrived at EDR: 01/03/2011
Date Made Active in Reports: 03/21/2011
Number of Days to Update: 77

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/14/2011
Next Scheduled EDR Contact: 09/26/2011
Data Release Frequency: Varies

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/18/2011
Date Data Arrived at EDR: 07/19/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 23

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/19/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Quarterly

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/09/2010
Date Data Arrived at EDR: 08/11/2010
Date Made Active in Reports: 08/20/2010
Number of Days to Update: 9

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/03/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Quarterly

FINANCIAL ASSURANCE 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/15/2011
Date Data Arrived at EDR: 03/16/2011
Date Made Active in Reports: 04/26/2011
Number of Days to Update: 41

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 07/22/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Varies

FINANCIAL ASSURANCE 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 03/01/2007
Date Data Arrived at EDR: 06/01/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 28

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 08/05/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/22/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: N/A

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 01/01/2008
Date Data Arrived at EDR: 02/18/2009
Date Made Active in Reports: 05/29/2009
Number of Days to Update: 100

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/05/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Varies

EDR PROPRIETARY RECORDS

EDR Proprietary Records

Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 07/21/2011
Date Data Arrived at EDR: 07/21/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 21

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 07/21/2011
Date Data Arrived at EDR: 07/21/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 21

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Semi-Annually

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 03/29/2011
Date Data Arrived at EDR: 04/20/2011
Date Made Active in Reports: 05/17/2011
Number of Days to Update: 27

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Varies

COLUSA COUNTY:

CUPA Facility List

Cupa facility list.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/01/2010
Date Data Arrived at EDR: 04/20/2011
Date Made Active in Reports: 05/17/2011
Number of Days to Update: 27

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 06/13/2011
Date Data Arrived at EDR: 06/14/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 31

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 08/09/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Semi-Annually

EL DORADO COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/28/2011
Date Data Arrived at EDR: 05/13/2011
Date Made Active in Reports: 06/15/2011
Number of Days to Update: 33

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 07/18/2011
Date Data Arrived at EDR: 07/19/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 23

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 02/08/2011
Date Data Arrived at EDR: 03/03/2011
Date Made Active in Reports: 03/24/2011
Number of Days to Update: 21

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 06/30/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: Varies

INYO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

Cupa facility list.

Date of Government Version: 06/13/2011
Date Data Arrived at EDR: 06/14/2011
Date Made Active in Reports: 07/19/2011
Number of Days to Update: 35

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 06/13/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010
Date Data Arrived at EDR: 09/01/2010
Date Made Active in Reports: 09/30/2010
Number of Days to Update: 29

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/09/2011
Date Data Arrived at EDR: 06/09/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 29

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/31/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 03/28/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/31/2011
Date Data Arrived at EDR: 06/09/2011
Date Made Active in Reports: 06/15/2011
Number of Days to Update: 6

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/25/2011
Date Data Arrived at EDR: 07/27/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 15

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/27/2011
Next Scheduled EDR Contact: 11/07/2011
Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 05/24/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 02/09/2011
Date Data Arrived at EDR: 02/09/2011
Date Made Active in Reports: 03/04/2011
Number of Days to Update: 23

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/22/2011
Next Scheduled EDR Contact: 11/07/2011
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 02/03/2011
Date Data Arrived at EDR: 02/08/2011
Date Made Active in Reports: 03/03/2011
Number of Days to Update: 23

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/25/2011
Next Scheduled EDR Contact: 11/07/2011
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003
Date Data Arrived at EDR: 10/23/2003
Date Made Active in Reports: 11/26/2003
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 05/02/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 07/18/2011
Date Data Arrived at EDR: 07/21/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 21

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/07/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 30

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/31/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 07/15/2011
Date Data Arrived at EDR: 07/25/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 17

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 07/11/2011
Next Scheduled EDR Contact: 10/24/2011
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 06/06/2011
Date Data Arrived at EDR: 06/06/2011
Date Made Active in Reports: 06/15/2011
Number of Days to Update: 9

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/31/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 07/07/2011
Date Data Arrived at EDR: 07/08/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 34

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 06/20/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 07/09/2008
Date Data Arrived at EDR: 07/09/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 22

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 03/07/2011
Next Scheduled EDR Contact: 06/20/2011
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 06/06/2011
Next Scheduled EDR Contact: 09/19/2011
Data Release Frequency: No Update Planned

NEVADA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

CUPA facility list.

Date of Government Version: 03/04/2011
Date Data Arrived at EDR: 05/12/2011
Date Made Active in Reports: 06/23/2011
Number of Days to Update: 42

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 05/02/2011
Date Data Arrived at EDR: 05/20/2011
Date Made Active in Reports: 06/15/2011
Number of Days to Update: 26

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/16/2011
Next Scheduled EDR Contact: 08/29/2011
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/05/2011
Date Data Arrived at EDR: 05/20/2011
Date Made Active in Reports: 06/15/2011
Number of Days to Update: 26

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/16/2011
Next Scheduled EDR Contact: 08/29/2011
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/05/2011
Date Data Arrived at EDR: 05/17/2011
Date Made Active in Reports: 06/20/2011
Number of Days to Update: 34

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/17/2011
Next Scheduled EDR Contact: 08/29/2011
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/20/2011
Date Data Arrived at EDR: 06/21/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 17

Source: Placer County Health and Human Services
Telephone: 530-889-7312
Last EDR Contact: 06/13/2011
Next Scheduled EDR Contact: 09/26/2011
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 07/22/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 20

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/27/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 07/20/2011	Source: Department of Environmental Health
Date Data Arrived at EDR: 07/22/2011	Telephone: 951-358-5055
Date Made Active in Reports: 08/11/2011	Last EDR Contact: 06/27/2011
Number of Days to Update: 20	Next Scheduled EDR Contact: 10/10/2011
	Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 05/02/2011	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 07/19/2011	Telephone: 916-875-8406
Date Made Active in Reports: 08/11/2011	Last EDR Contact: 07/08/2011
Number of Days to Update: 23	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/02/2011	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 07/19/2011	Telephone: 916-875-8406
Date Made Active in Reports: 08/11/2011	Last EDR Contact: 07/08/2011
Number of Days to Update: 23	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 06/09/2011	Source: San Bernardino County Fire Department Hazardous Materials Division
Date Data Arrived at EDR: 06/09/2011	Telephone: 909-387-3041
Date Made Active in Reports: 06/15/2011	Last EDR Contact: 08/15/2011
Number of Days to Update: 6	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/09/2010	Source: Hazardous Materials Management Division
Date Data Arrived at EDR: 09/15/2010	Telephone: 619-338-2268
Date Made Active in Reports: 09/29/2010	Last EDR Contact: 06/17/2011
Number of Days to Update: 14	Next Scheduled EDR Contact: 09/26/2011
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2010
Date Data Arrived at EDR: 11/16/2010
Date Made Active in Reports: 01/25/2011
Number of Days to Update: 70

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 06/14/2011
Next Scheduled EDR Contact: 09/26/2011
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/27/2011
Date Data Arrived at EDR: 06/29/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 9

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/27/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 05/31/2011
Date Data Arrived at EDR: 05/31/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 38

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/31/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

SAN MATEO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 07/13/2011
Date Data Arrived at EDR: 07/15/2011
Date Made Active in Reports: 08/11/2011
Number of Days to Update: 27

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/20/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Annually

Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/20/2011
Date Data Arrived at EDR: 06/21/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 24

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/20/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 11/22/2010
Date Data Arrived at EDR: 03/03/2011
Date Made Active in Reports: 03/24/2011
Number of Days to Update: 21

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 06/29/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

SANTA CLARA COUNTY:

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 05/29/2009
Date Data Arrived at EDR: 06/01/2009
Date Made Active in Reports: 06/15/2009
Number of Days to Update: 14

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 07/20/2011
Next Scheduled EDR Contact: 09/19/2011
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 08/31/2009
Date Data Arrived at EDR: 08/31/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 18

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA Facility List

CUPA facility listing.

Date of Government Version: 05/31/2011
Date Data Arrived at EDR: 05/31/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 38

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/31/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 05/31/2011
Date Data Arrived at EDR: 05/31/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 38

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/31/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/09/2011
Date Data Arrived at EDR: 06/29/2011
Date Made Active in Reports: 07/08/2011
Number of Days to Update: 9

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/20/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Quarterly

Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 06/09/2011
Date Data Arrived at EDR: 07/01/2011
Date Made Active in Reports: 07/13/2011
Number of Days to Update: 12

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/20/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Quarterly

SONOMA COUNTY:

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 04/05/2011
Date Data Arrived at EDR: 04/06/2011
Date Made Active in Reports: 05/12/2011
Number of Days to Update: 36

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 07/05/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/13/2011
Date Data Arrived at EDR: 06/14/2011
Date Made Active in Reports: 07/13/2011
Number of Days to Update: 29

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 06/13/2011
Next Scheduled EDR Contact: 09/26/2011
Data Release Frequency: Semi-Annually

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 04/26/2011
Date Data Arrived at EDR: 06/14/2011
Date Made Active in Reports: 07/15/2011
Number of Days to Update: 31

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/24/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 04/01/2011
Date Data Arrived at EDR: 04/07/2011
Date Made Active in Reports: 05/12/2011
Number of Days to Update: 35

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 10/24/2011
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/24/2011
Next Scheduled EDR Contact: 09/05/2011
Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 04/26/2011
Date Data Arrived at EDR: 05/03/2011
Date Made Active in Reports: 06/15/2011
Number of Days to Update: 43

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/25/2011
Date Data Arrived at EDR: 06/21/2011
Date Made Active in Reports: 07/13/2011
Number of Days to Update: 22

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/21/2011
Next Scheduled EDR Contact: 10/03/2011
Data Release Frequency: Quarterly

YOLO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 04/26/2011	Source: Yolo County Department of Health
Date Data Arrived at EDR: 05/03/2011	Telephone: 530-666-8646
Date Made Active in Reports: 06/20/2011	Last EDR Contact: 08/11/2011
Number of Days to Update: 48	Next Scheduled EDR Contact: 10/24/2011
	Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 12/31/2010	Source: Yuba County Environmental Health Department
Date Data Arrived at EDR: 05/12/2011	Telephone: 530-749-7523
Date Made Active in Reports: 06/15/2011	Last EDR Contact: 08/08/2011
Number of Days to Update: 34	Next Scheduled EDR Contact: 11/21/2011
	Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2007	Source: Department of Environmental Protection
Date Data Arrived at EDR: 08/26/2009	Telephone: 860-424-3375
Date Made Active in Reports: 09/11/2009	Last EDR Contact: 05/26/2011
Number of Days to Update: 16	Next Scheduled EDR Contact: 09/05/2011
	Data Release Frequency: Annually

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2010	Source: Department of Environmental Protection
Date Data Arrived at EDR: 07/20/2011	Telephone: N/A
Date Made Active in Reports: 08/11/2011	Last EDR Contact: 07/20/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 10/31/2011
	Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2010	Source: Department of Environmental Conservation
Date Data Arrived at EDR: 05/12/2011	Telephone: 518-402-8651
Date Made Active in Reports: 05/24/2011	Last EDR Contact: 08/09/2011
Number of Days to Update: 12	Next Scheduled EDR Contact: 11/21/2011
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2008
Date Data Arrived at EDR: 12/01/2009
Date Made Active in Reports: 12/14/2009
Number of Days to Update: 13

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/15/2011
Next Scheduled EDR Contact: 10/10/2011
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2010
Date Data Arrived at EDR: 06/24/2011
Date Made Active in Reports: 06/30/2011
Number of Days to Update: 6

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/31/2011
Next Scheduled EDR Contact: 09/12/2011
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 07/06/2010
Date Made Active in Reports: 07/26/2010
Number of Days to Update: 20

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/20/2011
Next Scheduled EDR Contact: 10/03/2011
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: Rextag Strategies Corp.

Telephone: (281) 769-2247

U.S. Electric Transmission and Power Plants Systems Digital GIS Data

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

STREET AND ADDRESS INFORMATION

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GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

SAN ANTONIO CENTER NORTH
405 SOUTH SAN ANTONIO ROAD
MOUNTAIN VIEW, CA 94040

TARGET PROPERTY COORDINATES

Latitude (North):	37.40470 - 37° 24' 16.9"
Longitude (West):	122.1096 - 122° 6' 34.5"
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	578805.2
UTM Y (Meters):	4139936.2
Elevation:	54 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	37122-D1 MOUNTAIN VIEW, CA
Most Recent Revision:	1999
West Map:	37122-D2 PALO ALTO, CA
Most Recent Revision:	1999

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

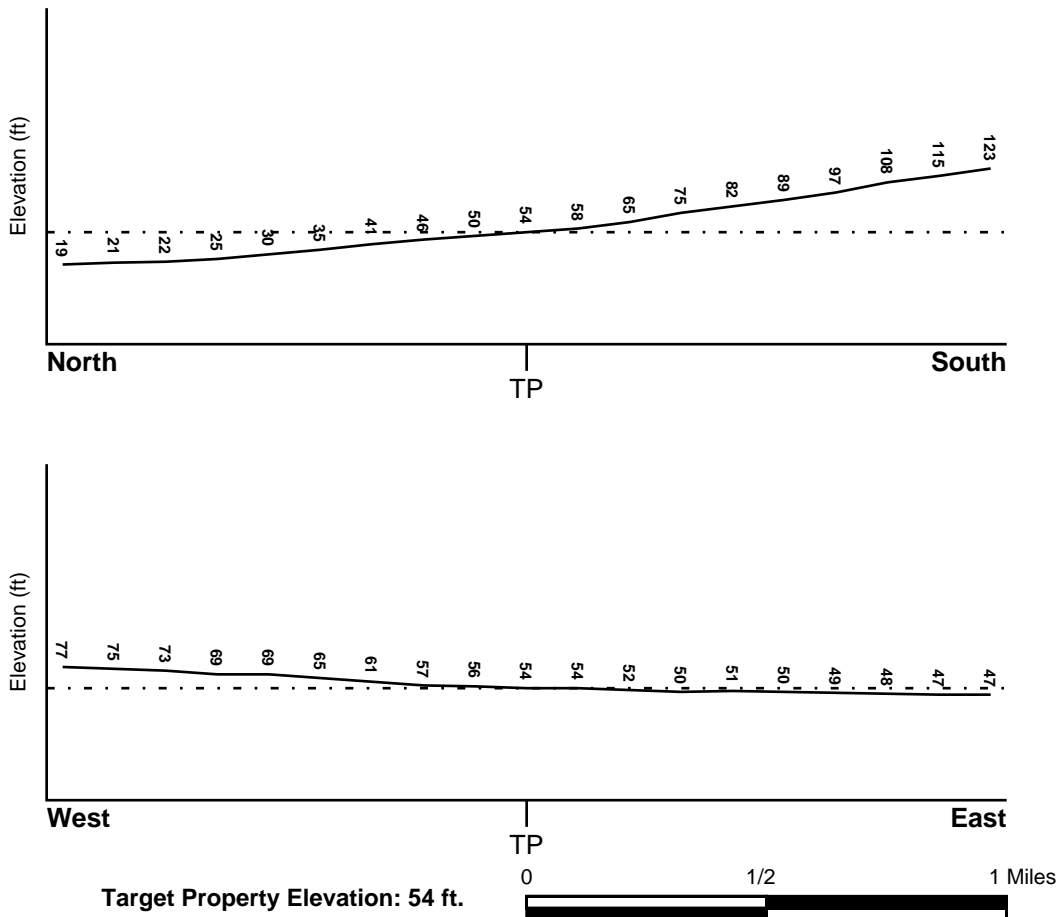
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

<u>Target Property County</u> SANTA CLARA, CA	FEMA Flood <u>Electronic Data</u> YES - refer to the Overview Map and Detail Map
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Flood Plain Panel at Target Property: 06085C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

<u>NWI Quad at Target Property</u> MOUNTAIN VIEW	NWI Electronic <u>Data Coverage</u> YES - refer to the Overview Map and Detail Map
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HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data:*

Search Radius:	1.25 miles
Location Relative to TP:	1 - 2 Miles ENE
Site Name:	Sierra Vista Properties
Site EPA ID Number:	CAD982400285
Surficial Aquifer Flow Dir.:	NOT AVAILABLE.
Measured Depth to Water:	12 feet.
Hydraulic Connection:	The surficial aquifer is confined and separated from the lower aquifer by an aquitard. However, the surficial and lower aquifers are interconnected within 1 mile southwest of the site.
Sole Source Aquifer:	No information about a sole source aquifer is available
Data Quality:	Information based on site-specific subsurface investigations is documented in the CERCLIS investigation report(s)

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
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* ©1996 Site-specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
18	1/2 - 1 Mile ESE	NE

For additional site information, refer to Physical Setting Source Map Findings.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era: Cenozoic
System: Quaternary
Series: Quaternary
Code: Q (*decoded above as Era, System & Series*)

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: BOTELLA

Soil Surface Texture: clay loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: MODERATE

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	9 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay Soils.	Max: 0.60 Min: 0.20	Max: 7.30 Min: 5.60
2	9 inches	41 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay Soils.	Max: 0.60 Min: 0.20	Max: 7.80 Min: 5.60
3	41 inches	76 inches	sandy clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 0.60 Min: 0.20	Max: 7.80 Min: 5.60

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: No Other Soil Types

Surficial Soil Types: No Other Soil Types

Shallow Soil Types: No Other Soil Types

Deeper Soil Types: No Other Soil Types

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
17	USGS3236102	1/2 - 1 Mile SW
20	USGS3236098	1/2 - 1 Mile SSE

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

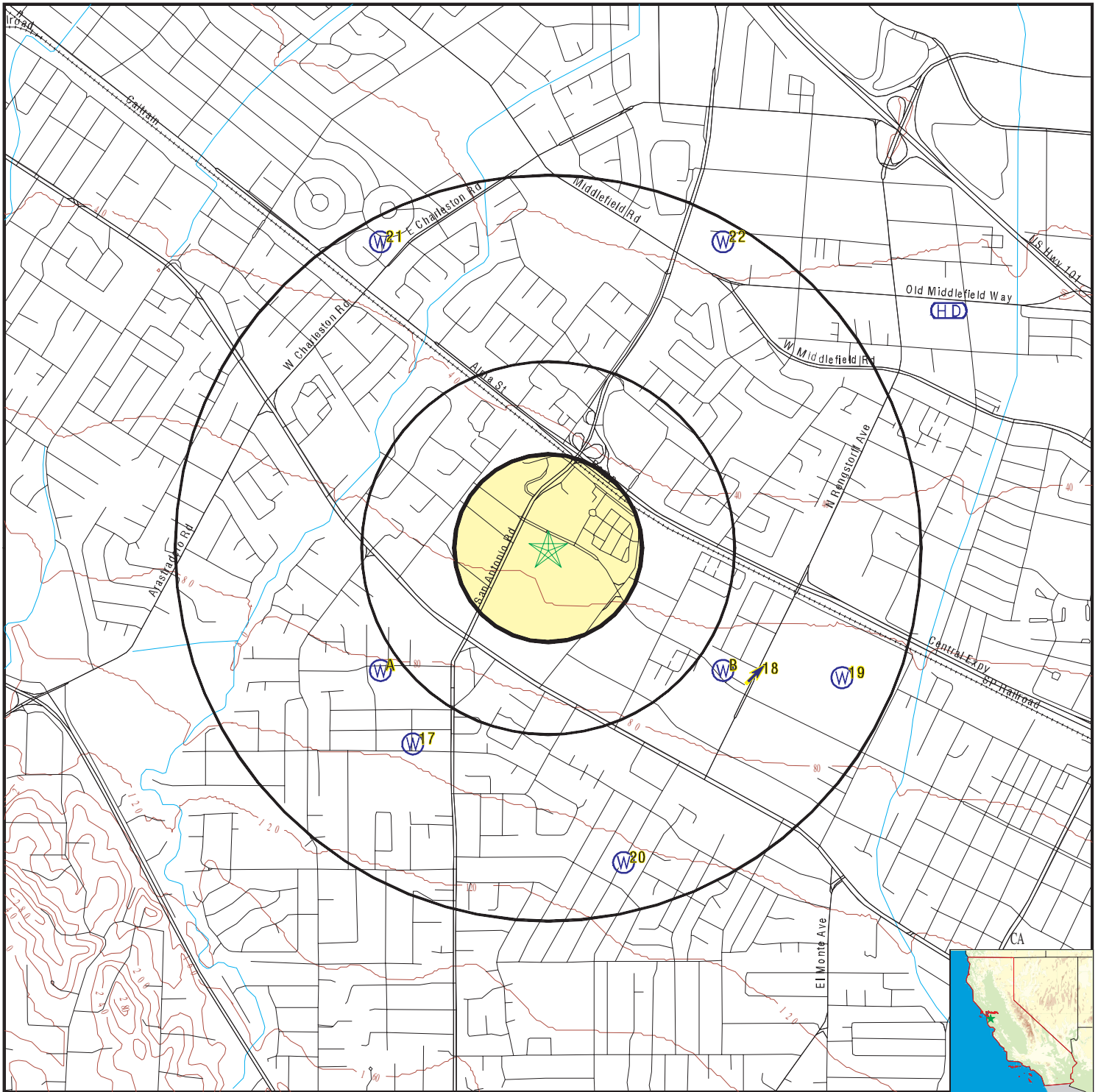
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	6873	1/2 - 1 Mile SW
A2	6872	1/2 - 1 Mile SW
A3	6879	1/2 - 1 Mile SW
A4	6875	1/2 - 1 Mile SW
A5	6871	1/2 - 1 Mile SW
A6	6865	1/2 - 1 Mile SW
A7	6866	1/2 - 1 Mile SW
A8	6863	1/2 - 1 Mile SW
A9	6864	1/2 - 1 Mile SW
A10	6869	1/2 - 1 Mile SW
A11	6870	1/2 - 1 Mile SW
A12	6867	1/2 - 1 Mile SW
A13	6868	1/2 - 1 Mile SW
B14	6874	1/2 - 1 Mile SE
B15	6876	1/2 - 1 Mile SE
B16	6877	1/2 - 1 Mile SE
19	6881	1/2 - 1 Mile ESE
21	6860	1/2 - 1 Mile NNW
22	6861	1/2 - 1 Mile NNE

PHYSICAL SETTING SOURCE MAP - 3146300.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: San Antonio Center North
 ADDRESS: 405 South San Antonio Road
 Mountain View CA 94040
 LAT/LONG: 37.4047 / 122.1096

CLIENT: Tor Environmental, Inc.
 CONTACT: Jeff Borum
 INQUIRY #: 3146300.2s
 DATE: August 15, 2011 11:44 am

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A1
SW
1/2 - 1 Mile
Higher

CA WELLS 6873

Water System Information:

Prime Station Code: 06S/02W-19M10 M	User ID: HEN	
FRDS Number: 4310001036	County: Santa Clara	
District Number: 05	Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY	
Water Type: Well/Groundwater	Well Status: Active Untreated	
Source Lat/Long: 372400.0 1220700.0	Precision: 1 Mile (One Minute)	
Source Name: WELL 123-02		
System Number: 4310001		
System Name: CWSC Los Altos Suburban		
Organization That Operates System: 949 B Street Los Altos, CA 94024		
Pop Served: 53940	Connections: 17895	
Area Served: LOS ALTOS		
Sample Collected: 06/11/2008	Findings: 0.6 UG/L	
Chemical: TOTAL TRIHALOMETHANES		

A2
SW
1/2 - 1 Mile
Higher

CA WELLS 6872

Water System Information:

Prime Station Code: 06S/02W-19M01 M	User ID: HEN	
FRDS Number: 4310001035	County: Santa Clara	
District Number: 05	Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY	
Water Type: Well/Groundwater	Well Status: Active Untreated	
Source Lat/Long: 372400.0 1220700.0	Precision: 1 Mile (One Minute)	
Source Name: WELL 123-01		
System Number: 4310001		
System Name: CWSC Los Altos Suburban		
Organization That Operates System: 949 B Street Los Altos, CA 94024		
Pop Served: 53940	Connections: 17895	
Area Served: LOS ALTOS		
Sample Collected: 05/02/2006	Findings: 300. MG/L	
Chemical: TOTAL DISSOLVED SOLIDS		
Sample Collected: 05/02/2006	Findings: 0.62	
Chemical: LANGELIER INDEX @ 60 C		
Sample Collected: 05/02/2006	Findings: 10. MG/L	
Chemical: NITRATE (AS NO3)		
Sample Collected: 05/02/2006	Findings: 1.1 NTU	
Chemical: TURBIDITY, LABORATORY		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	05/11/2006	Findings:	1288.4 UG/L
Chemical:	IRON		
Sample Collected:	05/11/2006	Findings:	29.8 UG/L
Chemical:	MANGANESE		
Sample Collected:	05/11/2006	Findings:	459.8 UG/L
Chemical:	IRON		
Sample Collected:	05/11/2006	Findings:	266.1 UG/L
Chemical:	IRON		
Sample Collected:	05/11/2006	Findings:	224.7 UG/L
Chemical:	IRON		
Sample Collected:	05/11/2006	Findings:	205.4 UG/L
Chemical:	IRON		
Sample Collected:	05/11/2006	Findings:	147.9 UG/L
Chemical:	IRON		
Sample Collected:	05/11/2006	Findings:	101.6 UG/L
Chemical:	IRON		
Sample Collected:	05/11/2006	Findings:	117.9 UG/L
Chemical:	IRON		
Sample Collected:	02/06/2007	Findings:	0.348 PCI/L
Chemical:	RADIUM 228 COUNTING ERROR		
Sample Collected:	03/06/2007	Findings:	121.3 UG/L
Chemical:	IRON		
Sample Collected:	06/06/2007	Findings:	259. UG/L
Chemical:	IRON		
Sample Collected:	06/06/2007	Findings:	24.7 UG/L
Chemical:	MANGANESE		
Sample Collected:	12/10/2007	Findings:	3900. UG/L
Chemical:	IRON		
Sample Collected:	12/10/2007	Findings:	101.2 UG/L
Chemical:	MANGANESE		
Sample Collected:	12/10/2007	Findings:	7.321 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	01/24/2008	Findings:	824.3 UG/L
Chemical:	IRON		
Sample Collected:	01/24/2008	Findings:	35.8 UG/L
Chemical:	MANGANESE		
Sample Collected:	01/24/2008	Findings:	513.2 UG/L
Chemical:	IRON		
Sample Collected:	01/25/2008	Findings:	179.4 UG/L
Chemical:	IRON		
Sample Collected:	01/25/2008	Findings:	484.7 UG/L
Chemical:	IRON		
Sample Collected:	01/28/2008	Findings:	1604. UG/L
Chemical:	IRON		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	01/28/2008	Findings:	189.7 UG/L
Chemical:	IRON		
Sample Collected:	03/10/2008	Findings:	7.37
Chemical:	PH, FIELD		
Sample Collected:	03/10/2008	Findings:	256.1 UG/L
Chemical:	IRON		
Sample Collected:	05/07/2008	Findings:	143.8 UG/L
Chemical:	IRON		
Sample Collected:	05/07/2008	Findings:	2724.5 UG/L
Chemical:	IRON		
Sample Collected:	05/07/2008	Findings:	90.1 UG/L
Chemical:	MANGANESE		
Sample Collected:	05/08/2008	Findings:	3325.2 UG/L
Chemical:	IRON		
Sample Collected:	05/08/2008	Findings:	78.6 UG/L
Chemical:	MANGANESE		
Sample Collected:	05/08/2008	Findings:	534.7 UG/L
Chemical:	IRON		
Sample Collected:	05/08/2008	Findings:	21.1 UG/L
Chemical:	MANGANESE		
Sample Collected:	06/09/2008	Findings:	8.
Chemical:	PH, FIELD		
Sample Collected:	06/30/2008	Findings:	8.037 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/09/2009	Findings:	8.
Chemical:	PH, FIELD		
Sample Collected:	06/11/2009	Findings:	140. UG/L
Chemical:	IRON		
Sample Collected:	10/07/2009	Findings:	430. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	10/07/2009	Findings:	8.
Chemical:	PH, LABORATORY		
Sample Collected:	10/07/2009	Findings:	140. MG/L
Chemical:	ALKALINITY (TOTAL) AS CaCO3		
Sample Collected:	10/07/2009	Findings:	170. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	10/07/2009	Findings:	100. MG/L
Chemical:	HARDNESS (TOTAL) AS CaCO3		
Sample Collected:	10/07/2009	Findings:	26. MG/L
Chemical:	CALCIUM		
Sample Collected:	10/07/2009	Findings:	9.2 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	10/07/2009	Findings:	57. MG/L
Chemical:	SODIUM		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	10/07/2009	Findings:	46. MG/L
Chemical:	CHLORIDE		
Sample Collected:	10/07/2009	Findings:	280. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	10/07/2009	Findings:	8.5 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/07/2009	Findings:	2600. UG/L
Chemical:	CARBON DIOXIDE		
Sample Collected:	10/07/2009	Findings:	0.88 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	10/07/2009	Findings:	12.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	10/07/2009	Findings:	1900. UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	03/15/2010	Findings:	7.78
Chemical:	PH, FIELD		
Sample Collected:	06/16/2010	Findings:	18. C
Chemical:	SOURCE TEMPERATURE C		
Sample Collected:	06/16/2010	Findings:	7.6
Chemical:	PH, FIELD		
Sample Collected:	06/16/2010	Findings:	205.9 UG/L
Chemical:	IRON		
Sample Collected:	06/16/2010	Findings:	224.1 UG/L
Chemical:	IRON		
Sample Collected:	06/21/2010	Findings:	7.77
Chemical:	PH, FIELD		
Sample Collected:	09/08/2010	Findings:	23.2 C
Chemical:	SOURCE TEMPERATURE C		
Sample Collected:	09/08/2010	Findings:	6.5
Chemical:	PH, FIELD		
Sample Collected:	10/19/2010	Findings:	9.233 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/13/2006	Findings:	7.6
Chemical:	PH, FIELD		
Sample Collected:	05/02/2006	Findings:	10. UNITS
Chemical:	COLOR		
Sample Collected:	05/02/2006	Findings:	530. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	05/02/2006	Findings:	8.1
Chemical:	PH, LABORATORY		
Sample Collected:	05/02/2006	Findings:	180. MG/L
Chemical:	ALKALINITY (TOTAL) AS CaCO3		
Sample Collected:	05/02/2006	Findings:	220. MG/L
Chemical:	BICARBONATE ALKALINITY		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	05/02/2006	Findings:	130. MG/L
Chemical:	HARDNESS (TOTAL) AS CaCO3		
Sample Collected:	05/02/2006	Findings:	32. MG/L
Chemical:	CALCIUM		
Sample Collected:	05/02/2006	Findings:	12. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	05/02/2006	Findings:	63. MG/L
Chemical:	SODIUM		
Sample Collected:	05/02/2006	Findings:	44. MG/L
Chemical:	CHLORIDE		
Sample Collected:	05/02/2006	Findings:	310. UG/L
Chemical:	IRON		
Sample Collected:	05/02/2006	Findings:	99. UG/L
Chemical:	ALUMINUM		

**A3
SW
1/2 - 1 Mile
Higher**

CA WELLS 6879

Water System Information:

Prime Station Code:	06S/02W-20M01 M	User ID:	HEN
FRDS Number:	4310001038	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	372400.0 1220700.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	NLA ALVARADO - DESTROYED		
System Number:	4310001		
System Name:	CWSC Los Altos Suburban		
Organization That Operates System:	949 B Street Los Altos, CA 94024		
Pop Served:	53940	Connections:	17895
Area Served:	LOS ALTOS		

**A4
SW
1/2 - 1 Mile
Higher**

CA WELLS 6875

Water System Information:

Prime Station Code:	06S/02W-20F04 M	User ID:	HEN
FRDS Number:	4310001031	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Abandoned
Source Lat/Long:	372400.0 1220700.0	Precision:	1 Mile (One Minute)
Source Name:	WELL 120-01 - ABANDONED		
System Number:	4310001		
System Name:	CWSC Los Altos Suburban		
Organization That Operates System:	949 B Street Los Altos, CA 94024		
Pop Served:	53940	Connections:	17895
Area Served:	LOS ALTOS		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database EDR ID Number

A5
SW
1/2 - 1 Mile
Higher

CA WELLS 6871

Water System Information:

Prime Station Code:	06S/02W-19H03 M	User ID:	HEN
FRDS Number:	4310001033	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Abandoned
Source Lat/Long:	372400.0 1220700.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL 121-03 - ABANDONED		
System Number:	4310001		
System Name:	CWSC Los Altos Suburban		
Organization That Operates System:	949 B Street		
	Los Altos, CA 94024		
Pop Served:	53940	Connections:	17895
Area Served:	LOS ALTOS		

A6
SW
1/2 - 1 Mile
Higher

CA WELLS 6865

Water System Information:

Prime Station Code:	06S/02W-19B02 M	User ID:	HEN
FRDS Number:	4310001042	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Inactive Raw
Source Lat/Long:	372400.0 1220700.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	NLA KNAPP 01 - INACTIVE		
System Number:	4310001		
System Name:	CWSC Los Altos Suburban		
Organization That Operates System:	949 B Street		
	Los Altos, CA 94024		
Pop Served:	53940	Connections:	17895
Area Served:	LOS ALTOS		

A7
SW
1/2 - 1 Mile
Higher

CA WELLS 6866

Water System Information:

Prime Station Code:	06S/02W-19B04 M	User ID:	HEN
FRDS Number:	4310001041	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Inactive Raw
Source Lat/Long:	372400.0 1220700.0	Precision:	Undefined
Source Name:	NLA KNAPP - INACTIVE		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

System Number: 4310001
 System Name: CWSC Los Altos Suburban
 Organization That Operates System:
 949 B Street
 Los Altos, CA 94024
 Pop Served: 53940
 Area Served: LOS ALTOS
 Connections: 17895

A8
SW
1/2 - 1 Mile
Higher

CA WELLS 6863

Water System Information:

Prime Station Code: 06S/02W-18J10 M	User ID: HEN
FRDS Number: 4310001047	County: Santa Clara
District Number: 05	Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type: Well/Groundwater	Well Status: Destroyed
Source Lat/Long: 372400.0 1220700.0	Precision: 0.5 Mile (30 Seconds)
Source Name: NLA WILKIE - DESTROYED	
System Number: 4310001	
System Name: CWSC Los Altos Suburban	
Organization That Operates System: 949 B Street Los Altos, CA 94024	
Pop Served: 53940	Connections: 17895
Area Served: LOS ALTOS	

A9
SW
1/2 - 1 Mile
Higher

CA WELLS 6864

Water System Information:

Prime Station Code: 06S/02W-18Q10 M	User ID: HEN
FRDS Number: 4310001034	County: Santa Clara
District Number: 05	Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type: Well/Groundwater	Well Status: Abandoned
Source Lat/Long: 372400.0 1220700.0	Precision: 0.5 Mile (30 Seconds)
Source Name: WELL 122-01 - ABANDONED	
System Number: 4310001	
System Name: CWSC Los Altos Suburban	
Organization That Operates System: 949 B Street Los Altos, CA 94024	
Pop Served: 53940	Connections: 17895
Area Served: LOS ALTOS	

A10
SW
1/2 - 1 Mile
Higher

CA WELLS 6869

Water System Information:

Prime Station Code: 06S/02W-19G02 M	User ID: HEN
FRDS Number: 4310001046	County: Santa Clara
District Number: 05	Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type: Well/Groundwater	Well Status: Destroyed
Source Lat/Long: 372400.0 1220700.0	Precision: 0.5 Mile (30 Seconds)
Source Name: NLA STEVENS - DESTROYED	

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

System Number: 4310001
 System Name: CWSC Los Altos Suburban
 Organization That Operates System:
 949 B Street
 Los Altos, CA 94024
 Pop Served: 53940
 Area Served: LOS ALTOS
 Connections: 17895

A11
SW
1/2 - 1 Mile
Higher

CA WELLS 6870

Water System Information:

Prime Station Code: 06S/02W-19H02 M	User ID: HEN
FRDS Number: 4310001032	County: Santa Clara
District Number: 05	Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type: Well/Groundwater	Well Status: Active Untreated
Source Lat/Long: 372400.0 1220700.0	Precision: 0.5 Mile (30 Seconds)
Source Name: WELL 121-02	
System Number: 4310001	
System Name: CWSC Los Altos Suburban	
Organization That Operates System: 949 B Street Los Altos, CA 94024	
Pop Served: 53940	Connections: 17895
Area Served: LOS ALTOS	
Sample Collected: 01/18/2006	Findings: 34.844 MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 02/06/2006	Findings: 34.402 MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 03/06/2006	Findings: 40. MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 04/17/2006	Findings: 42. MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 05/10/2006	Findings: 39. MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 06/26/2006	Findings: 37.339 MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 07/11/2006	Findings: 37.993 MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 07/25/2006	Findings: 37.867 MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 07/31/2006	Findings: 40.876 MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 08/02/2006	Findings: 40.045 MG/L
Chemical: NITRATE (AS NO3)	
Sample Collected: 08/14/2006	Findings: 38.739 MG/L
Chemical: NITRATE (AS NO3)	

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	08/21/2006	Findings:	38.502 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09/22/2006	Findings:	39.363 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/03/2006	Findings:	39.747 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	11/14/2006	Findings:	17. C
Chemical:	SOURCE TEMPERATURE C		
Sample Collected:	11/14/2006	Findings:	1. UNITS
Chemical:	COLOR		
Sample Collected:	11/14/2006	Findings:	847. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	11/14/2006	Findings:	7.62
Chemical:	PH, LABORATORY		
Sample Collected:	11/14/2006	Findings:	298.96 MG/L
Chemical:	ALKALINITY (TOTAL) AS CaCO3		
Sample Collected:	11/14/2006	Findings:	297.249 MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	11/14/2006	Findings:	1.71 MG/L
Chemical:	CARBONATE ALKALINITY		
Sample Collected:	11/14/2006	Findings:	361.58 MG/L
Chemical:	HARDNESS (TOTAL) AS CaCO3		
Sample Collected:	11/14/2006	Findings:	94.536 MG/L
Chemical:	CALCIUM		
Sample Collected:	11/14/2006	Findings:	28.792 MG/L
Chemical:	MAGNESIUM		
Sample Collected:	11/14/2006	Findings:	43.001 MG/L
Chemical:	SODIUM		
Sample Collected:	11/14/2006	Findings:	3.198
Chemical:	SODIUM ABSORPTION RATIO		
Sample Collected:	11/14/2006	Findings:	1.137 MG/L
Chemical:	POTASSIUM		
Sample Collected:	11/14/2006	Findings:	60.787 MG/L
Chemical:	CHLORIDE		
Sample Collected:	11/14/2006	Findings:	15.08 UG/L
Chemical:	CHROMIUM (TOTAL)		
Sample Collected:	11/14/2006	Findings:	12.219 UG/L
Chemical:	VANADIUM		
Sample Collected:	11/14/2006	Findings:	482. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	11/14/2006	Findings:	38.24 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	11/14/2006	Findings:	0.2 NTU
Chemical:	TURBIDITY, LABORATORY		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	11/14/2006	Findings:	8638.416 UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	12/04/2006	Findings:	37.278 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	01/16/2007	Findings:	36.072 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	02/06/2007	Findings:	0.319 PCI/L
Chemical:	RADIUM 228 COUNTING ERROR		
Sample Collected:	02/12/2007	Findings:	36.177 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/13/2007	Findings:	35.938 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04/17/2007	Findings:	35.997 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/14/2007	Findings:	36.259 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/15/2007	Findings:	0.328 PCI/L
Chemical:	RADIUM 228 COUNTING ERROR		
Sample Collected:	06/27/2007	Findings:	38.796 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	07/24/2007	Findings:	39.823 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/01/2007	Findings:	0.474 PCI/L
Chemical:	RADIUM 228 COUNTING ERROR		
Sample Collected:	08/20/2007	Findings:	39.358 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09/17/2007	Findings:	38.837 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/02/2007	Findings:	36.143 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	11/06/2007	Findings:	0.38 PCI/L
Chemical:	RADIUM 228 COUNTING ERROR		
Sample Collected:	11/06/2007	Findings:	1. PCI/L
Chemical:	RADIUM 228 MDA95		
Sample Collected:	11/12/2007	Findings:	36.237 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/10/2007	Findings:	36.394 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	01/23/2008	Findings:	35.017 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	02/27/2008	Findings:	36.652 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/10/2008	Findings:	35. MG/L
Chemical:	NITRATE (AS NO3)		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	04/15/2008	Findings:	36.006 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/14/2008	Findings:	36.586 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/09/2008	Findings:	37.836 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	07/14/2008	Findings:	39.196 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/04/2008	Findings:	38.882 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09/15/2008	Findings:	39.083 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/21/2008	Findings:	43. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	11/05/2008	Findings:	37.93 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/03/2008	Findings:	34.922 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/17/2008	Findings:	34.808 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/17/2008	Findings:	32. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	01/13/2009	Findings:	35.826 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	02/03/2009	Findings:	34.355 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/03/2009	Findings:	34.627 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04/20/2009	Findings:	35.111 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/04/2009	Findings:	34.828 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/01/2009	Findings:	35.872 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	07/08/2009	Findings:	37.327 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/03/2009	Findings:	37.719 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09/17/2009	Findings:	38.269 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/07/2009	Findings:	2. TON
Chemical:	ODOR THRESHOLD @ 60 C		
Sample Collected:	10/07/2009	Findings:	900. US
Chemical:	SPECIFIC CONDUCTANCE		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	10/07/2009	Findings:	7.9
Chemical:	PH, LABORATORY		
Sample Collected:	10/07/2009	Findings:	320. MG/L
Chemical:	ALKALINITY (TOTAL) AS CaCO ₃		
Sample Collected:	10/07/2009	Findings:	390. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	10/07/2009	Findings:	420. MG/L
Chemical:	HARDNESS (TOTAL) AS CaCO ₃		
Sample Collected:	10/07/2009	Findings:	110. MG/L
Chemical:	CALCIUM		
Sample Collected:	10/07/2009	Findings:	36. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	10/07/2009	Findings:	45. MG/L
Chemical:	SODIUM		
Sample Collected:	10/07/2009	Findings:	1.4 MG/L
Chemical:	POTASSIUM		
Sample Collected:	10/07/2009	Findings:	70. MG/L
Chemical:	CHLORIDE		
Sample Collected:	10/07/2009	Findings:	44. UG/L
Chemical:	CHROMIUM (TOTAL)		
Sample Collected:	10/07/2009	Findings:	570. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	10/07/2009	Findings:	36. MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	10/07/2009	Findings:	8600. UG/L
Chemical:	CARBON DIOXIDE		
Sample Collected:	10/07/2009	Findings:	0.13 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	10/07/2009	Findings:	13.
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	10/07/2009	Findings:	8300. UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	11/04/2009	Findings:	37.411 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	12/14/2009	Findings:	34.709 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	01/05/2010	Findings:	34.092 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	02/02/2010	Findings:	33.994 MG/L
Chemical:	NITRATE (AS NO ₃)		
Sample Collected:	05/11/2010	Findings:	22.7 C
Chemical:	SOURCE TEMPERATURE C		
Sample Collected:	05/11/2010	Findings:	8.38
Chemical:	PH, FIELD		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	05/12/2010	Findings:	16. C
Chemical:	SOURCE TEMPERATURE C		
Sample Collected:	05/12/2010	Findings:	7.5
Chemical:	PH, FIELD		
Sample Collected:	05/12/2010	Findings:	35.308 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06/15/2010	Findings:	19. C
Chemical:	SOURCE TEMPERATURE C		
Sample Collected:	06/15/2010	Findings:	7.59
Chemical:	PH, FIELD		
Sample Collected:	06/15/2010	Findings:	37.555 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	07/08/2010	Findings:	37.858 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/10/2010	Findings:	11.573 UG/L
Chemical:	CHROMIUM (TOTAL)		
Sample Collected:	08/10/2010	Findings:	36.756 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09/15/2010	Findings:	36.484 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/19/2010	Findings:	36.164 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	10/19/2010	Findings:	1.3 UG/L
Chemical:	CHROMIUM, HEXAVALENT		
Sample Collected:	11/01/2010	Findings:	30.562 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12/14/2010	Findings:	33.496 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	01/10/2011	Findings:	33.743 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	02/15/2011	Findings:	33. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	03/09/2011	Findings:	33. MG/L
Chemical:	NITRATE (AS NO3)		

**A12
SW
1/2 - 1 Mile
Higher**

CA WELLS 6867

Water System Information:

Prime Station Code:	06S/02W-19C10 M	User ID:	HEN
FRDS Number:	4310001040	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	372400.0 1220700.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	NLA GLENBROOK - PRIVATE WELL		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

System Number: 4310001
 System Name: CWSC Los Altos Suburban
 Organization That Operates System:
 949 B Street
 Los Altos, CA 94024
 Pop Served: 53940
 Area Served: LOS ALTOS
 Connections: 17895

A13
SW
1/2 - 1 Mile
Higher

CA WELLS 6868

Water System Information:

Prime Station Code: 06S/02W-19G01 M	User ID: HEN
FRDS Number: 4310001045	County: Santa Clara
District Number: 05	Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type: Well/Groundwater	Well Status: Destroyed
Source Lat/Long: 372400.0 1220700.0	Precision: 0.5 Mile (30 Seconds)
Source Name: NLA PORTOLA - DESTROYED	
System Number: 4310001	
System Name: CWSC Los Altos Suburban	
Organization That Operates System: 949 B Street Los Altos, CA 94024	
Pop Served: 53940	Connections: 17895
Area Served: LOS ALTOS	

B14
SE
1/2 - 1 Mile
Higher

CA WELLS 6874

Water System Information:

Prime Station Code: 06S/02W-20F03 M	User ID: HEN
FRDS Number: 4310001039	County: Santa Clara
District Number: 05	Station Type: WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type: Well/Groundwater	Well Status: Destroyed
Source Lat/Long: 372400.0 1220600.0	Precision: Undefined
Source Name: NLA CUTTER - DESTROYED	
System Number: 4310001	
System Name: CWSC Los Altos Suburban	
Organization That Operates System: 949 B Street Los Altos, CA 94024	
Pop Served: 53940	Connections: 17895
Area Served: LOS ALTOS	
Sample Collected: 07/17/2006	Findings: 0.413 PCI/L
Chemical: RADIUM 228 COUNTING ERROR	

B15
SE
1/2 - 1 Mile
Higher

CA WELLS 6876

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Water System Information:

Prime Station Code:	06S/02W-20L01 M	User ID:	HEN
FRDS Number:	4310001043	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	372400.0 1220600.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	NLA MOSHER 01 - DESTROYED		
System Number:	4310001		
System Name:	CWSC Los Altos Suburban		
Organization That Operates System:	949 B Street		
	Los Altos, CA 94024		
Pop Served:	53940	Connections:	17895
Area Served:	LOS ALTOS		

**B16
SE
1/2 - 1 Mile
Higher**

CA WELLS 6877

Water System Information:

Prime Station Code:	06S/02W-20L02 M	User ID:	HEN
FRDS Number:	4310001044	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	372400.0 1220600.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	NLA MOSHER 02 - DESTROYED		
System Number:	4310001		
System Name:	CWSC Los Altos Suburban		
Organization That Operates System:	949 B Street		
	Los Altos, CA 94024		
Pop Served:	53940	Connections:	17895
Area Served:	LOS ALTOS		

**17
SW
1/2 - 1 Mile
Higher**

FED USGS USGS3236102

Agency cd:	USGS	Site no:	372349122065801
Site name:	006S002W19H002M		
Latitude:	372349.5	EDR Site id:	USGS3236102
Longitude:	1220658.3	Dec lat:	37.39708333
Dec lon:	-122.11619444	Coor meth:	G
Coor accr:	S	Latlong datum:	NAD83
Dec latlong datum:	NAD83	District:	06
State:	06	County:	085
Country:	US	Land net:	Not Reported
Location map:	MOUNTAIN VIEW	Map scale:	24000
Altitude:	93		
Altitude method:	Interpolated from topographic map		
Altitude accuracy:	5		
Altitude datum:	National Geodetic Vertical Datum of 1929		
Hydrologic:	Not Reported		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	Not Reported
Date inventoried:	20010801	Mean greenwich time offset:	PST

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	02/21/2007	Findings:	1.6 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	02/28/2007	Findings:	20.5 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/10/2007	Findings:	1.1 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	05/10/2007	Findings:	3. PCI/L
Chemical:	GROSS ALPHA MDA95		
Sample Collected:	05/23/2007	Findings:	26.1 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/16/2007	Findings:	30.3 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	11/21/2007	Findings:	7.9
Chemical:	PH, LABORATORY		
Sample Collected:	11/21/2007	Findings:	34. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	02/06/2008	Findings:	30. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05/21/2008	Findings:	670. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	05/21/2008	Findings:	7.9
Chemical:	PH, LABORATORY		
Sample Collected:	05/21/2008	Findings:	240. MG/L
Chemical:	ALKALINITY (TOTAL) AS CaCO3		
Sample Collected:	05/21/2008	Findings:	290. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	05/21/2008	Findings:	311. MG/L
Chemical:	HARDNESS (TOTAL) AS CaCO3		
Sample Collected:	05/21/2008	Findings:	81. MG/L
Chemical:	CALCIUM		
Sample Collected:	05/21/2008	Findings:	26. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	05/21/2008	Findings:	41. MG/L
Chemical:	SODIUM		
Sample Collected:	05/21/2008	Findings:	46. MG/L
Chemical:	CHLORIDE		
Sample Collected:	05/21/2008	Findings:	130. UG/L
Chemical:	BARIUM		
Sample Collected:	05/21/2008	Findings:	430. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	05/21/2008	Findings:	0.35 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	05/21/2008	Findings:	650. US
Chemical:	SPECIFIC CONDUCTANCE		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Sample Collected:	11/05/2008	Findings:	37. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	02/11/2009	Findings:	29. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08/12/2009	Findings:	31. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	02/04/2010	Findings:	28. MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	04/21/2010	Findings:	0.11 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		

20
SSE
1/2 - 1 Mile
Higher

FED USGS USGS3236098

Agency cd:	USGS	Site no:	372332122062101
Site name:	006S002W20L003M	EDR Site id:	USGS3236098
Latitude:	372332.9	Dec lat:	37.39247222
Longitude:	1220621.3	Coor meth:	G
Dec lon:	-122.10591667	Latlong datum:	NAD83
Coor accr:	S	District:	06
Dec latlong datum:	NAD83	County:	085
State:	06	Land net:	Not Reported
Country:	US	Map scale:	24000
Location map:	MOUNTAIN VIEW		
Altitude:	102		
Altitude method:	Interpolated from topographic map		
Altitude accuracy:	5		
Altitude datum:	National Geodetic Vertical Datum of 1929		
Hydrologic:	Not Reported		
Topographic:	Flat surface		
Site type:	Ground-water other than Spring	Date construction:	19600429
Date inventoried:	20010731	Mean greenwich time offset:	PST
Local standard time flag:	Y		
Type of ground water site:	Single well, other than collector or Ranney type		
Aquifer Type:	Not Reported		
Aquifer:	Not Reported		
Well depth:	504	Hole depth:	805
Source of depth data:	driller		
Project number:	470657500		
Real time data flag:	0	Daily flow data begin date:	0000-00-00
Daily flow data end date:	0000-00-00	Daily flow data count:	0
Peak flow data begin date:	0000-00-00	Peak flow data end date:	0000-00-00
Peak flow data count:	0	Water quality data begin date:	2001-07-31
Water quality data end date:	2001-07-31	Water quality data count:	1
Ground water data begin date:	0000-00-00	Ground water data end date:	0000-00-00
Ground water data count:	0		

Ground-water levels, Number of Measurements: 0

21
NNW
1/2 - 1 Mile
Lower

CA WELLS 6860

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Water System Information:

Prime Station Code:	06S/02W-08N01 M	User ID:	HEN
FRDS Number:	4310001006	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Inactive Untreated
Source Lat/Long:	372500.0 1220700.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	WELL 004-02 - INACTIVE		
System Number:	4310001		
System Name:	CWSC Los Altos Suburban		
Organization That Operates System:	949 B Street		
	Los Altos, CA 94024		
Pop Served:	53940	Connections:	17895
Area Served:	LOS ALTOS		

22
NNE
1/2 - 1 Mile
Lower

CA WELLS 6861

Water System Information:

Prime Station Code:	06S/02W-17D10 M	User ID:	HEN
FRDS Number:	4310009004	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE
Water Type:	Well/Groundwater	Well Status:	Inactive Raw
Source Lat/Long:	372500.0 1220600.0	Precision:	1 Mile (One Minute)
Source Name:	MEADOWS - INACTIVE		
System Number:	4310009		
System Name:	City of Palo Alto		
Organization That Operates System:	P.O. BOX 10250		
	PALO ALTO, CA 94303		
Pop Served:	57000	Connections:	19021
Area Served:	PALO ALTO		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
94040	32	0

Federal EPA Radon Zone for SANTA CLARA County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.
 : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
 : Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 94040

Number of sites tested: 3

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.600 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

California Drinking Water Quality Database

Source: Department of Health Services

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

RADON

State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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Appendix B

EDR Historical Aerial Photo Decade Package



San Antonio Center North

405 South San Antonio Road
Mountain View, CA 94040

Inquiry Number: 3146300.5
August 17, 2011

The EDR Aerial Photo Decade Package

EDR Aerial Photo Decade Package

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Date EDR Searched Historical Sources:

Aerial Photography August 17, 2011

Target Property:

405 South San Antonio Road

Mountain View, CA 94040

<u><i>Year</i></u>	<u><i>Scale</i></u>	<u><i>Details</i></u>	<u><i>Source</i></u>
1939	Aerial Photograph. Scale: 1"=555'	Flight Year: 1939	Fairchild
1948	Aerial Photograph. Scale: 1"=555'	Flight Year: 1948	Exxon
1956	Aerial Photograph. Scale: 1"=555'	Flight Year: 1956	Aero
1965	Aerial Photograph. Scale: 1"=333'	Flight Year: 1965	Cartwright
1974	Aerial Photograph. Scale: 1"=601'	Flight Year: 1974	NASA
1982	Aerial Photograph. Scale: 1"=690'	Flight Year: 1982	USGS
1991	Aerial Photograph. Scale: 1"=604'	/Composite DOQQ - acquisition dates: 1991	EDR
1998	Aerial Photograph. Scale: 1"=666'	Flight Year: 1998	USGS
2005	Aerial Photograph. Scale: 1"=604'	Flight Year: 2005	EDR
2006	Aerial Photograph. Scale: 1"=604'	Flight Year: 2006	EDR



INQUIRY #: 3146300.5

YEAR: 1939

| = 555'





INQUIRY #: 3146300.5

YEAR: 1948

|—————| = 555'





INQUIRY #: 3146300.5

YEAR: 1956

| = 555'





INQUIRY #: 3146300.5

YEAR: 1965

| = 333'





INQUIRY #: 3146300.5

YEAR: 1974

| = 601'





INQUIRY #: 3146300.5

YEAR: 1982

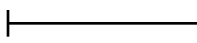
| = 690'





INQUIRY #: 3146300.5

YEAR: 1991

 = 604'





INQUIRY #: 3146300.5

YEAR: 1998

| = 666'





INQUIRY #: 3146300.5

YEAR: 2005

| = 604'





INQUIRY #: 3146300.5

YEAR: 2006

| = 604'



Appendix C

EDR Sanborn Fire Insurance Maps



San Antonio Center North

405 South San Antonio Road
Mountain View, CA 94040

Inquiry Number: 3146300.3

August 15, 2011

Certified Sanborn® Map Report

Certified Sanborn® Map Report

8/15/11

Site Name:

San Antonio Center North
405 South San Antonio Road
Mountain View, CA 94040

Client Name:

Tor Environmental, Inc.
2631 Canto Rompeolas
San Clemente, CA 92673

EDR Inquiry # 3146300.3

Contact: Jeff Borum



The complete Sanborn Library collection has been searched by EDR, and fire insurance maps covering the target property location provided by Tor Environmental, Inc. were identified for the years listed below. The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by Sanborn Library LLC, the copyright holder for the collection.

Certified Sanborn Results:

Site Name: San Antonio Center North
Address: 405 South San Antonio Road
City, State, Zip: Mountain View, CA 94040
Cross Street:
P.O. # GW021
Project: San Antonio Center North
Certification # 9B8A-4A4D-8C79



Sanborn® Library search results
Certification # 9B8A-4A4D-8C79

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

The Sanborn Library includes more than 1.2 million Sanborn fire insurance maps, which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- Library of Congress
- University Publications of America
- EDR Private Collection

The Sanborn Library LLC Since 1866™

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Appendix D

EDR City Directory

San Antonio Center North

405 San Antonio Road
Mountain View, CA 94040

Inquiry Number: 3146300.6
August 16, 2011

The EDR-City Directory Abstract

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1922 through 2006. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
2006	Haines Company, Inc.	-	-	-	-
2001	Haines & Company, Inc.	-	X	X	-
2000	Haines & Company	-	-	-	-
1996	Pacific Bell	-	-	-	-
1991	PACIFIC BELL WHITE PAGES	-	X	X	-
	Pacific Telephone	-	X	X	-
1986	Pacific Bell	-	X	X	-
	Pacific Telephone	-	X	X	-
1985	Pacific Bell	-	-	-	-
1982	Pacific Telephone	-	X	X	-
1980	Pacific Telephone	-	X	X	-
1978	R. L. Polk & Co.	-	-	-	-
1975	Pacific Telephone	-	X	X	-
1974	R. L. Polk & Co.	-	-	-	-
1970	R. L. Polk & Co.	-	-	-	-
1968	R. L. Polk & Co.	X	X	X	-
1966	R. L. Polk & Co.	-	-	-	-
1965	R. L. Polk & Co.	-	X	X	-
1964	R. L. Polk & Co.	-	-	-	-
1963	Pacific Telephone	-	-	-	-
1962	R. L. Polk & Co.	-	X	X	-
1960	R. L. Polk & Co.	-	X	X	-
1957	Pacific Telephone	-	X	X	-
1955	R. L. Polk & Co.	-	X	X	-
1950	R. L. Polk Co.	-	-	-	-

EXECUTIVE SUMMARY

<u>Year</u>	<u>Source</u>	<u>TP</u>	<u>Adjoining</u>	<u>Text Abstract</u>	<u>Source Image</u>
1946	R.L. Polk	-	-	-	-
1945	R. L. Polk & Co.	-	-	-	-
1942	R.L. Polk	-	-	-	-
1940	R. L. Polk & Co.	-	-	-	-
1936	R. L. Polk & Co.	-	-	-	-
1935	R. L. Polk & Co. of California	-	-	-	-
1931	R. L. Polk & Co.	-	-	-	-
1930	R. L. Polk & Co. of California	-	-	-	-
1926	R. L. Polk Co.	-	-	-	-
1925	R. L. Polk & Co.	-	-	-	-
1922	R. L. Polk Co.	-	-	-	-

EXECUTIVE SUMMARY

SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

<u>Address</u>	<u>Type</u>	<u>Findings</u>
409 South San Antonio Road	Client Entered	X
413 South San Antonio Road	Client Entered	X
415 South San Antonio Road	Client Entered	X
417 South San Antonio Road	Client Entered	X
423 South San Antonio Road	Client Entered	X
425 South San Antonio Road	Client Entered	

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

405 San Antonio Road
Mountain View, CA 94040

FINDINGS DETAIL

Target Property research detail.

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	THRIFTY CUT RATE DRUG STORES	R. L. Polk & Co.

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

CALIFORNIA

2580 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	SAFEWAY STORES	Pacific Telephone

2585 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	MILK PAIL THE	Pacific Telephone
1975	Milk Pail The	Pacific Telephone

2590 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	FRANZMAN JOHN CHEVRON SERVICE	Pacific Telephone
	JOHN FRANZMAN CHEVRON SERVICE	Pacific Telephone

2595 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Mikes Shell Service	Pacific Telephone

2620 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	KRAGEN AUTO WORKS	Pacific Telephone

2633 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	HOUSE OF LEE	Pacific Telephone
1975	House Of Lee	Pacific Telephone

2640 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	SEVEN ELEVEN FOOD STORES	Pacific Telephone

2645 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	A Kovac J	Pacific Telephone
	B Wuestenberg Carolyn	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Kimbrell Jas	Pacific Telephone
	Lenney Ellen	Pacific Telephone
	Little Lee W	Pacific Telephone
	Lucas Alan G	Pacific Telephone
	Manger Robt A	Pacific Telephone
	Roy Gary	Pacific Telephone
	Schweingruber Martin Ernst	Pacific Telephone
	Prange R	Pacific Telephone
	Petaja Danny	Pacific Telephone
	Mordia T O	Pacific Telephone
	Marshall J	Pacific Telephone
	Shelton Ray	Pacific Telephone
	Teyshak Jerry	Pacific Telephone
	Tomlin J K	Pacific Telephone
	Alberts Albert A	Pacific Telephone
	Aniderson Eugene A	Pacific Telephone
	Berman L	Pacific Telephone
	Cameron Thos M	Pacific Telephone
	i Camille Apartments	Pacific Telephone
	Carlsted Collen	Pacific Telephone
	Carlsted Greg	Pacific Telephone
	Cotta L	Pacific Telephone
	Counihan Thos M	Pacific Telephone
	Forster I E	Pacific Telephone
	Frey J L	Pacific Telephone
	Fussell Annette	Pacific Telephone
	Glasser O G	Pacific Telephone
	Guaydacan R	Pacific Telephone
	Harms E	Pacific Telephone
	Howe M	Pacific Telephone

2650 CALIFORNIA

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	KENTFIELD APTS	Pacific Telephone
1975	Wilson Debra A	Pacific Telephone
	White Stephen	Pacific Telephone
	Walbridge Tom	Pacific Telephone
	Tepley Lee	Pacific Telephone
	Snyder David P	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Simpsoi B J	Pacific Telephone
	Sclia Dan	Pacific Telephone
	Samuelson P E	Pacific Telephone
	Royster D N	Pacific Telephone
	Poslusny Frank	Pacific Telephone
	Phillips Ted	Pacific Telephone
	Ortez Mateo	Pacific Telephone
	Mitchell C	Pacific Telephone
	Mezel J	Pacific Telephone
	Markel Lawrence C	Pacific Telephone
	Marincic J E	Pacific Telephone
	Lofg ren A	Pacific Telephone
	Liskewicz Arthur Jr	Pacific Telephone
	Le Gallee A B	Pacific Telephone
	Kroloff Robt	Pacific Telephone
	King John E	Pacific Telephone
	Jones Kent W	Pacific Telephone
	Dufresne Gary J	Pacific Telephone
	Dirk D L	Pacific Telephone
	De White Annie Mrs	Pacific Telephone
	Cook Linda	Pacific Telephone
	Bedard Fred J	Pacific Telephone
	Ashton Cameron	Pacific Telephone
	Barren John A	Pacific Telephone
	Arnstein Katharine	Pacific Telephone

CALIFORNIA AVE

2595 CALIFORNIA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Matkovich Mike Mikes Shell Service	Pacific Bell

2630 CALIFORNIA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Micro Data Tek A Division Of International Antex Inc	Pacific Bell
	Antex Inc	Pacific Bell

FINDINGS

2645 CALIFORNIA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Spadafore P K SPADAFORE P K	Pacific Bell Pacific Telephone

2650 CALIFORNIA AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1982	Sullivan Palt	Pacific Telephone

CALIFORNIA ST

16158 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	VACANT	R. L. Polk & Co.

17238 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	STILPHEN EOW	R. L. Polk & Co.

2580 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	FOOD&DRUG FLORAL SHOP SAFEWAY FOODP 9 RUG SAFEWAY SAFEWAY PHARMACY F 00D&DRUG	Haines & Company, Inc. Haines & Company, Inc. Haines & Company, Inc. Haines & Company, Inc. Haines & Company, Inc.
1986	STORES	Pacific Telephone
1968	CONTINENTAL MARKETS	R. L. Polk & Co.

2585 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	MILKPAILMARKET RASMUSSENJohn	Haines & Company, Inc. Haines & Company, Inc.
1986	MILK PAIL THE MILK PAIL THE	Pacific Bell Pacific Telephone
1968	DAIRY PRODUCTS WHOL BRENTWOOD FARMS	R. L. Polk & Co. R. L. Polk & Co.
1962	MOORE S DAIRY PRODUCTS INC (BR) ROY MOORE MGR	R. L. Polk & Co.

FINDINGS

2590 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	OMARAZZORonald	Haines & Company, Inc.
1968	KURTS CHEVRON SERVICE STA	R. L. Polk & Co. R. L. Polk & Co.

2591 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	MIKES SHell SERVICE SAN ANTONIO RD	R. L. Polk & Co. R. L. Polk & Co.
1962	LINE S CALIFORNIA SHELL SERVICE (WM B LINO)	R. L. Polk & Co.

2595 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	WOK EXPRESS OLEUNG Raymond 0 SAVOR EXICO	Haines & Company, Inc. Haines & Company, Inc.
1986	Mikes Shell Service MIKE S SHELL SERVICE MATKOVICH MIKE MIKE S SHELL SERVICE	Pacific Bell Pacific Telephone Pacific Telephone

2620 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	PARTSWHOLESale KRAGENAUTO KRAGEN AUTO PARTS	Haines & Company, Inc. Haines & Company, Inc. Haines & Company, Inc.
1986	KRAGEN AUTO SUPPLY.6 KRAGEN AUTO SUPPLY.6	Pacific Bell Pacific Telephone
1968	KRAGEN AUTO SUPPLY	R. L. Polk & Co.

2630 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	KRAGEN Robert LAUNDERLAND	Haines & Company, Inc.
1986	MICRO DATA TEK A DIVISION OF INTERNATIONAL ANTEX INC INTERNATIONAL ANTEX INC International Antex Inc ANTEX INC	Pacific Telephone Pacific Telephone Pacific Bell Pacific Telephone
1982	Sound Fax	Pacific Telephone
1968	VACANT	R. L. Polk & Co.

FINDINGS

2633 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	HOUSE OF LEE	Pacific Telephone
	HOUSE OF LEE	Pacific Bell
1982	House Of Lee	Pacific Telephone

2640 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	SEVEN 11 FOOD NO	Haines & Company, Inc.
1968	SPEEDEE MART	R. L. Polk & Co.

2645 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	CAMILLEAPTS	Haines & Company, Inc.
	OBLAINEH BRIESEWITZRoger	Haines & Company, Inc.
	CORDOBAMark	Haines & Company, Inc.
	DOHuy M	Haines & Company, Inc.
	D 001 N LaurenI C	Haines & Company, Inc.
	EPSTEIN Mark	Haines & Company, Inc.
	GAHALIShad 5a	Haines & Company, Inc.
	HASSANAli	Haines & Company, Inc.
	KASHCHIEVDrmcho	Haines & Company, Inc.
	KLEINL 650D	Haines & Company, Inc.
	KLUGE Daniel	Haines & Company, Inc.
	LEEGeoffrey C	Haines & Company, Inc.
	LEGETTER Chns	Haines & Company, Inc.
	MARTIN G	Haines & Company, Inc.
	MINAMIGUCHI Hiroki	Haines & Company, Inc.
	PAR Gabriel	Haines & Company, Inc.
	PEACHEY Daniel	Haines & Company, Inc.
	POWERS Susan	Haines & Company, Inc.
	RARIDEN David P	Haines & Company, Inc.
	RUMMLER David	Haines & Company, Inc.
	RUTZ Andrew	Haines & Company, Inc.
	SEDARAT Hassan	Haines & Company, Inc.
	TAOShrying	Haines & Company, Inc.
	TROUILLET Phllllppe	Haines & Company, Inc.
	VAISANENJyrki	Haines & Company, Inc.
	WILEY Chris	Haines & Company, Inc.
	YOUNG Evan E	Haines & Company, Inc.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	YUEXu BFeng	Haines & Company, Inc.
1986	AVEDLSSIAN VAHE	Pacific Telephone
	BRAZIER DON	Pacific Telephone
	BROUILLARD L	Pacific Telephone
	CAMILLE APARTMENTS	Pacific Telephone
	COURAND GREGG	Pacific Telephone
	EGAN G	Pacific Telephone
	FORESTER WAYNE C	Pacific Telephone
	FRAINE JEFF	Pacific Telephone
	FRIDAY KARL	Pacific Telephone
	HAINER E M	Pacific Telephone
	HERNANDEZ BRIAN	Pacific Telephone
	JEFFREY JOHN PAUL	Pacific Telephone
	KRAMER CHRISTOPHER	Pacific Telephone
	LANGER J	Pacific Telephone
	MC BRIDE A	Pacific Telephone
	MC CORMICK CLIF H	Pacific Telephone
	RUSE BLAIR	Pacific Telephone
	RAUHUT JUDITH E	Pacific Telephone
	RINDGE MARK & BARBARA	Pacific Telephone
	SARTOR TOM	Pacific Telephone
	SATO SPENCER	Pacific Telephone
	SCHENCK JEFF	Pacific Telephone
	SHERMAN DANIEL P	Pacific Telephone
	SWETT LOIS H	Pacific Telephone
	TAVANA ABRAHAM	Pacific Telephone
	THOMAS SETH	Pacific Telephone
	UNO RICHARD	Pacific Telephone
	W Aidhofer G W	Pacific Telephone
	WELSH SEAN	Pacific Telephone
	ZARMER CRAIG	Pacific Telephone
	Avedlssian Vahe	Pacific Bell
	Brazier Don	Pacific Bell
	Brouillard L	Pacific Bell
	Camille Apartments	Pacific Bell
	Courand Gregg	Pacific Bell
	Egan G	Pacific Bell
	Forester Wayne C	Pacific Bell

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Fraine Jeff	Pacific Bell
	Friday Karl	Pacific Bell
	Hainer E M	Pacific Bell
	Hernandez Brian	Pacific Bell
	Jeffrey John Paul	Pacific Bell
	Kramer Christopher	Pacific Bell
	Langer J	Pacific Bell
	Mc Bride A	Pacific Bell
	Mc Cormick Clif H	Pacific Bell
	Ruse Blair	Pacific Bell
	Ragtime Housecleaning Service	Pacific Bell
	Rauhut Judith E	Pacific Bell
	Rindge Mark & Barbara	Pacific Bell
	Sartor Tom	Pacific Bell
	Sato Spencer	Pacific Bell
	Schenck Jeff	Pacific Bell
	Sherman Daniel P	Pacific Bell
	Swett Lois H	Pacific Bell
	Tavana Abraham	Pacific Bell
	Thomas Seth	Pacific Bell
Uno Richard	Pacific Bell	
Waidhofer G W	Pacific Bell	
Welsh Sean	Pacific Bell	
Zarmer Craig	Pacific Bell	
1982	Langer J	Pacific Telephone
	Boyd David	Pacific Telephone
	Braden David	Pacific Telephone
	Brouillard L	Pacific Telephone
	Diorio T	Pacific Telephone
	Duncan DM	Pacific Telephone
	Fowler Frederik	Pacific Telephone
	Frey James	Pacific Telephone
	Halterlein John J	Pacific Telephone
	Hauptman T	Pacific Telephone
	Hazel Dale	Pacific Telephone
	Mc Cabe Tom	Pacific Telephone
	Newton Jerry L	Pacific Telephone
	Poole Greg N	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1982	Quigley S J	Pacific Telephone
	Ramirel Ermma	Pacific Telephone
	Rauhut Judith E	Pacific Telephone
	Smith J	Pacific Telephone
	Soltis Dan I A	Pacific Telephone
	Spadafore P K	Pacific Telephone
	Spilecki C	Pacific Telephone
	Treseder Robt C	Pacific Telephone
	Uno Richard	Pacific Telephone
	Velasco D	Pacific Telephone
	Wei Kuo Shiun	Pacific Telephone
	Wetzel John N	Pacific Telephone
	White Chas H	Pacific Telephone
	1975	Abbott Jas S
Allen Arthur		Pacific Telephone
Cogliani Louis		Pacific Telephone
Cohn Robt S		Pacific Telephone
Dauphinais Robt M		Pacific Telephone
Habley Chas G		Pacific Telephone
Miura Yoshi		Pacific Telephone
Sadri Bob Behroz		Pacific Telephone
Saul K		Pacific Telephone
Tinker D		Pacific Telephone
Toms C		Pacific Telephone
Traweek E M		Pacific Telephone
Vanderveld Lee B		Pacific Telephone
Voccia E		Pacific Telephone
White Robt T	Pacific Telephone	
Wolfe P	Pacific Telephone	
Wright Mark	Pacific Telephone	

2650 CALIFORNIA ST

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Alatore Paul	Pacific Bell
	Anzur John Sr	Pacific Bell
	Arakelian V	Pacific Bell
	Bachmann Jane	Pacific Bell
	Balkits I	Pacific Bell
	Barnes Eric	Pacific Bell

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Boccia Louis J	Pacific Bell
	Brasted M L	Pacific Bell
	Carney M C	Pacific Bell
	Conrad Damian	Pacific Bell
	Cook Linda	Pacific Bell
	Cosola Carl	Pacific Bell
	Crumb Mike	Pacific Bell
	Cumming Andrew	Pacific Bell
	Dalton James H	Pacific Bell
	Eckford M	Pacific Bell
	Fulton John P	Pacific Bell
	Gomez Robert J	Pacific Bell
	Gorgen Christopher	Pacific Bell
	Guerrero Joseph	Pacific Bell
	Hubert M	Pacific Bell
	Jackson Evelyn	Pacific Bell
	Kukowski Scott	Pacific Bell
	KWrappenberg DR	Pacific Bell
	Laden Barry A	Pacific Bell
	Loceff Michael	Pacific Bell
	Logan Terry A	Pacific Bell
	Ludwig Ron	Pacific Bell
	Magnuson Ronald	Pacific Bell
	Marine E Fernando	Pacific Bell
	Mc Croskey Dennis	Pacific Bell
	Mello Robt A	Pacific Bell
	Milliken M E	Pacific Bell
	Palese John	Pacific Bell
	I Pourmand Mehrdad	Pacific Bell
	Pourfarzaneh M T Dr	Pacific Bell
	Reed John O	Pacific Bell
	Ruddle M	Pacific Bell
	Rusinovich J E	Pacific Bell
	Samuelson J	Pacific Bell
	Soulek K	Pacific Bell
	Souza J	Pacific Bell
	Sullivan Patt	Pacific Bell
	Thompson Dan	Pacific Bell

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Thompson Jack	Pacific Bell
	Uchida Arin	Pacific Bell
	ALATORE PAUL	Pacific Telephone
	ANZUR JOHN SR	Pacific Telephone
	ARAKELIAN V	Pacific Telephone
	BACHMANN JANE	Pacific Telephone
	BALKITS I	Pacific Telephone
	BARNES ERIC	Pacific Telephone
	BOCCIA LOUIS J	Pacific Telephone
	BRASTED M L	Pacific Telephone
	CARNEY M C	Pacific Telephone
	CONRAD DAMIAN	Pacific Telephone
	COOK LINDA	Pacific Telephone
	COSOLA CARL	Pacific Telephone
	CRUMB MIKE	Pacific Telephone
	CUMMING ANDREW	Pacific Telephone
	DALTON JAMES H	Pacific Telephone
	ECKFORD M	Pacific Telephone
	FULTON JOHN P	Pacific Telephone
	GOMEZ ROBERT J	Pacific Telephone
	GORGEN CHRISTOPHER	Pacific Telephone
	GUERRERO JOSEPH	Pacific Telephone
	HUBERT M	Pacific Telephone
	JACKSON EVELYN	Pacific Telephone
	KENTFIELD APTS	Pacific Telephone
	KUKOWSKI SCOTT	Pacific Telephone
	KWRAPPENBERG DR	Pacific Telephone
	LADEN BARRY A	Pacific Telephone
	LOCEFF MICHAEL	Pacific Telephone
	LOGAN TERRY A	Pacific Telephone
	LUDWIG RON	Pacific Telephone
	MAGNUSON RONALD	Pacific Telephone
	MARINE E FERNANDO	Pacific Telephone
	MC CROSKEY DENNIS	Pacific Telephone
	MELLO ROBT A	Pacific Telephone
	MILLIKEN M E	Pacific Telephone
	PALESE JOHN	Pacific Telephone
	PRUSAK KENNETH A & DOEBBIE R	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	RUDDLE M	Pacific Telephone
	RUSINOVICH J E	Pacific Telephone
	SAMUELSON J	Pacific Telephone
	SOULEK K	Pacific Telephone
	SOUZA J	Pacific Telephone
	SULLIVAN PATT	Pacific Telephone
	THOMPSON DAN	Pacific Telephone
	THOMPSON JACK	Pacific Telephone
	UCHIDA ARIN	Pacific Telephone
1982	Anzur John Sr	Pacific Telephone
	Apollo Steyen J	Pacific Telephone
	Barnes Eric	Pacific Telephone
	Blalock R F	Pacific Telephone
	Bowling Kevin L	Pacific Telephone
	Carney M C	Pacific Telephone
	Chan Palnman	Pacific Telephone
	Chih Samuel	Pacific Telephone
	Chung Sylvia	Pacific Telephone
	Coleman Althemus	Pacific Telephone
	Cook Linda	Pacific Telephone
	Cumner Reid	Pacific Telephone
	Gumming Andrew	Pacific Telephone
	Finnegan M A	Pacific Telephone
	Forlano Jim	Pacific Telephone
	Franklin P Michael	Pacific Telephone
	Gorgen Christopher	Pacific Telephone
	Kentfield Apts	Pacific Telephone
	Lane Marjorie A	Pacific Telephone
	Lester Michael	Pacific Telephone
	Loceff Michael	Pacific Telephone
	Loomer Mark C	Pacific Telephone
	Magnuson Ronald	Pacific Telephone
	Mar Helen	Pacific Telephone
	Mc Croskey Dennis	Pacific Telephone
	Milliken M E	Pacific Telephone
	Osheroff Neil	Pacific Telephone
	Overell James	Pacific Telephone
	Parriott P	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1982	Poradek Jerry	Pacific Telephone
	Rizzo Robt	Pacific Telephone
	Ru Jason	Pacific Telephone
	Rusnovich J E	Pacific Telephone
	Rutledge Kenneth E	Pacific Telephone
	Senn M	Pacific Telephone
	Simpson BJ	Pacific Telephone
	Soulek K	Pacific Telephone
	Spitzer N	Pacific Telephone
	Stuber E M	Pacific Telephone
	Thompson Jack	Pacific Telephone
	Uchide Ari	Pacific Telephone
	Woo Dexter J	Pacific Telephone
1975	Bailey Donald L	Pacific Telephone
	Blanchard Scott J	Pacific Telephone
	Bornstein irwin	Pacific Telephone
	Bradford Z	Pacific Telephone
	Hansen P	Pacific Telephone
	Hayden John C	Pacific Telephone
	Jacinto J	Pacific Telephone
	La Roche Denis	Pacific Telephone
	Lysy Frank	Pacific Telephone
	Mann D	Pacific Telephone
	Purcell Jerry E	Pacific Telephone
	Renteria J	Pacific Telephone
	Sakamoto K T	Pacific Telephone
Uchida Ari	Pacific Telephone	
Wagner D	Pacific Telephone	
1968	GRANOVIEW APARTMENTS	R. L. Polk & Co.
	KROLOFF ROBT	R. L. Polk & Co.
	TURRA ROMNIE	R. L. Polk & Co.
	LA PARMLEY LANE A	R. L. Polk & Co.
	BACCIA LOUIS J	R. L. Polk & Co.
	CAMP MARION W	R. L. Polk & Co.
	STUBKJAER BILL	R. L. Polk & Co.
	HAWKINS FRANCIS L	R. L. Polk & Co.
	FREDERICKS ERIFRIDE	R. L. Polk & Co.
MC MURRY MARY L	R. L. Polk & Co.	

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	WHITE JACK M	R. L. Polk & Co.
	CLINKENBEARD NORVAL B	R. L. Polk & Co.
	TEPLEY L RAYMOND	R. L. Polk & Co.
	GILLETT ALF	R. L. Polk & Co.
	MARELLO CHARLES A	R. L. Polk & Co.
	BOHABOY P E	R. L. Polk & Co.
	COOL LESLIE A	R. L. Polk & Co.
	REIKKO REINO	R. L. Polk & Co.
	PAIR VIRGIL D	R. L. Polk & Co.
	MARTIN DANL	R. L. Polk & Co.
	HARTMAN DEAN J	R. L. Polk & Co.
	GOODBAR GARY	R. L. Polk & Co.
	NELSON KAREN L	R. L. Polk & Co.
	LUNDE THOS J	R. L. Polk & Co.
	WILSON ELLEN	R. L. Polk & Co.
	HILL WM R	R. L. Polk & Co.
	LEIS RON	R. L. Polk & Co.
	ALCANTARA JESUS V	R. L. Polk & Co.
	SWANSON BETTY	R. L. Polk & Co.
	RYAN CHARLES J	R. L. Polk & Co.
	ZARCONE RONALD	R. L. Polk & Co.
	PETERMAN HUGH R	R. L. Polk & Co.
	BARKSDALE S J	R. L. Polk & Co.
	MC NEIL JAMES J	R. L. Polk & Co.
	BRINSKI EDW T	R. L. Polk & Co.
	JONES TED	R. L. Polk & Co.
	DAVIS JERRY	R. L. Polk & Co.
	BRASCH MAX	R. L. Polk & Co.
	HANSEN RICHD W	R. L. Polk & Co.
	YOUNG STAN S	R. L. Polk & Co.
	BUNCH JAMES S	R. L. Polk & Co.
	CLEMENTS NORMAN L	R. L. Polk & Co.
	JOHNSON MERLE L	R. L. Polk & Co.
	DECKER DEBRA J	R. L. Polk & Co.
	FRIEDENBACH KEN	R. L. Polk & Co.

FINDINGS

FAYETTE DR

1 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	DUFFY M J	R. L. Polk & Co.
	MARUYAMA N	R. L. Polk & Co.
	WEBSTER V L	R. L. Polk & Co.
	GARTMAN G F	R. L. Polk & Co.
	WARD A L	R. L. Polk & Co.
	NOTON B	R. L. Polk & Co.
	TOMLINSON G	R. L. Polk & Co.
	GILL J	R. L. Polk & Co.
	HALLER J B	R. L. Polk & Co.
	GOTTLIEB N	R. L. Polk & Co.
	REEVES R J	R. L. Polk & Co.
	HAYES J M	R. L. Polk & Co.
	HARTMAN DAVE	R. L. Polk & Co.
	HODGES W	R. L. Polk & Co.
	SNOCK P	R. L. Polk & Co.
	KENOYER D	R. L. Polk & Co.
	FAIR J H	R. L. Polk & Co.
	SPRINGWELL J	R. L. Polk & Co.
	PERRY F L	R. L. Polk & Co.
	REED J	R. L. Polk & Co.
	JOBB B G	R. L. Polk & Co.
	COWAN P G	R. L. Polk & Co.
	JOHNS	R. L. Polk & Co.
	MASON J	R. L. Polk & Co.
	MARTAY L	R. L. Polk & Co.
	MASON B L	R. L. Polk & Co.
	CAPONE J	R. L. Polk & Co.
	ROCHE K N	R. L. Polk & Co.
	PRICE I	R. L. Polk & Co.
	RETTBERG J W	R. L. Polk & Co.
	BELLAS T E	R. L. Polk & Co.
	ESTES A	R. L. Polk & Co.
	GILLESPIE R I	R. L. Polk & Co.
	SHAW P J	R. L. Polk & Co.
	TAMURA L K	R. L. Polk & Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	HOLMAN A L	R. L. Polk & Co.
	DOUDIXM J D	R. L. Polk & Co.
	CROUM J	R. L. Polk & Co.
	CLIFTON J	R. L. Polk & Co.
	HANN K A	R. L. Polk & Co.
	LOUGHEAD C M	R. L. Polk & Co.
	STAROSTE	R. L. Polk & Co.
	NEWELL T M	R. L. Polk & Co.
	GOe TSCHI H L	R. L. Polk & Co.
	MC DREW R S	R. L. Polk & Co.
	STEVENSON J M	R. L. Polk & Co.
	SPRENG O C	R. L. Polk & Co.
	SOMEL K	R. L. Polk & Co.
	MC CUSKER M H	R. L. Polk & Co.
	MOFFETT B	R. L. Polk & Co.
	MACRES V G	R. L. Polk & Co.
	WHELER J	R. L. Polk & Co.
	ZEITLIN A	R. L. Polk & Co.
	HUGHES S W	R. L. Polk & Co.
	ANDRADE J	R. L. Polk & Co.
	VAIL S	R. L. Polk & Co.
	BRAUNINGER G E	R. L. Polk & Co.
	SWANSON G D	R. L. Polk & Co.
	CURRY O W	R. L. Polk & Co.
	TOWSEY H E	R. L. Polk & Co.
	HONCHELL A R	R. L. Polk & Co.
	WATAGHIN V	R. L. Polk & Co.
	VACANT	R. L. Polk & Co.
	ARNOLD M	R. L. Polk & Co.
	SEIDEN R M	R. L. Polk & Co.
	WALKER ROBT L	R. L. Polk & Co.
	CHAPMAN D	R. L. Polk & Co.
	WINSTON F G	R. L. Polk & Co.
	JACOBS C	R. L. Polk & Co.
	ROBBINS S E	R. L. Polk & Co.
	FUNCHESS S	R. L. Polk & Co.
	EMMERCH H J	R. L. Polk & Co.
	STARK C	R. L. Polk & Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	DUNN L M	R. L. Polk & Co.
	FAYETTE DR Contd	R. L. Polk & Co.
	MARGHERONE F	R. L. Polk & Co.
	WIDROW H	R. L. Polk & Co.
	GUENZA S	R. L. Polk & Co.
	EESSER L	R. L. Polk & Co.
	BOTTARFF A P	R. L. Polk & Co.
	PARDUE B	R. L. Polk & Co.
	MAXTED E J C	R. L. Polk & Co.
	RAO J R	R. L. Polk & Co.
	ROBERTS R	R. L. Polk & Co.
	BERGER M	R. L. Polk & Co.
	HOLDEN P E	R. L. Polk & Co.
	JOHNSON	R. L. Polk & Co.
	MC COY L	R. L. Polk & Co.
	TAYLOR W H	R. L. Polk & Co.
	CHRISTIANSON S	R. L. Polk & Co.
	ERICKSON N J	R. L. Polk & Co.
	KAISER C	R. L. Polk & Co.
	DYAFUSCO R T	R. L. Polk & Co.
	UNRUH D	R. L. Polk & Co.
	WEIGANA V	R. L. Polk & Co.

101 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	TOUCHSTONE LEW	R. L. Polk & Co.

102 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	FORSYTHE M	R. L. Polk & Co.

103 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	ZENY W D	R. L. Polk & Co.

104 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	MONTGOMERY MARK T	R. L. Polk & Co.

FINDINGS

105 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	JACKSON B	R. L. Polk & Co.

106 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	MILLER CLAIR E	R. L. Polk & Co.

107 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BRAISEUR J	R. L. Polk & Co.

108 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	GRUMMITT M	R. L. Polk & Co.

201 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BRONSTERIN GARY J	R. L. Polk & Co.

202 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	THOMPSON N C	R. L. Polk & Co.

203 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SEGER VAL	R. L. Polk & Co.

204 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	HUNTINGTON F	R. L. Polk & Co.

205 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	RUTHERFORD M	R. L. Polk & Co.

206 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	VACANT	R. L. Polk & Co.

207 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	CROWDER L F	R. L. Polk & Co.

FINDINGS

208 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BRODY A D	R. L. Polk & Co.

209 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	VACANT	R. L. Polk & Co.

210 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SHAFFER E S	R. L. Polk & Co.

211 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	YAMANAGA R	R. L. Polk & Co.

212 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	MC LANE J	R. L. Polk & Co.

2600 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.
1982	Billings John D	Pacific Telephone

2610 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1982	Boylls C C	Pacific Telephone

2620 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	BERTONCIN AchlIte	Haines & Company, Inc.
1991	Zymbaluk Greg & Lisa	Pacific Telephone
1986	Smith L Mr & Mrs	Pacific Bell
	SMITH L MR & MRS	Pacific Telephone
1982	Coltrane Robt J	Pacific Telephone
1968	KRAUS GEO	R. L. Polk & Co.

2621 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Dann Services Inc	Pacific Bell
	DANN SERVICES INC	Pacific Telephone

FINDINGS

2624 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	STUDIO OF FITNESS	Haines & Company, Inc.
	STOESSER William STUDIO OFFITNESS	Haines & Company, Inc.
	REALCONTAX 650 949 B	Haines & Company, Inc.
	SPRTSWR KOALA TEES	Haines & Company, Inc.
	ALL PREMIUM	Haines & Company, Inc.
1991	BAY AREA FASTENERS	PACIFIC BELL WHITE PAGES
	Bay Area Fasteners	PACIFIC BELL WHITE PAGES
	LANMARK COMMUNICATIONS	Pacific Telephone
	KOALA TEES	Pacific Telephone
	SIGNAL ENGINEERING	Pacific Telephone
	BUCKET BAG CO THE	Pacific Telephone
1986	SIGNAL ENGINEERING	Pacific Telephone
	FOOTHILL COLLEGE SPECIAL EDUCATION	Pacific Telephone
	CLOCKS UNIQUE DIVISION OF DANN SERVICES	Pacific Telephone
	Signal Engineering	Pacific Bell
	Dann Services Inc	Pacific Bell
1982	Foothill College Special Education	Pacific Bell
	Danni Services	Pacific Telephone
	FOOTHILL COLLEGE SPECIAL EDUCATION Casa Olga Center	Pacific Telephone
	ann Services Inc	Pacific Telephone
	Danly I aryei I	Pacific Telephone

26458 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	HELD VIRGINIA Z MRS	R. L. Polk & Co.

301 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	CAMPBELL J W JR	R. L. Polk & Co.

302 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	HERAN P	R. L. Polk & Co.

303 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BOIS 015 R L	R. L. Polk & Co.

FINDINGS

304 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	LIND W	R. L. Polk & Co.

305 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BROWN N	R. L. Polk & Co.

306 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	HUMPHREY J	R. L. Polk & Co.

307 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BOLLA DON H	R. L. Polk & Co.

308 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	YOSHIOKA Y	R. L. Polk & Co.

309 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	DAVIS G W	R. L. Polk & Co.

310 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	HARGRAVES K	R. L. Polk & Co.

311 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	RONDBERG J K	R. L. Polk & Co.

312 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SUDALTER L	R. L. Polk & Co.

314 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	MILLER G B JR	R. L. Polk & Co.

315 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	HORN D L	R. L. Polk & Co.

FINDINGS

316 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BERRY H	R. L. Polk & Co.

317 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	ROOKER P G	R. L. Polk & Co.

318 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	MC CAUSLANO J	R. L. Polk & Co.

319 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	REEVES J F	R. L. Polk & Co.

320 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	FALBA F	R. L. Polk & Co.

321 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BURGNER JENE	R. L. Polk & Co.

613 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	MENOU H	R. L. Polk & Co.

614 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	GIBSON W B	R. L. Polk & Co.

615 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	GOTTFRIED H L	R. L. Polk & Co.

616 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SAINT JULES S	R. L. Polk & Co.

617 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	DAVIS J	R. L. Polk & Co.

FINDINGS

618 FAYETTE DR

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	VACANT	R. L. Polk & Co.

MILLER AVE

2610 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XX 3 X	Haines & Company, Inc.

2615 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	OYCONAJACK	Haines & Company, Inc.
	DYMONDCO MIC 80 FIX PALO ALTO	Haines & Company, Inc.
	UNCOMMON CMPTR	Haines & Company, Inc.
1991	SHADAN INC	Pacific Telephone
	B UNCOMMON COMPUTER SOLLUTIONS	Pacific Telephone
	C DRAGONY PAINTING INC	Pacific Telephone
1986	AXIOTEK INC	Pacific Telephone
	SLIDES NOW	Pacific Telephone
	Axiotek Inc	Pacific Bell
	Slides Now	Pacific Bell
1982	Data Type Inc	Pacific Telephone
	Software Express	Pacific Telephone
1968	WHITECLIFF LABYS INC PLASTICS	R. L. Polk & Co.
	FASHION FLOORSCWHSE	R. L. Polk & Co.
	HANDLEY	R. L. Polk & Co.
	GRAPHICSDRAFTING DEPT	R. L. Polk & Co.

2625 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.
1982	Pre Ex Tool Works	Pacific Telephone
	Simons Inc	Pacific Telephone
	Wolfs Precision Works	Pacific Telephone
1975	Geranens Machine Shop	Pacific Telephone
	Minimatics Inc	Pacific Telephone
	PRE EX TOOL WORKS	Pacific Telephone
1968	PRE EX TOOL WKS MFRS	R. L. Polk & Co.
	GENESYS SYSTEMS	R. L. Polk & Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	WHSE	R. L. Polk & Co.
	MINI MATICS INC MACH SHOP	R. L. Polk & Co.
2626 MILLER AVE		
<u>Year</u>	<u>Uses</u>	<u>Source</u>
1980	Sanchez Victoria	Pacific Telephone
2635 MILLER AVE		
<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	APARTMENTS KIN Wrr C 65 0 W	Haines & Company, Inc.
	N 00 YE 8D	Haines & Company, Inc.
	PALAROANPeri I	Haines & Company, Inc.
	RUS 8 ELL 8 Allan RU 6 SELL Niy	Haines & Company, Inc.
1986	Ah Tye Kenneth	Pacific Bell
	Current C	Pacific Bell
	Hao Yu Leng	Pacific Bell
	King Wm C	Pacific Bell
	Labes B	Pacific Bell
	Showalter M	Pacific Bell
	AH TYE KENNETH	Pacific Telephone
	CURRENT C	Pacific Telephone
	HAO YU LENG	Pacific Telephone
	KING WM C	Pacific Telephone
	LABES B	Pacific Telephone
	SHOWALTER M	Pacific Telephone
1982	Ah Tye Kenneth	Pacific Telephone
	Current C	Pacific Telephone
	Garcia Jose	Pacific Telephone
	King Wm C	Pacific Telephone
	Labes Cra Ig	Pacific Telephone
	Showalter M	Pacific Telephone
1975	Ah Tye Kenneth	Pacific Telephone
	Feenan C	Pacific Telephone
	Sca Hen ry	Pacific Telephone
	Showalter M	Pacific Telephone
	Vance Chris	Pacific Telephone
1968	APARTMENTS	R. L. Polk & Co.
	BELL FRANK H	R. L. Polk & Co.
	TEASDALE GARY	R. L. Polk & Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SHUM DANL	R. L. Polk & Co.
	CHOITZ HEINZ	R. L. Polk & Co.
	d ILL HOWARD L	R. L. Polk & Co.
	KOHL WM H	R. L. Polk & Co.
	WOODARD ALLEN MRS	R. L. Polk & Co.
	SHOWALTER MARY	R. L. Polk & Co.
	ARNETT ARTH W	R. L. Polk & Co.

2640 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	0 BLAIN 4 H EUU 1 50 NScott	Haines & Company, Inc.
	MCGUINNESSMic Oael D	Haines & Company, Inc.
1968	JONES AVA C MRS	R. L. Polk & Co.

2645 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	B Gates T	Pacific Telephone
1975	Sebastiao Manuel	Pacific Telephone
1968	B Wa STER LARRY	R. L. Polk & Co.
	A SETH ARTH H	R. L. Polk & Co.

2650 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BRAGER LOUIE	R. L. Polk & Co.

2655 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Hess B	Pacific Bell
	MERCURI JAMES	Pacific Telephone
	Mercuri James	Pacific Bell
	HESS B	Pacific Telephone
1975	Zebrowski Eleanor	Pacific Telephone
	Costa Jas	Pacific Telephone
	Shafer B	Pacific Telephone
	Ware Curtis	Pacific Telephone
	Whalen H B	Pacific Telephone
1968	BENNETT LEWIS E	R. L. Polk & Co.
	JUANARIO ROSA F	R. L. Polk & Co.
	D 8 LANO VICKIE	R. L. Polk & Co.
	COX M D	R. L. Polk & Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	GA\$RIEL MANUEL	R. L. Polk & Co.
	PAYNE ALLEN	R. L. Polk & Co.
	I PRANZA M E	R. L. Polk & Co.
	APARTMENTS	R. L. Polk & Co.

2665 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	SWEENSYThomas THOMAS	Haines & Company, Inc.
1986	SEBASTLAO MANUEL	Pacific Telephone
	Sebastlao Manuel	Pacific Bell
1975	Da Silva Manuel F	Pacific Telephone
1968	BLAZEWICZ EDMUND	R. L. Polk & Co.

2670 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	Mi ANCE 80 VIDAL	R. L. Polk & Co.
	GARCIA CAROL	R. L. Polk & Co.
	PIRES ADELIA	R. L. Polk & Co.
	S GULLY J	R. L. Polk & Co.
	KILDAY ROBT	R. L. Polk & Co.
	APARTMENTS	R. L. Polk & Co.

3434 MILLER AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	KILDAY R	R. L. Polk & Co.

S SAN ANTONIO RD

334 S SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	Mountain View Texaco	Pacific Bell

SAN ANTONIO AVE

419 SAN ANTONIO AVE

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	FASHION ONE HOUR CLEANERS	Pacific Telephone
	PORFIDO DRY CLEANING	Pacific Telephone

FINDINGS

SAN ANTONIO PL

462 SAN ANTONIO PL

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1957	JONES MAX W DR LOS ALTOS ANMI HOSP	Pacific Telephone

SAN ANTONIO RD

101 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	Co bldg contrs da	R. L. Polk & Co.
	Taylor Robt H Constr	R. L. Polk & Co.

105 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1965	VACANT	R. L. Polk & Co.
1960	Serv ADAI 1565 and da	R. L. Polk & Co.
	Sockwell Bros Truck	R. L. Polk & Co.
	Rental	R. L. Polk & Co.
	Sockwell Bros Mobile	R. L. Polk & Co.
1955	Greens Jack Mobilgas y	R. L. Polk & Co.

109 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	OHallaran & Assocs mfrs agts da	R. L. Polk & Co.

111 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	Stone Assocs Inc electronics 4D	R. L. Polk & Co.

115 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	LUCAS ALAN G & ASSOCIATES INC	Pacific Telephone

125 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	WESTHAVEN FINANCIAL INC	Pacific Telephone

145 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1965	VACANT	R. L. Polk & Co.

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1960	ADAI 4707	R. L. Polk & Co.
	Marenco Nursery	R. L. Polk & Co.
	Marenco Marco C	R. L. Polk & Co.
1957	RYDER R W ENGINEERING CO	Pacific Telephone

161 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Metra Instruments I	Pacific Telephone

167 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.
1986	KING GROUP	Pacific Telephone
	King Group	Pacific Bell

175 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
2001	XXXX	Haines & Company, Inc.
1986	MARKETING COMMUNICATION ALTERNATIVES	Pacific Telephone
	PROFESSIONAL PERSONNEL LEASING INCORPORATED	Pacific Telephone

193 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1955	Hillview Pimb Co pimb contrs	R. L. Polk & Co. R. L. Polk & Co.

250 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	GERARD TIRE SERVICE INC	Pacific Telephone
	PARKER AUTOMOTIVE	Pacific Telephone
1975	C C Graphics	Pacific Telephone
1968	ALL WHEEL BRAKE AUTO REPR	R. L. Polk & Co.
1957	OHRAN PAUL S	Pacific Telephone

280 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	TRI CITY RENTALS TOOLS	R. L. Polk & Co.

FINDINGS

284 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	BURKHARDT CHAS E	Pacific Telephone
1968	SAN ANTONIO RD Contd BURKHARDT CHARLES E	R. L. Polk & Co. R. L. Polk & Co.

298 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	VICTOR TIRE INC GOODYEAR TIRE CENTER VICTOR TIRE INC	Pacific Telephone Pacific Telephone
1982	VICTOR TIRE INC	Pacific Telephone
1975	STORES GOODYEAR TIRE & RUBBER CO SERVICE	Pacific Telephone Pacific Telephone
1968	GOODYEAR SERVICE STORE TIRES	R. L. Polk & Co.

334 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	MOUNTAIN VIEW TEXACO	Pacific Telephone
1975	MALONES TEXACO SERVICE	Pacific Telephone
1968	PAULS TEXACO SERVICE	R. L. Polk & Co.

365 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SAN JOSE PAINT	R. L. Polk & Co.

377 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	VACANT	R. L. Polk & Co.

384 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	BANK OF AMERICA SAN ANTONIO BR	R. L. Polk & Co.

391 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	PACIFIC STEREO	Pacific Telephone
1968	ROBERTS FURNITURE	R. L. Polk & Co.

FINDINGS

400 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	LAUNDRY SELF SERV	R. L. Polk & Co.
	ERNIES LIQUORS	R. L. Polk & Co.
	HICKORY FARMS OF OHIO	R. L. Polk & Co.
	HIPPO COIN WASH	R. L. Polk & Co.

409 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	WOOLWORTH F W DEPT STORE	R. L. Polk & Co.

413 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	GALLEN KAMP SHOES	R. L. Polk & Co.

415 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	PERMANS FASHIONS WOMENS CLO	R. L. Polk & Co.

417 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SAN ANTONIO HOBBY & CRAFTS	R. L. Polk & Co.

419 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	ONE HOUR MARTINIZING CLNS	R. L. Polk & Co.

423 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	NATIONAL BANK	R. L. Polk & Co.
	CROCKER CITIZENS	R. L. Polk & Co.

435 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	DUNKERS DELITE DONUT	R. L. Polk & Co.
	PURITY STORES INC	R. L. Polk & Co.

455 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SEARS ROEBUCK & CO	R. L. Polk & Co.

FINDINGS

462 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	FIRESTONE STORES TIRES	R. L. Polk & Co.

520 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	TROYER PRINTING CO	R. L. Polk & Co.
	MOUNTAIN VIEW SURPLUS GENL MDSE	R. L. Polk & Co.

544 SAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1986	AMERICAN SAVINGS AND LOAN ASSOCIATION	Pacific Telephone
1975	PAULS EXXON SERVICE	Pacific Telephone
1968	DANS ENCO SERVICE	R. L. Polk & Co.

SAN ANTONIO RD S

161 SAN ANTONIO RD S

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	6A AMERIMAC FIRST INTERCITY MORTGAGE	Pacific Telephone
	10 FOOTHILL SECURITIES INC	Pacific Telephone
	6 SAN ANTONIO TRAVEL	Pacific Telephone
	6 BETTY MACKAY BROWN TRAVEL SERVICE	Pacific Telephone
	5 FIRST AMERICAN TITLE GUARANTY COMPANY	Pacific Telephone
	2 SEVILLE PROPERTIES INC	Pacific Telephone
	5 HOWARD JAMES W CPA	Pacific Telephone

167 SAN ANTONIO RD S

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	14 WOOLWORTH CONSTRUCTION CO	Pacific Telephone
	14 DENCOR DEVELOPMENT	Pacific Telephone
	11 SZEKELY LYNN INTERIORS	Pacific Telephone
	11 JACARANDA CORP	Pacific Telephone
	9 SHO INC	Pacific Telephone
	7 DELTA GROUP THE	Pacific Telephone
	HAMILTON C BRUCE	Pacific Telephone
	DOMINION INVESTMENT CO	Pacific Telephone

FINDINGS

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	CALIFORNIA LAND TITLE COMPANY OF SANTA CLARA	Pacific Telephone
	16 LOWE DAVID L	Pacific Telephone
	10A HANSON GROUP INC THE	Pacific Telephone

175 SAN ANTONIO RD S

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	FOX & CARSKADON BETTER HOMES & GARDENS	Pacific Telephone
	BIGLER PARTNERS	Pacific Telephone
	JMA PROPERTIES LTD	Pacific Telephone
	250 WALLDATA INC	Pacific Telephone
	RENAISSANCE SOFTWARE	Pacific Telephone
	101 CONTINENTAL LAWYERS TITLE COMPANY	Pacific Telephone
	230 GKWH INC	Pacific Telephone

195 SAN ANTONIO RD S

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1991	STEWART TITLE OF CALIFORNIA	Pacific Telephone
	ABIGAIL COMPANY THE	Pacific Telephone

South San Antonio Road

409 South San Antonio Road

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	WOOLWORTH F W DEPT STORE	R. L. Polk & Co.

413 South San Antonio Road

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	GALLEN KAMP SHOES	R. L. Polk & Co.

415 South San Antonio Road

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	PERMANS FASHIONS WOMENS CLO	R. L. Polk & Co.

417 South San Antonio Road

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	SAN ANTONIO HOBBY & CRAFTS	R. L. Polk & Co.

FINDINGS

423 South San Antonio Road

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1968	NATIONAL BANK	R. L. Polk & Co.
	CROCKER CITIZENS	R. L. Polk & Co.

SSAN ANTONIO RD

175 SSAN ANTONIO RD

<u>Year</u>	<u>Uses</u>	<u>Source</u>
1975	Childers Thomas H Mac Leod & Fuller Prof Law Corp attys	Pacific Telephone

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched

405 San Antonio Road

Address Not Identified in Research Source

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched

1 FAYETTE DR

Address Not Identified in Research Source

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

101 FAYETTE DR

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

101 SAN ANTONIO RD

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

102 FAYETTE DR

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

103 FAYETTE DR

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

104 FAYETTE DR

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

105 FAYETTE DR

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

105 SAN ANTONIO RD

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1964, 1963, 1962, 1957, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

106 FAYETTE DR

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

107 FAYETTE DR

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

108 FAYETTE DR

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched

544 SAN ANTONIO RD

613 FAYETTE DR

614 FAYETTE DR

615 FAYETTE DR

616 FAYETTE DR

617 FAYETTE DR

618 FAYETTE DR

Address Not Identified in Research Source

2006, 2001, 2000, 1996, 1991, 1985, 1982, 1980, 1978, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

Appendix E

EDR Historical Topographic Maps



San Antonio Center North

405 South San Antonio Road
Mountain View, CA 94040

Inquiry Number: 3146300.4
August 16, 2011

EDR Historical Topographic Map Report

EDR Historical Topographic Map Report

Environmental Data Resources, Inc.s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

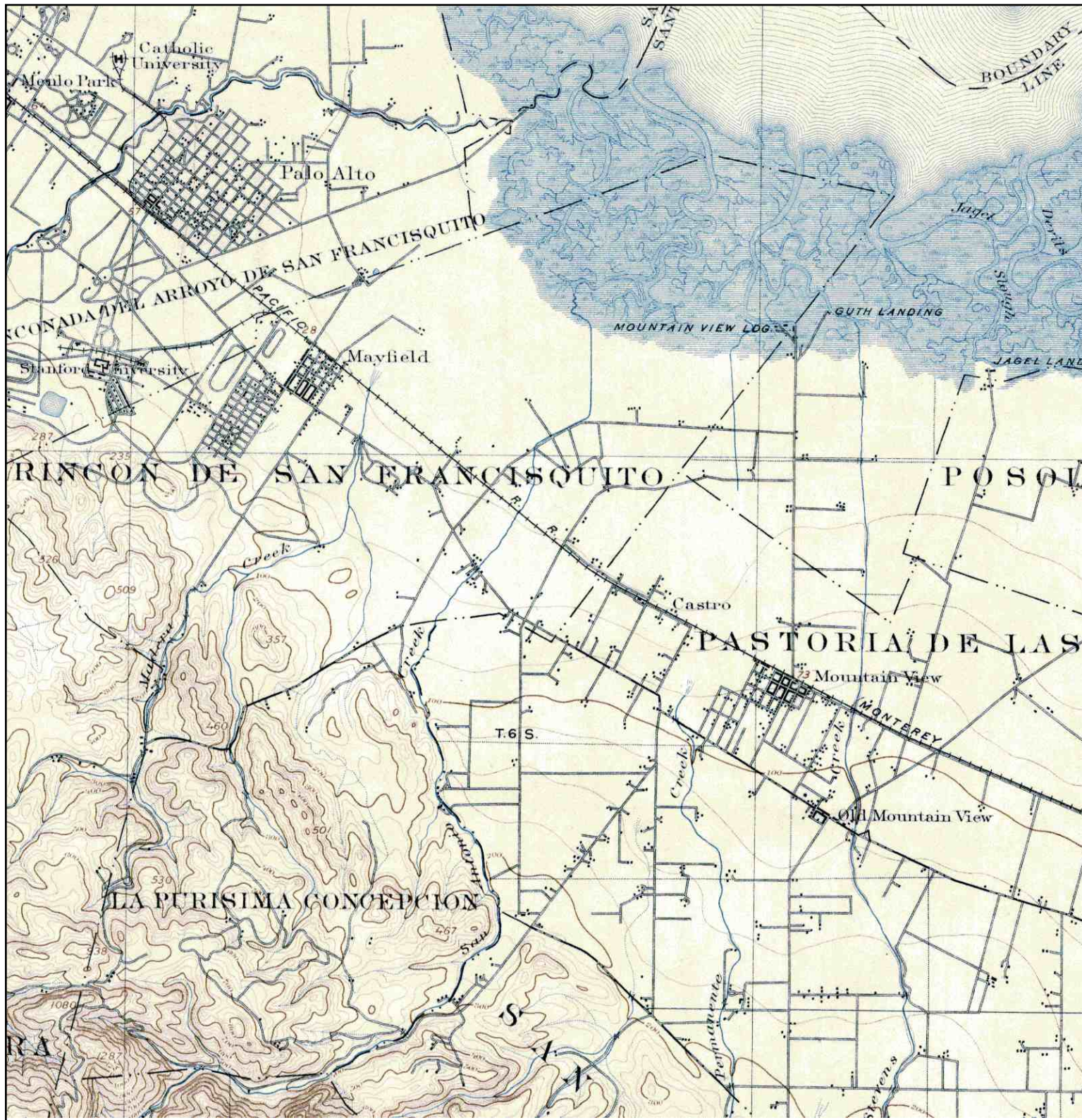
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Historical Topographic Map



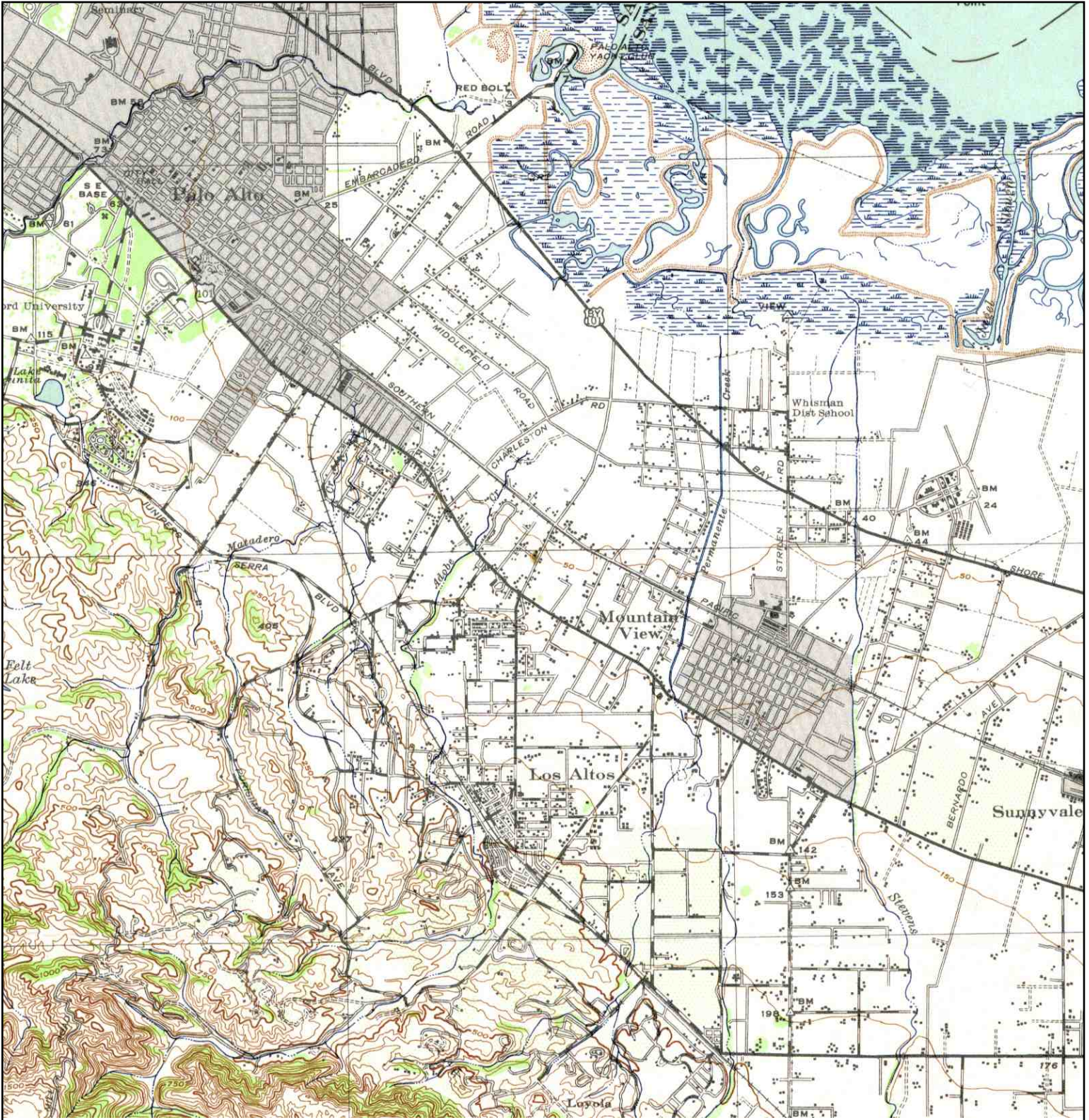
 <p>N</p>	TARGET QUAD	SITE NAME: San Antonio Center North	CLIENT: Tor Environmental, Inc.	
	NAME: PALO ALTO	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum	
	MAP YEAR: 1899	LAT/LONG: 37.4047 / -122.1096	INQUIRY#: 3146300.4	RESEARCH DATE: 08/16/2011
	SERIES: 15			
	SCALE: 1:62500			


Historical Topographic Map



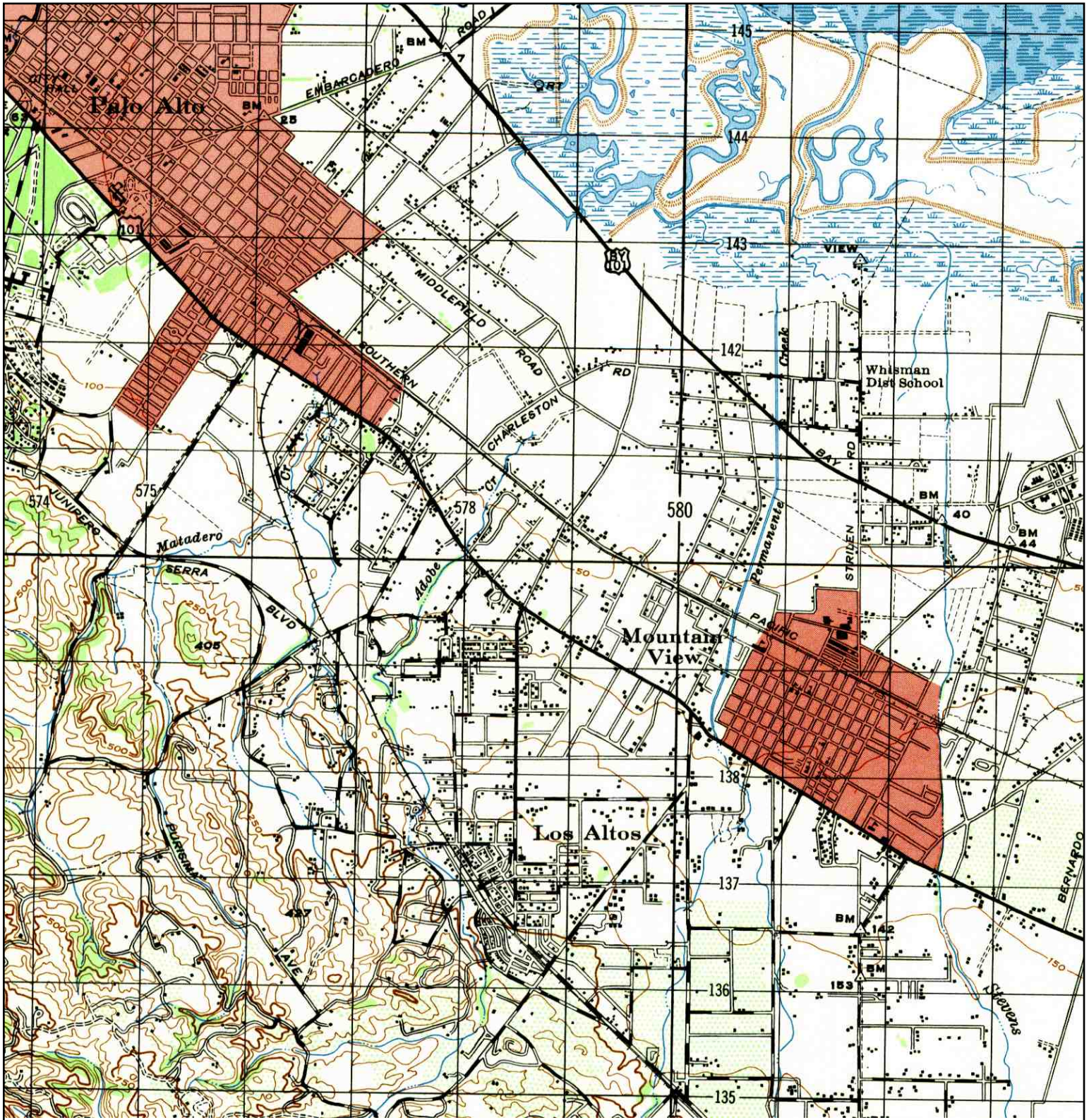
<p>N ↑</p>	<p>TARGET QUAD NAME: SANTA CRUZ MAP YEAR: 1902</p>	<p>SITE NAME: San Antonio Center North ADDRESS: 405 South San Antonio Road Mountain View, CA 94040 LAT/LONG: 37.4047 / -122.1096</p>	<p>CLIENT: Tor Environmental, Inc. CONTACT: Jeff Borum INQUIRY#: 3146300.4 RESEARCH DATE: 08/16/2011</p>
	<p>SERIES: 30 SCALE: 1:125000</p>		

Historical Topographic Map



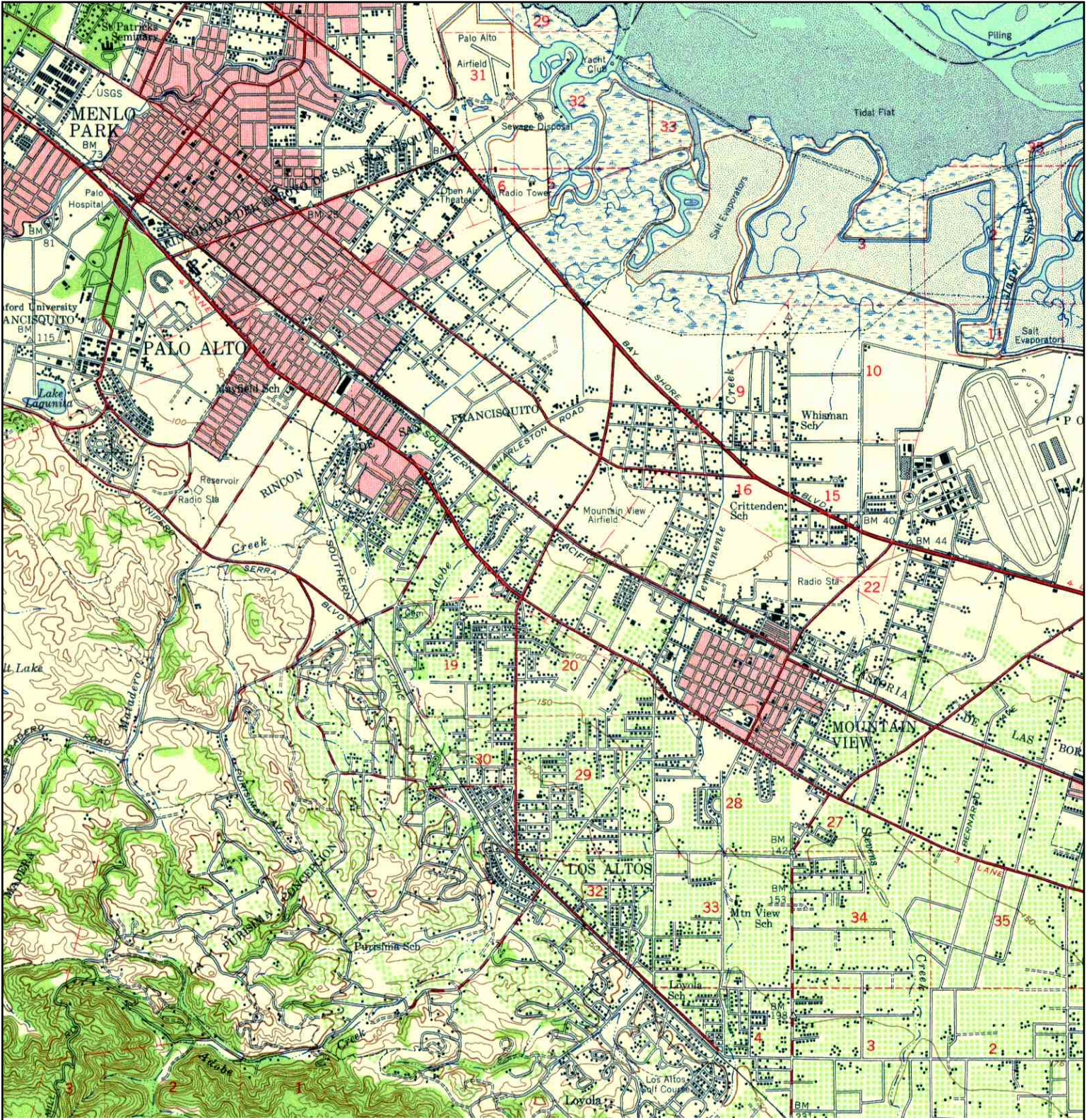
	TARGET QUAD	SITE NAME: San Antonio Center North	CLIENT: Tor Environmental, Inc.
	NAME: PALO ALTO	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum
	MAP YEAR: 1943	MOUNTAIN VIEW, CA 94040	INQUIRY#: 3146300.4
	SERIES: 15	LAT/LONG: 37.4047 / -122.1096	RESEARCH DATE: 08/16/2011
	SCALE: 1:62500		


Historical Topographic Map



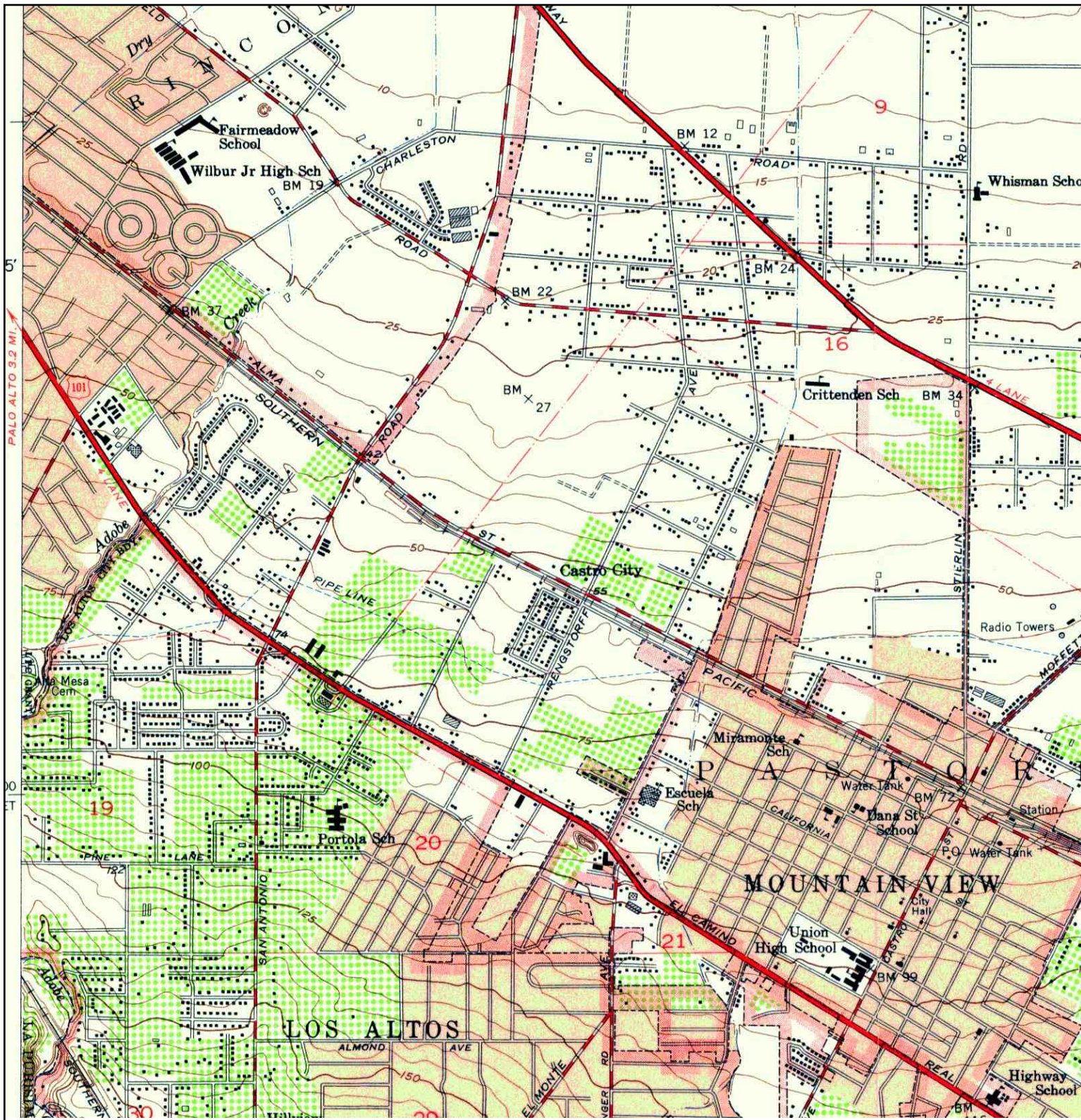
<p>N ↑</p>	<p>TARGET QUAD NAME: PALO ALTO MAP YEAR: 1947</p>	<p>SITE NAME: San Antonio Center North ADDRESS: 405 South San Antonio Road Mountain View, CA 94040 LAT/LONG: 37.4047 / -122.1096</p>	<p>CLIENT: Tor Environmental, Inc. CONTACT: Jeff Borum INQUIRY#: 3146300.4 RESEARCH DATE: 08/16/2011</p>
	<p>SERIES: 15 SCALE: 1:50000</p>		


Historical Topographic Map



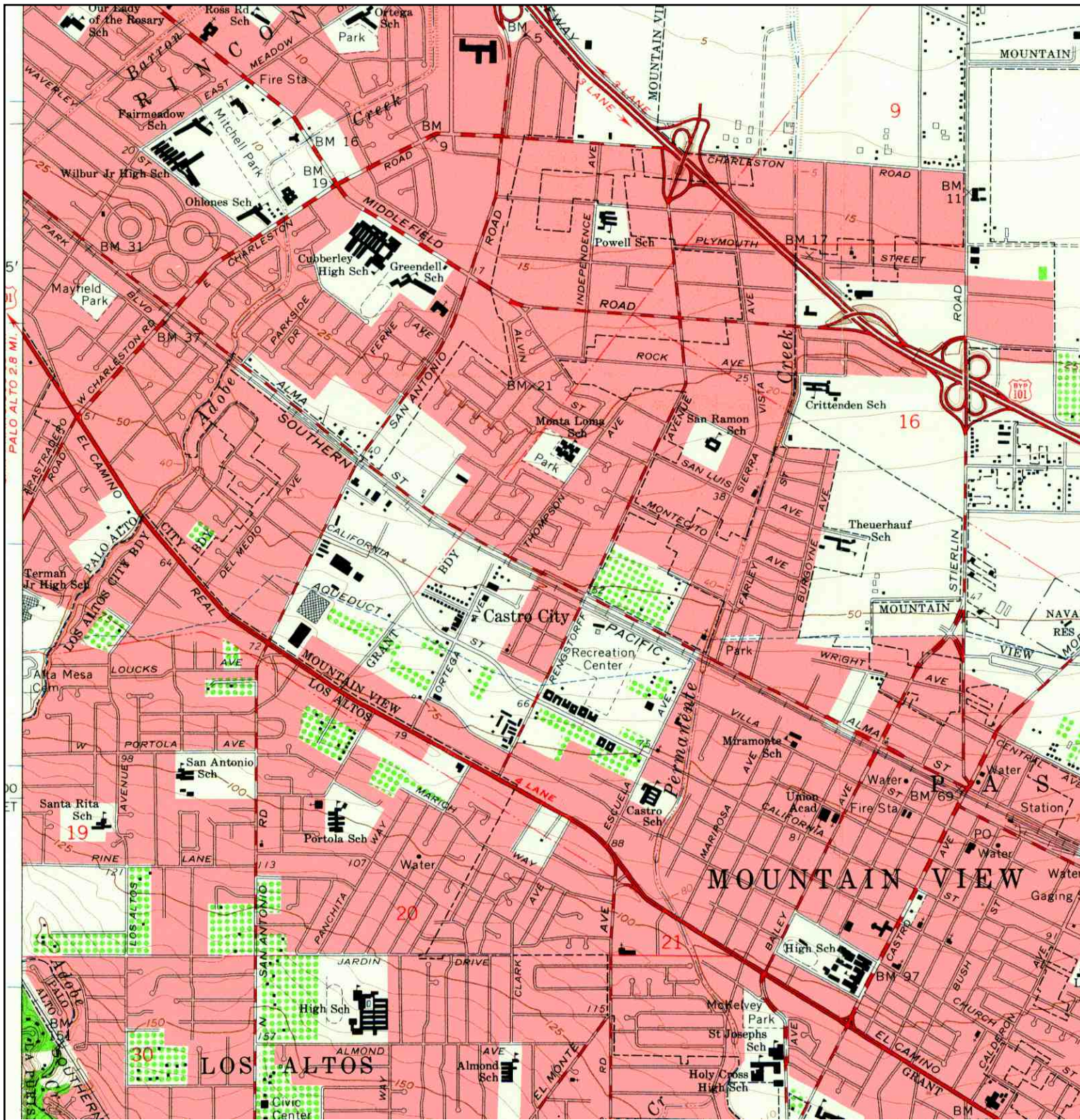
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	NAME: PALO ALTO	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum
	MAP YEAR: 1948	Mountain View, CA 94040	INQUIRY#: 3146300.4
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Historical Topographic Map



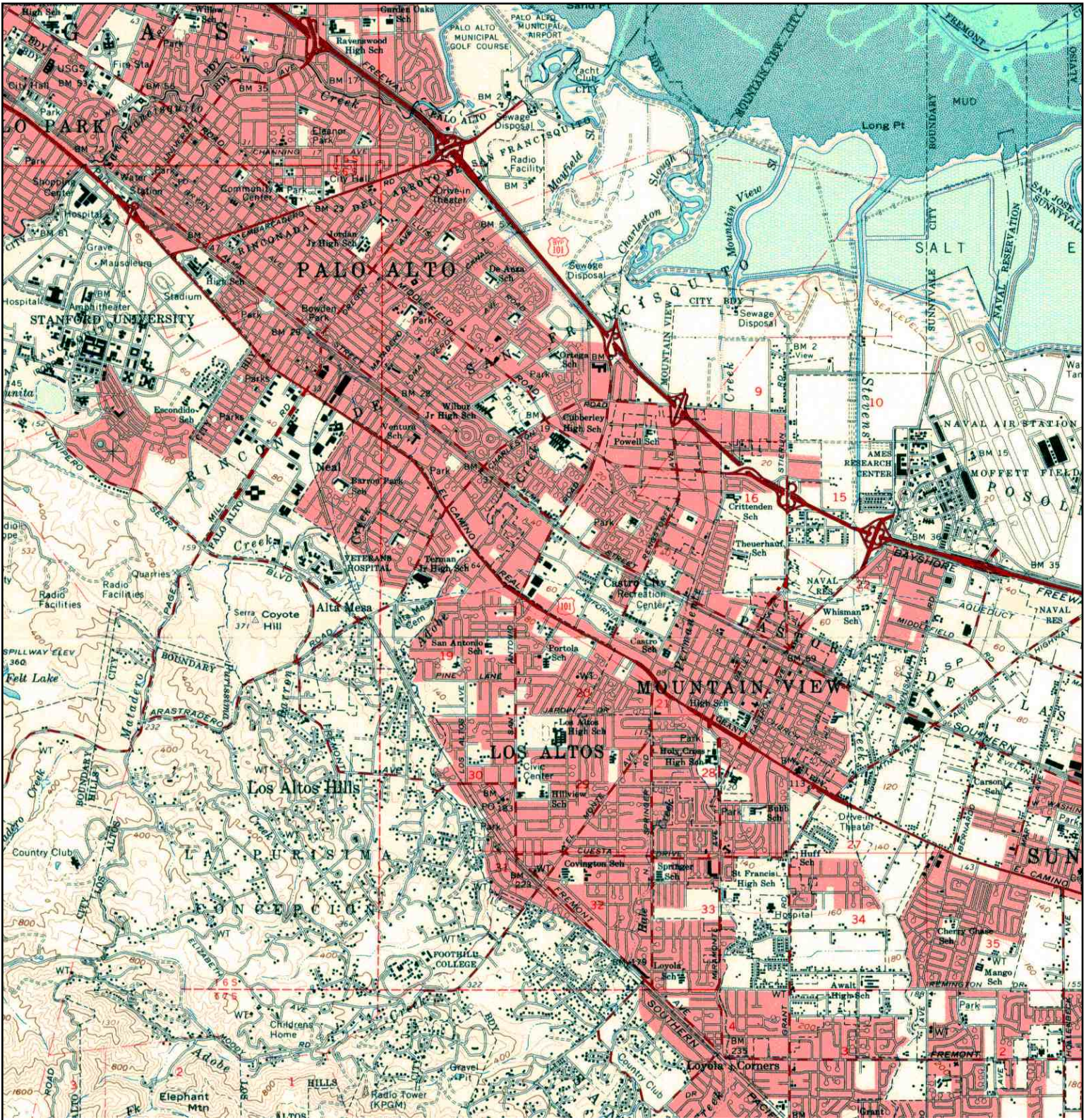
	TARGET QUAD NAME: MOUNTAINVIEW MAP YEAR: 1953	SITE NAME: San Antonio Center North ADDRESS: 405 South San Antonio Road Mountain View, CA 94040 LAT/LONG: 37.4047 / -122.1096	CLIENT: Tor Environmental, Inc. CONTACT: Jeff Borum INQUIRY#: 3146300.4 RESEARCH DATE: 08/16/2011
	SERIES: 7.5 SCALE: 1:24000		


Historical Topographic Map



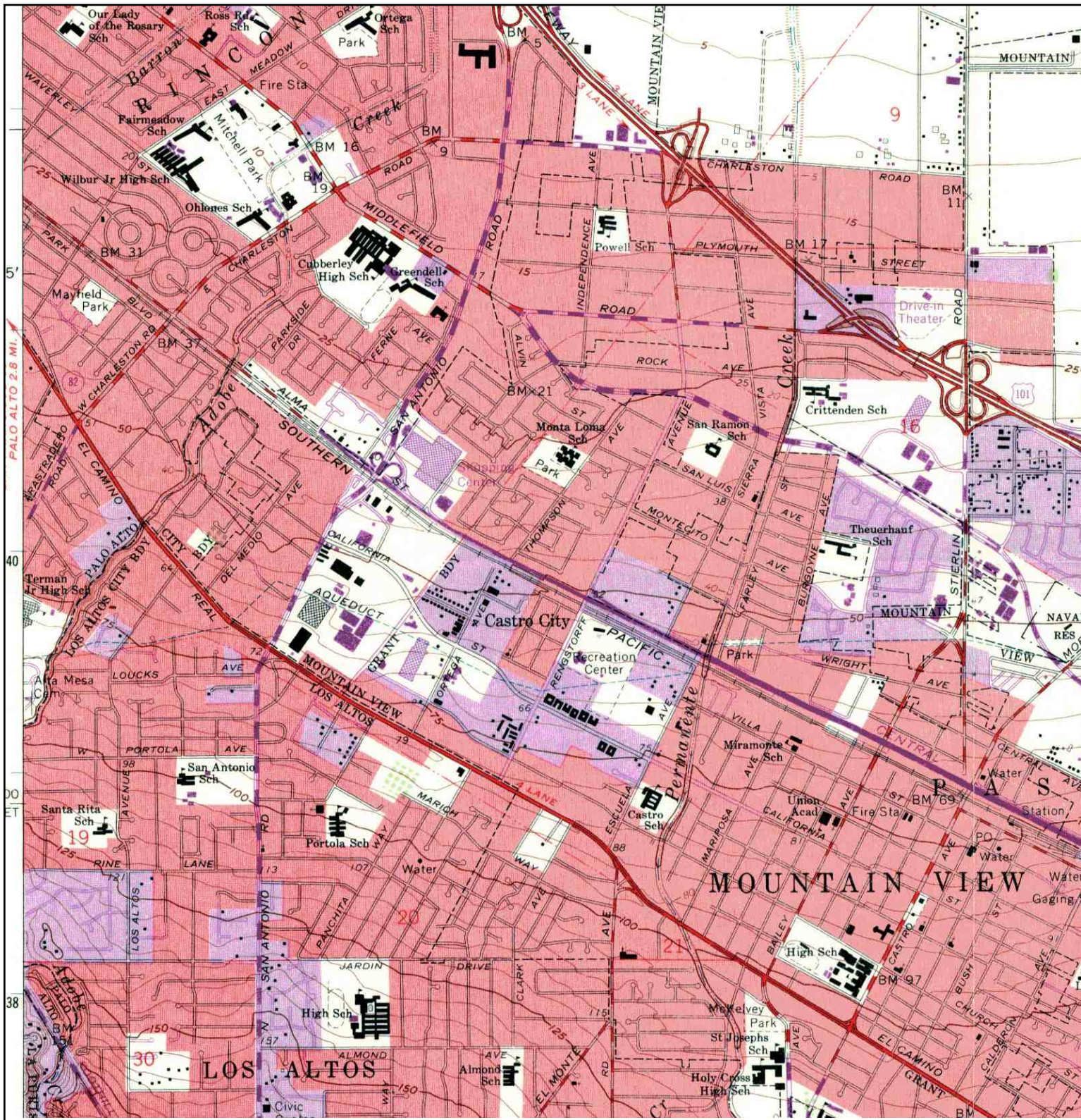
	TARGET QUAD	SITE NAME: San Antonio Center North	CLIENT: Tor Environmental, Inc.	
	NAME: MOUNTAINVIEW	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum	
	MAP YEAR: 1961	LAT/LONG: 37.4047 / -122.1096	INQUIRY#: 3146300.4	RESEARCH DATE: 08/16/2011
	SERIES: 7.5			
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Historical Topographic Map



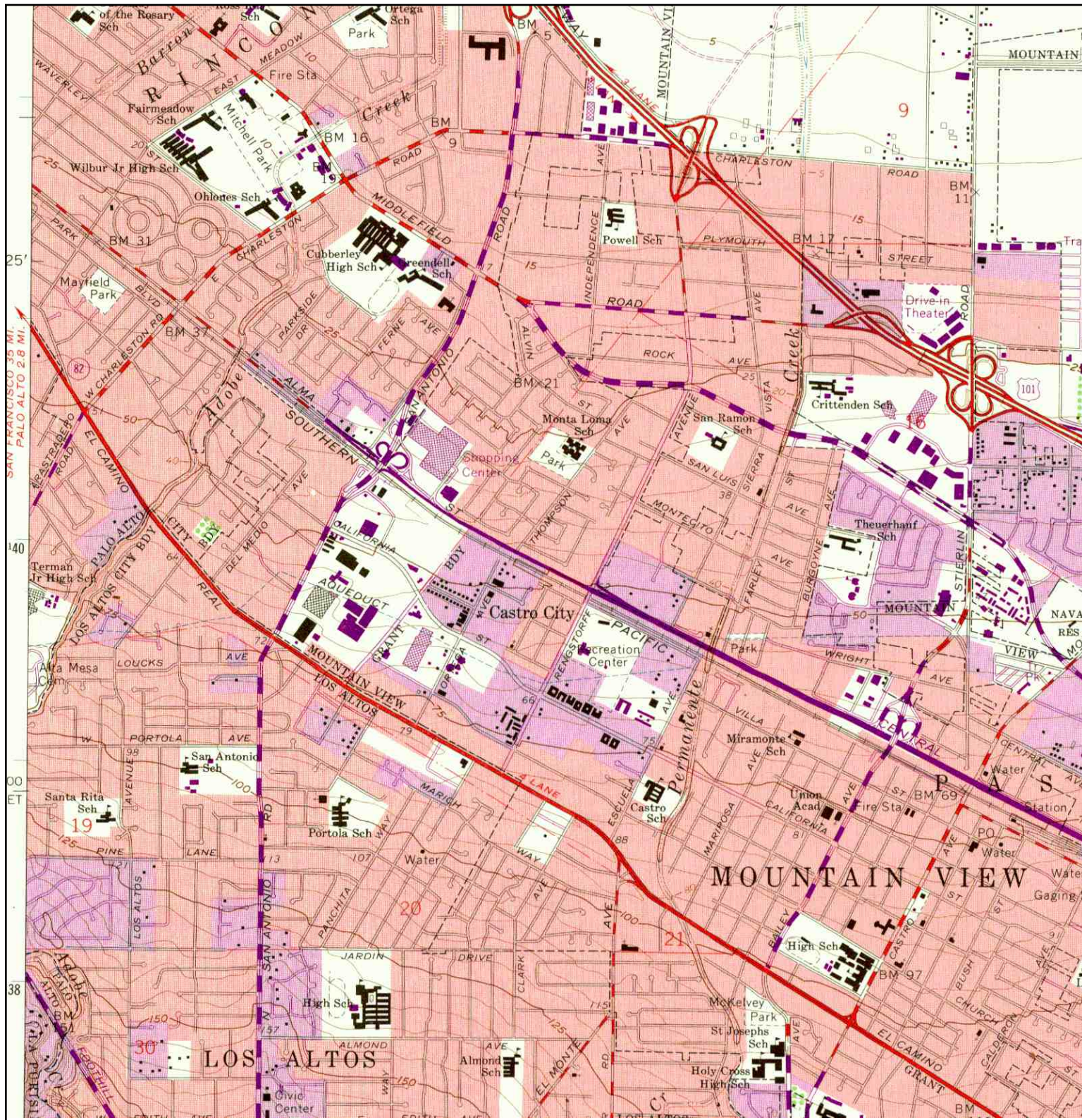
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	NAME: PALO ALTO	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum
	MAP YEAR: 1961	LAT/LONG: 37.4047 / -122.1096	INQUIRY#: 3146300.4
	SERIES: 15		RESEARCH DATE: 08/16/2011
	SCALE: 1:62500		


Historical Topographic Map



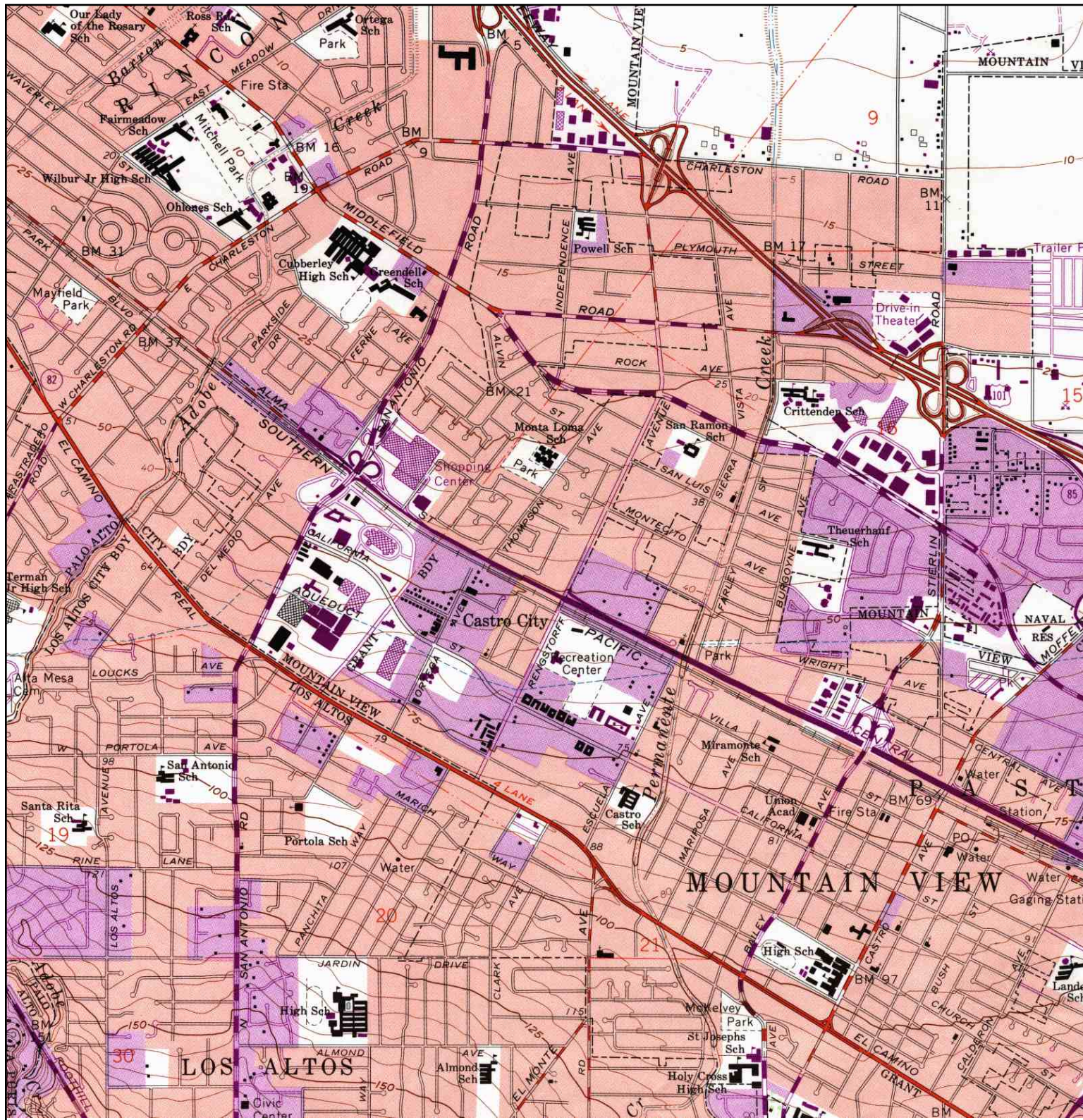
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	NAME: MOUNTAINVIEW	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum
	MAP YEAR: 1968	Mountain View, CA 94040	INQUIRY#: 3146300.4
	PHOTOREVISED: 1961	LAT/LONG: 37.4047 / -122.1096	RESEARCH DATE: 08/16/2011
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Historical Topographic Map



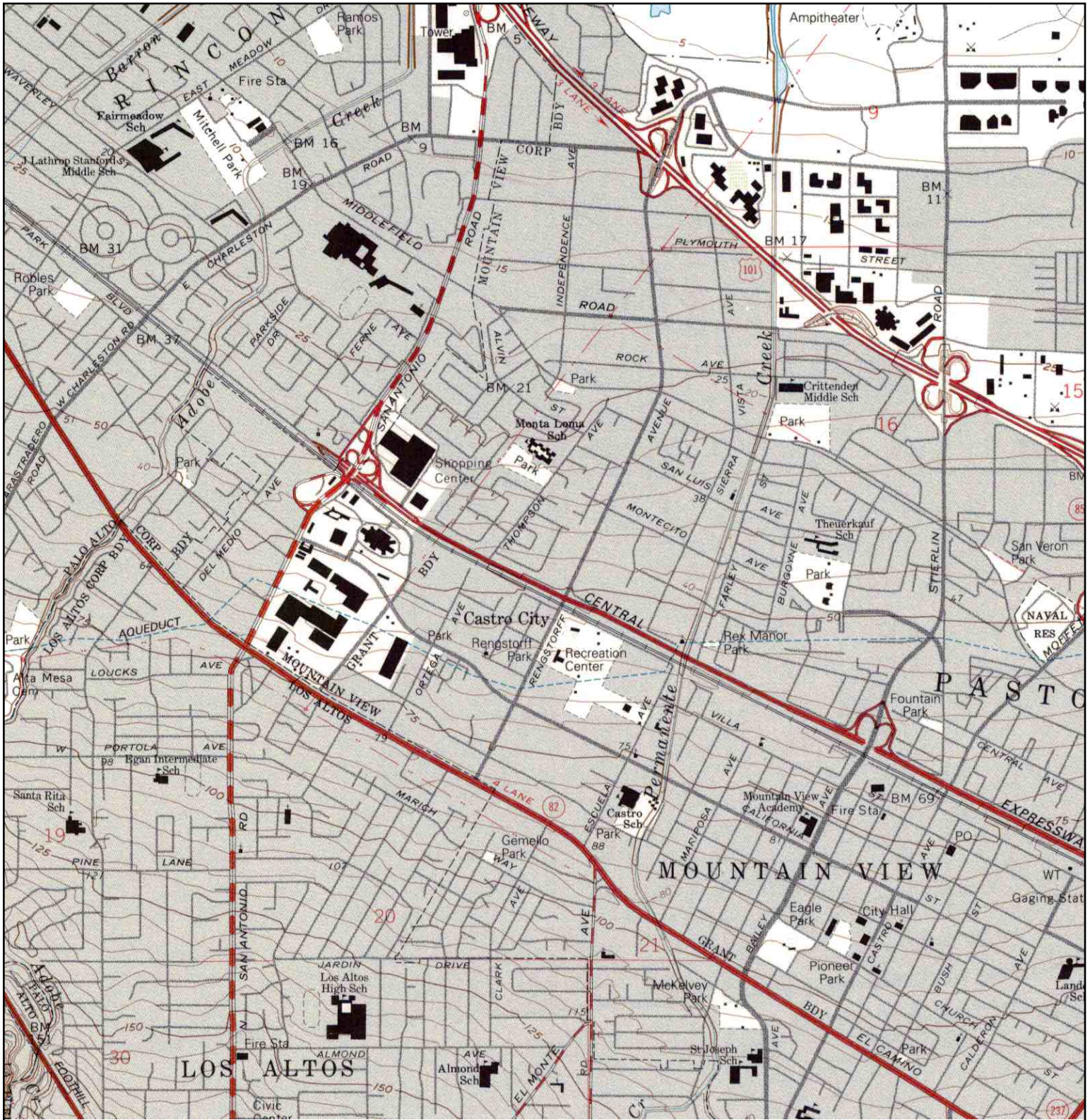
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	NAME: MOUNTAINVIEW	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum
	MAP YEAR: 1973	Mountain View, CA 94040	INQUIRY#: 3146300.4
	PHOTOREVISED: 1961	LAT/LONG: 37.4047 / -122.1096	RESEARCH DATE: 08/16/2011
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Historical Topographic Map



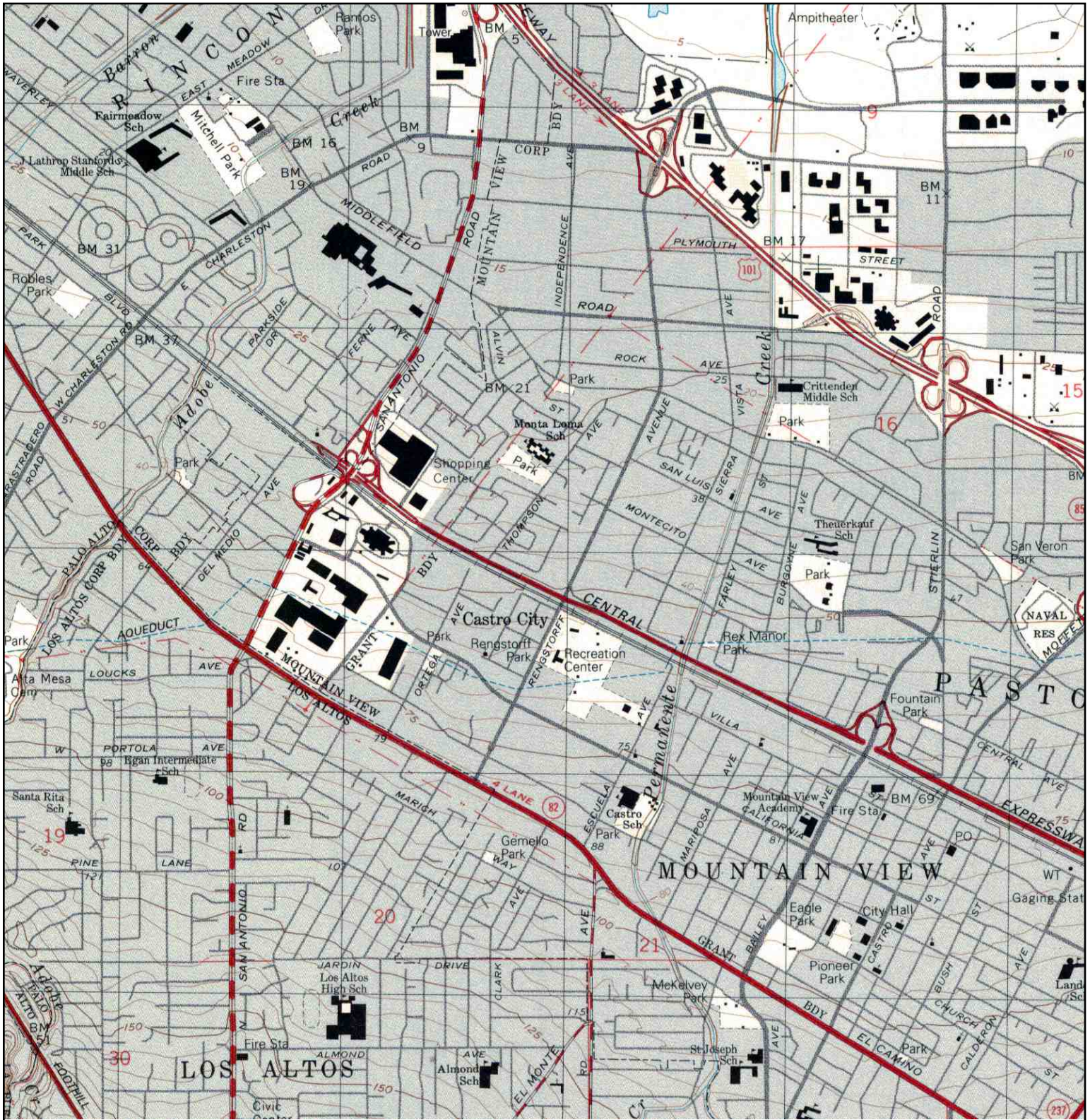
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	NAME: MOUNTAIN VIEW	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum
	MAP YEAR: 1981	Mountain View, CA 94040	INQUIRY#: 3146300.4
	PHOTOREVISED: 1961	LAT/LONG: 37.4047 / -122.1096	RESEARCH DATE: 08/16/2011
	SERIES: 7.5		
	SCALE: 1:24000		


Historical Topographic Map



	TARGET QUAD	SITE NAME: San Antonio Center North	CLIENT: Tor Environmental, Inc.
	NAME: MOUNTAINVIEW	ADDRESS: 405 South San Antonio Road	CONTACT: Jeff Borum
	MAP YEAR: 1991	Mountain View, CA 94040	INQUIRY#: 3146300.4
	SERIES: 7.5	LAT/LONG: 37.4047 / -122.1096	RESEARCH DATE: 08/16/2011
	SCALE: 1:24000		

Historical Topographic Map



	TARGET QUAD	SITE NAME: San Antonio Center North	CLIENT: Tor Environmental, Inc.
	NAME: MOUNTAINVIEW	ADDRESS: 405 South San Antonio Road Mountain View, CA 94040	CONTACT: Jeff Borum
	MAP YEAR: 1997	LAT/LONG: 37.4047 / -122.1096	INQUIRY#: 3146300.4
	SERIES: 7.5		RESEARCH DATE: 08/16/2011
	SCALE: 1:24000		

Appendix F

Environmental Lien Search and Activity Use Limitations

San Antonio Center North
405 South San Antonio Road
Mountain View, CA 94040

Inquiry Number: 3146300.7
August 16, 2011

The EDR Environmental LienSearch™ Report

The EDR Environmental LienSearch™ Report

The EDR Environmental LienSearch Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.

Please contact EDR at 1-800-352-0050
with any questions or comments.

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The EDR Environmental LienSearch™ Report

TARGET PROPERTY INFORMATION

ADDRESS

405 South San Antonio Road
San Antonio Center North
Mountain View, CA 94040

RESEARCH SOURCE

Source 1:

Santa Clara Recorder
Santa Clara, CA

PROPERTY INFORMATION

Deed 1:

Type of Deed: deed
Title is vested in: Machado San Antonio Partners LLC
Title received from: Kenneth J Machado Jr Robert A Machado John B Macha
Deed Dated: 12/5/2005
Deed Recorded: 12/9/2005
Book: NA
Page: na
Volume: na
Instrument: na
Docket: NA
Land Record Comments: See Exhibit
Miscellaneous Comments: na

Legal Description: See Exhibit

Legal Current Owner: Machado San Antonio Partners LLC

Property Identifiers: 148-22-008

Comments: See Exhibit

ENVIRONMENTAL LIEN

Environmental Lien: Found **œ** Not Found **K**

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found **œ** Not Found **K**

Deed Exhibit 1

DOCUMENT: 18711924

Pages: 7



Fees 35.00
Taxes
Copies
AMT PAID 35.00

RECORDING REQUESTED BY

Kenneth J. Machado, Jr.
Attorney At Law

AND WHEN RECORDED MAIL THIS DEED AND, UNLESS OTHERWISE SHOWN BELOW, MAIL TAX STATEMENT TO:

Name Kenneth J. Machado, Jr.

Street

Address 33 North San Pedro Street

City & State San Jose, CA

Zip 95110-2414

Title Order No.

Escrow No.

BRENDA DAVIS
SANTA CLARA COUNTY RECORDER
Recorded at the request of
Grantee

RDE # 006
12/09/2005
1:21 PM

T 355 Legal (2-94)

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Grant Deed

THE UNDERSIGNED GRANTOR(S) DECLARE(S)

R&T Code 11925D

DOCUMENTARY TRANSFER TAX IS \$ 00 No consideration *K. Machado*

unincorporated area City of Mountain View

Parcel No. 147-45-016

computed on full value of interest or property conveyed, or

computed on full value less value of liens or encumbrances remaining at time of sale, and

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, Kenneth J. Machado, Jr., Robert A. Machado, John B. Machado, Terri L. Boskovich, Cheryl Knapp, and James D. Machado

hereby GRANT(S) to Machado-San Antonio Partners, LLC

the following described real property in the City of Mountain View county of Santa Clara, state of California:

See Exhibit "B" attached hereto and made a part hereof

Dated 12-5-2005

GRANTOR SIGNATURES ON EXHIBIT "A"

STATE OF CALIFORNIA }
COUNTY OF Santa Clara } S.S.

On _____ before me,

a Notary Public in and for said County and State, personally appeared

personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

Signature _____

(This area for notarial seal)

MAIL TAX STATEMENTS TO PARTY SHOWN ON FOLLOWING LINE; IF NO PARTY SHOWN, MAIL AS DIRECTED ABOVE

Name

Street Address

City & State

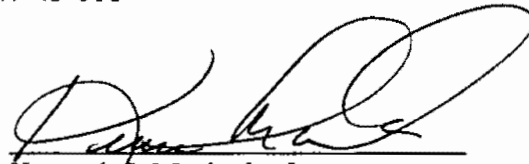
CTC-13

EXHIBIT A

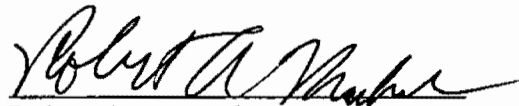
GRANTORS TO GRANT DEED

APN: 147-45-016

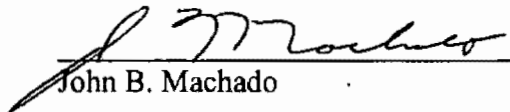
Dated: 12-5-05


Kenneth J. Machado, Jr.

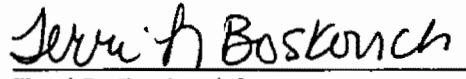
Dated: 12-6-05


Robert A. Machado

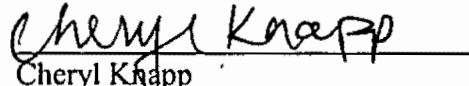
Dated: 12-6-05


John B. Machado

Dated: 12-6-05


Terri L. Boskovich

Dated: 12-7-05


Cheryl Knapp

Dated: 12/07/08

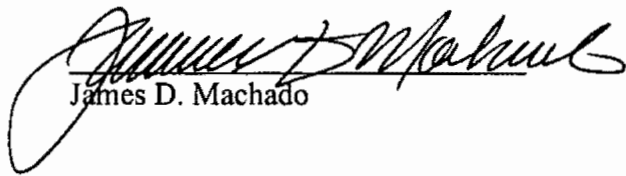

James D. Machado

EXHIBIT B

The land referred to in this Report is situated in the County of Santa Clara, City of Mountain View,
State of California, and is described as follows:

PARCEL ONE:

Beginning at an iron pipe set at the point of intersection of the Southeasterly line of San Antonio Avenue (50.00 feet in width) with the Southeasterly prolongation of the center line of Miller Avenue; thence South 25° 36' West along said Southeasterly line of San Antonio Avenue 4.15 feet to an iron pipe set at the Northernmost corner of Lot 3, as said lot is shown upon the map hereinafter referred to; thence South 64° 17' 58" East along a Northeasterly line of said Lot 3, for a distance of 200.00 feet to a PK Nail in concrete base of fence post and the true point of beginning of the parcel of land to be described; thence from said true point of beginning of the parcel of land to be described; thence from said true point of beginning South 56° 43' 04" East along a line which is drawn at right angles to the Southeasterly line of Lot 4, as said lot is shown upon the map hereinafter referred to, for a distance of 457.69 feet to a point on said Southeasterly line of Lot 4; thence North 33° 16' 56" East along said last named line 424.09 feet to an iron pipe set at the Easternmost corner of said Lot 4; thence North 64° 17' 58" West along the Northeasterly line of said Lot 4, for a distance of 710.28 feet to an iron pipe set at the Northernmost corner of said Lot 4 on said Southeasterly line of San Antonio Avenue; thence South 25° 36' West along said Southeasterly line of San Antonio Avenue 40.00 feet to an iron pipe set at the Westernmost corner of said Lot 4; thence along the general westerly line of said Lot 4, for the following courses and distances: South 64° 17' 58" East 300.00 feet to an iron pipe, South 25° 36' West 100.00 feet to an iron pipe, North 64° 17' 58" West 100.00 feet to an iron pipe and South 25° 36' West 148.21 feet to the Northwesternly common corner for said Lots 3 and 4; thence South 25° 36' West along a Northwesternly line of said Lot 3, for a distance of 71.79 feet to the true point of beginning, a portion of Lots 3 and 4; as said lots are shown upon that certain map entitled "Record of Survey property of Thoits Bros. Inc., Edward D. Thoits, Trustee and Warren R. Thoits, Trustee being a portion of the Rancho Rincon De San Francisquito in the City of Mountain View, Santa Clara County, California" which map was filed for record on February 4, 1957 in Book 78 of Maps, page 20.

PARCEL TWO:

A non-exclusive easement and right of way for the passage, ingress and egress of motor vehicles and pedestrians over that certain strip of land 30 feet wide and lying 15 feet either side measured at right angles to the following described center line:

PRIVATE RIGHT OF WAY

Commencing on the Easterly sideline of San Antonio Avenue at the most Northerly

corner of the 12 1/2 acre parcel described as Parcel 2 in the Deed from Alice F. Maxwell to E.C. Thoits et al, dated January 22, 1949 and recorded January 26, 1949 in Book 1437 of Official Records, page 233, Santa Clara County Records; thence along the Northeasterly boundary of said 12 1/2 acre parcel, South 64° 17' 58" East 315 feet; thence South 25° 36' West and parallel to the Easterly sideline of San Antonio Avenue 143.26 feet; thence South 50° 21' 41" West 49.81 feet; thence South 33° 16' 56" West to the point of intersection with the Southwesterly boundary of the above described Parcel One which said point of intersection is the true point of beginning of this description; thence South 33° 16' 56" West and parallel to the Southeasterly boundary of the aforementioned 12 1/2 acre parcel of land distant therefrom measured at right angles 387.30 feet to a point that lies 15 feet Southwesterly measured at right angles to the common boundary between Lots No. 1 and No. 2 as shown upon that certain Record of Survey Map filed February 4, 1957 in Book 78 of Maps, page 20, Santa Clara County Records.

Excepting therefrom that portion of said private right of way lying within the boundaries of that certain 1.089 parcel of land particularly described as follows:

Beginning at an iron pipe set on the Southeasterly line of San Antonio Avenue (50.00 feet in width) distant thereon South 25° 36' West 518.52 feet from an iron pipe set at the point of intersection thereof with the Southeasterly prolongation of the center line of Miller Avenue and from which point of beginning a concrete monument bears South 69° 43' 23" East 0.27 feet; thence from said point of beginning South 25° 36' West along said Southeasterly line of San Antonio Avenue 100.00 feet to an iron pipe; thence at right angles South 64° 24' East 400.00 feet; thence at right angles North 25° 36' East 137.27 feet to a point which bears South 69° 43' 23" East from the point of beginning; thence North 69° 43' 23" West 401.73 feet to the point of beginning.

PARCEL THREE:

A non-exclusive easement for the parking of motor vehicles upon the following described parcels of land:

PARKING AREA 1

Commencing at the point of intersection of the Northeasterly line of the San Francisco-San Jose Road (state highway) now known as El Camino Real as said line was established by the deed from Nellie Riccomi, also known as Nellie F. Riccomi, a widow, to the State of California, dated December 11, 1929, recorded January 16, 1930 in Book 491 of Official Records, page 562, Santa Clara County Records; with the Southeasterly line of that certain 12.45 acre tract of land described as Parcel One in the deed from Alice F. Maxwell to E.C. Thoits et al, dated January 22, 1949, recorded January 26, 1949 in Book 1737 Official Records, page 233, Santa Clara County Records, running thence North 56° 12' 02" West

along the said Northeasterly line of San Francisco- San Jose Road 239.79 feet to the true point of beginning, thence continuing along the Northeasterly line of the San Francisco-San Jose Road North 56° 12' 02" West 123.92 feet; thence on a curve to the right with a radius of 75 feet from a tangent to the last named course through a central angle of 81° 48' 02" and a curve length of 107.08 feet; thence on a line parallel to the center line of San Antonio Avenue and distant therefrom 60 feet, measured at right angles, North 23° 36' East 382.17 feet; thence South 56° 43' 04" East, and parallel to the Northeasterly sideline of Lot 1, as shown on that Record of Survey Map filed in Book 78 of Maps, page 20 in the office of the Recorder of the County of Santa Clara, 248.64 feet; thence South 33° 16' 56" West and parallel to the Southeasterly sideline of the aforementioned 12.45 acre parcel, 444.84 feet, more or less, to the true point of beginning.

PARKING AREA 2

Commencing at a point in the Southeasterly sideline of San Antonio Avenue, which point lies South 25° 36' West and along said Southeasterly sideline, 4.15 feet from the intersection of the prolongation Southeasterly of the centerline of Miller Avenue with the aforesaid Southeasterly sideline of San Antonio Avenue as said point and intersection are shown on that certain Record of Survey Map recorded in Book 78 of Maps, page 20, Santa Clara County Records, and which point also lies South 25° 36' West and along the aforesaid Southeasterly sideline of San Antonio Avenue 360 feet from the Northernmost corner of that certain 12 1/2 acre tract of land described as Parcel 2 in the Deed from Alice F. Maxwell to E.C. Thoits et al, dated January 22, 1949 and recorded January 26, 1949 in Book 1737 Official Records, page 233, Santa Clara County Records; running thence South 64° 17' 58" East and parallel with the Northeasterly line of said 12 1/2 acre tract 35 feet to the true point of beginning; thence continuing along the same line South 64° 17' 58" East 165 feet; thence South 56° 43' 04" East 55.39 feet; thence South 33° 16' 56" West and parallel to the Southeasterly boundary of said 12 1/2 acre tract, 966.42 feet; thence North 56° 43' 04" West 91.53 feet; thence along a line parallel to the center line of San Antonio Avenue and distant therefrom 60 feet, measured at right angles North 25° 36' East 953.21 feet to the true point of beginning.

EXCEPTING THEREFROM that portion of said private right of way lying within the boundaries of that certain 1.089 parcel of land particularly described as follows:

Beginning at an iron pipe set on the Southeasterly line of San Antonio Avenue (50.00 feet in width) distant thereon South 25° 36' West 518.52 feet from an iron pipe set at the point of intersection thereof with the Southeasterly prolongation of the center line of Miller Avenue and from which point of beginning a concrete monument bears South 69° 43' 23" East 0.27 feet; thence from said point of beginning South 25° 36' West along said Southeasterly line of San Antonio Avenue, 100.00 feet to an iron pipe; thence at right angles South

64° 24' East 400.00 feet; thence at right angles North 25° 36' East 137.27 feet
to a point which bears South 69° 43' 23" East from the point of beginning;
thence North 69° 43' 23" West 401.73 feet to the point of beginning.

147-45-016 05009 SDTR HI.

San Antonio Center North
405 South San Antonio Road
Mountain View, CA 94040

Inquiry Number: 3146300.8
August 15, 2011

The EDR Property Tax Map Report

EDR Property Tax Map Report

Environmental Data Resources, Inc.'s EDR Property Tax Map Report is designed to assist environmental professionals in evaluating potential environmental conditions on a target property by understanding property boundaries and other characteristics. The report includes a search of available property tax maps, which include information on boundaries for the target property and neighboring properties, addresses, parcel identification numbers, as well as other data typically used in property location and identification.

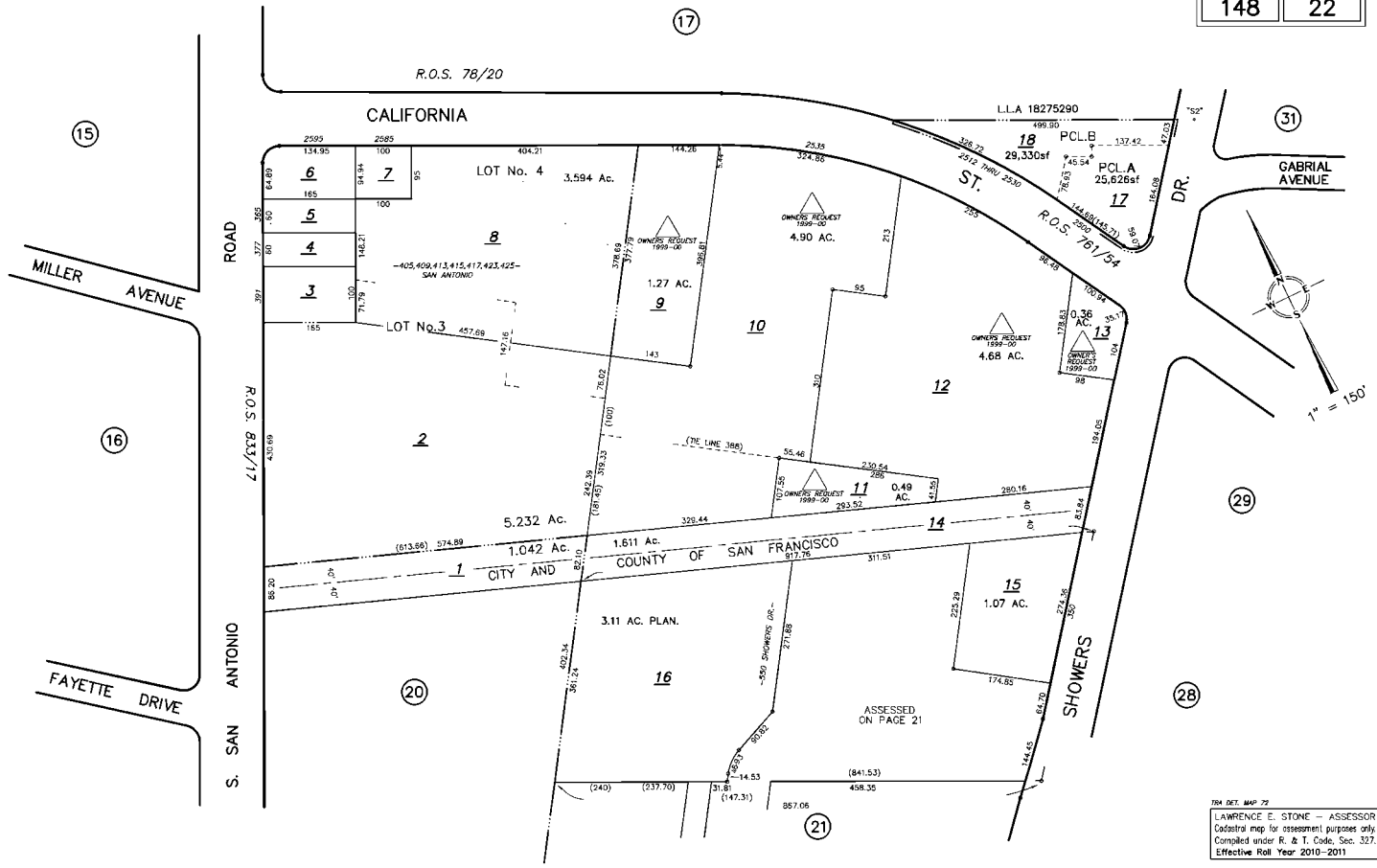
Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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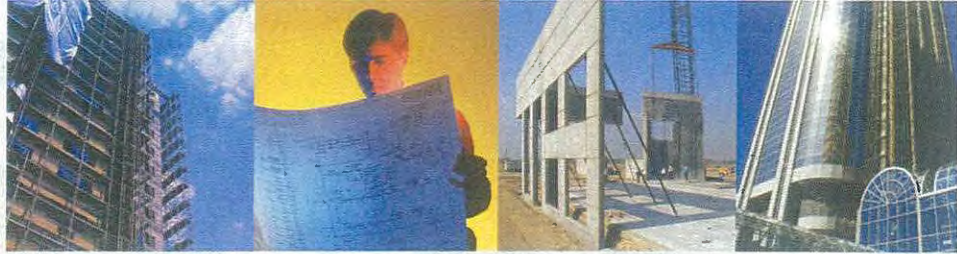


704 DET. MAP 72
 LAWRENCE E. STONE — ASSESSOR
 Cadastral map for assessment purposes only.
 Compiled under R. & T. Code, Sec. 327.
 Effective Roll Year: 2010-2011.

Appendix G

User Provided Information

 **LandAmerica**
Commercial Services
LandAmerica Assessment Corporation



Prepared For

**Goldman Sachs Commercial Mortgage Capital, L.P.
600 EAST LAS COLINAS BOULEVARD, SUITE 800
IRVING, TEXAS 75039**

**PHASE I ENVIRONMENTAL
SITE ASSESSMENT REPORT**

**San Antonio Center
405 – 423 San Antonio Road
Mountain View, California 94041**

**Date Issued: December 5, 2005
LAC Project Number 05-32947.1**

Prepared By:

LANDAMERICA ASSESSMENT CORPORATION
1320 Harbor Bay Parkway #260 Alameda, California 94502
Telephone: 510.337.2855 Facsimile: 510.337.2865



8



December 5, 2005

Goldman Sachs Commercial Mortgage Capital, L.P.
600 East Las Colinas Boulevard, Suite 800
Irving, Texas 75039

RE: **Phase I Environmental Site Assessment Report**
San Antonio Center
405-423 San Antonio Road
Mountain View, California 94041

LAC Project No. 05-32947.1

Dear Mr. Losada:

LandAmerica Assessment Corporation (LAC) is pleased to provide the results of our Phase 1 Environmental Site Assessment of the San Antonio Center located at 405-423 San Antonio Road, Mountain View, California . This assessment was authorized and performed in general accordance with the requirements of ASTM Standard E 1527-00 and the Goldman Sachs Commercial Mortgage Capital, L.P. Scope of Work.

This assessment included a site reconnaissance as well as research and interviews with representatives of the public, property management, and regulatory agencies. An assessment was made, conclusions stated, and recommendations outlined.

We appreciate the opportunity to provide environmental services to Goldman Sachs Commercial Mortgage Capital, L.P. If you have any questions concerning this report, or if we can assist you in any other matter, please contact M. Evans Howell at (214) 987-9982 or via email at ehowell@landam.com.

Very Truly Yours,

LANDAMERICA ASSESSMENT CORPORATION

Handwritten signature of John Geare.

John Geare, REA 01269
Professional Associate

Handwritten signature of John F. Copman.

John F. Copman
Senior Project Manager

Handwritten signature of M. Evans Howell.

M. Evans Howell
Vice President

TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
1.0 INTRODUCTION	5
1.1 Purpose	5
1.2 Scope of Services.....	5
1.3 Assumptions.....	5
1.4 Limitations and Exceptions.....	5
1.5 Special Terms and Conditions	6
1.6 Use Reliance	6
2.0 SITE DESCRIPTION.....	7
2.1 User Provided Information	7
2.2 Location and Legal Description.....	7
2.3 Site and Vicinity General Characteristics	7
2.4 Current Use of the Property	8
2.5 Description of Site Improvements	8
2.6 Current Use of Adjoining Properties	8
3.0 RECORDS REVIEW	10
3.1 Standard Environmental Record Sources	10
3.1.1 State and Federal Regulatory Review.....	10
3.1.2 Local Regulatory Review	12
3.2 Physical Setting Sources	13
3.2.1 Topography.....	13
3.2.2 Soils/Geology	13
3.2.3 Hydrology	14
The Property does not overlie a sole source aquifer.....	14
3.2.4 Flood Zone Information.....	14
3.2.5 Oil and Gas Exploration	14
3.3 Historical Use Information	14
3.3.1 Aerial Photographs	15
3.3.2 Fire Insurance Maps.....	15
3.3.3 City Directories.....	16
3.3.4 Chain of Title.....	17
3.3.5 Additional Environmental Record Sources	17
3.3.6 Historical Use Information on Adjoining Properties	17
4.0 SITE RECONNAISSANCE.....	19
4.1 General Site Characteristics.....	19
4.1.1 Solid Waste Disposal.....	19
4.1.2 Surface Water Drainage.....	19
4.1.3 Wells and Cisterns	19
4.1.4 Wastewater	19
4.1.5 Additional Site Observations.....	19
4.2 Potential Environmental Conditions.....	19
4.2.1 Hazardous Materials and Petroleum Products Used or Stored at the Site	19
4.2.2 Evidence of Releases	19
4.2.3 Polychlorinated Biphenyls (PCBs)	20

4.2.4	Landfills.....	20
4.2.5	Pits, Ponds, Lagoons, Sumps, and Catch Basins	20
4.2.6	On-Site ASTs and USTs.....	20
4.2.7	Radiological Hazards.....	20
4.2.8	Drinking Water	20
4.2.9	Additional Hazard Observations.....	20
4.2.10	Asbestos-Containing Materials (ACM).....	20
4.2.11	Radon.....	21
4.2.12	Lead Based Paint	21
5.0	INTERVIEWS	23
6.0	FINDINGS AND CONCLUSIONS	24
6.1	Findings	24
6.1.1	On-Site Environmental Conditions.....	24
6.1.2	Off-Site Environmental Conditions	24
6.1.3	Previously Resolved Environmental Conditions	24
6.1.4	<i>De Minimis</i> Environmental Conditions	24
6.2	Opinion	24
6.3	Conclusions.....	24
6.4	Recommendations.....	24
6.5	Deviations	24
7.0	REFERENCES.....	25
	Agencies Contacted:	25

FIGURES

- Figure 1 Site Vicinity Map
- Figure 2 Site Plan
- Figure 3 Topographic Map

APPENDIX

- Appendix A Site Photographs
- Appendix B Historical Research Documentation
 - Exhibit B-1 Aerial Photographs
 - Exhibit B-2 Fire Insurance Maps
 - Exhibit B-3 City Directories
- Appendix C Regulatory Records Documentation
 - Exhibit C-1 Mapped Database Report
 - Exhibit C-2 General Public Records
- Appendix D Interview Records
- Appendix E Client-Provided Documentation
- Appendix F Other Supporting Documentation
- Appendix G Qualifications of Environmental Professionals

EXECUTIVE SUMMARY

LandAmerica Assessment Corporation (LAC) has performed a Phase I Environmental Site Assessment (ESA) in general accordance with ASTM 1527-00 for the San Antonio Center located at 405-423 San Antonio Road, Mountain View, California (the "Property").

The Phase I ESA is designed to provide Goldman Sachs Commercial Mortgage Capital, L.P. with an assessment concerning environmental conditions (limited to those issues identified in the report) as they exist at the Property. This assessment was conducted utilizing generally accepted ESA industry standards in accordance with ASTM E 1527-00, Standard Practice for ESAs: Phase I ESA Process.

The Property is currently developed for retail and commercial use. The building contains four commercial tenants, including a Ross Store, Beverage and More, Fantastic Salon and Kumon Reading Center.

The Property is situated within an urban area in downtown Mountain View, California. The subject building is bound to the north by commercial offices, restaurants and grocery stores; to the east by California Avenue, beyond which is a Safeway grocery store; to the south by Joann's Fabrics, and beyond by the San Antonio Shopping Center; and to the west by a Sears Auto Center beyond which is the San Antonio Shopping Center. Based upon topographic map interpretation and site observations, groundwater flow beneath the site is inferred to be in a northeast direction toward the San Francisco Bay. This site was developed in 1960, on lands formerly used for residential and agricultural purposes.

LAC obtained and reviewed a database report from Environmental Data Resources (EDR) for the Property and the surrounding area. Based on the database report, no up gradient sites were identified as potential concerns to the Property. LAC did identify sixteen leaking UST (LUST) sites located within the prescribed search radii. All of the sites identified were either cross or down gradient of the Property, affected soil only, and/or have been granted a case closed status, or sufficiently distant, and are therefore not considered Recognized Environmental Conditions (RECs).

Conclusions

LAC has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-00 of 405-423 San Antonio Road, Mountain View, California, the Property. Any exceptions to or deletions from this practice are described in Section 1.4 of this report.

This assessment has revealed no evidence of recognized environmental conditions in connection with the Property.

Recommendations

Based on the information available at the time of this assessment, LAC does not recommend further investigation of the Property at this time.

The following table summarizes the findings of the significant elements of this investigation.

Assessment Component	Acceptable	Routine Solution	Phase II	Estimated Cost	Reference Section
Historical Review	X				3.3
On-site Operations	X				4.2
Hazardous Materials	X				4.2.1
Waste Generation	X				4.2.1
PCBs	X				4.2.3
Asbestos	X				4.2.10
Lead in Drinking Water	X				4.2.8
Storage Tanks	X				4.2.6
Surface Areas	X				4.2.2
Regulatory Database Review	X				3.1
Adjoining Properties	X				2.6, 3.4
Other	X				NA

1.0 INTRODUCTION

LandAmerica Assessment Corporation (LAC) was retained by Goldman Sachs Commercial Mortgage Capital, L.P. to conduct a Phase I Environmental Site Assessment (ESA) of the San Antonio Center located at 405-423 San Antonio Road, Mountain View, California (the "Property"). The protocol used for this assessment is in general conformance with ASTM E 1527-00, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process and the Goldman Sachs Commercial Mortgage Scope of Work.

On November 21, 2005, John Geare, a representative of LAC, conducted a site reconnaissance to assess the possible presence of petroleum products and hazardous materials at the Property. LAC's investigation also included review of aerial photos, reconnaissance of adjacent properties, background research, and review of available local, state, and federal regulatory records regarding the presence of petroleum products and/or hazardous materials at the Property.

LAC contracted Environmental Data Resources Inc. (EDR) of Milford, Connecticut, to perform a computer database search for local, state, and Federal regulatory records pertaining to environmental concerns for the Property and properties in the vicinity of the Property (see Section 3.0).

1.1 Purpose

The purpose of this Phase I Environmental Site Assessment (ESA) was to identify existing or potential Recognized Environmental Conditions (as defined by ASTM Standard E-1527-00) in connection with the Property. LAC understands that the findings of this study will be used by Goldman Sachs Commercial Mortgage Capital, L.P. to evaluate a pending financial transaction in connection with the Property.

1.2 Scope of Services

The scope of work for this ESA is in general accordance with the requirements of ASTM Standard E 1527-00. LAC warrants that the findings and conclusions contained herein were accomplished in accordance with the methodologies set forth in the Scope of Work. These methodologies are described as representing good commercial and customary practice for conducting an ESA of a property for the purpose of identifying recognized environmental conditions. No other warranties are implied or expressed.

1.3 Assumptions

There is a possibility that even with the proper application of these methodologies there may exist on the Property conditions that could not be identified within the scope of the assessment or which were not reasonably identifiable from the available information. LAC believes that the information obtained from the record review and the interviews concerning the site is reliable. However, LAC cannot and does not warrant or guarantee that the information provided by these other sources is accurate or complete. The methodologies of this assessment are not intended to produce all inclusive or comprehensive results, but rather to provide Goldman Sachs Commercial Mortgage Capital, L.P. with information relating to the Property.

1.4 Limitations and Exceptions

The findings and conclusions contain all of the limitations inherent in these methodologies that are referred to in ASTM 1527-00.

1.5 Special Terms and Conditions

The conclusions and findings set forth in this report are strictly limited in time and scope to the date of the evaluations. The conclusions presented in the report are based solely on the services described therein, and not on scientific tasks or procedures beyond the scope of agreed-upon services or the time and budgeting restraints imposed by the client. No subsurface exploratory drilling or sampling was done under the scope of this work. Unless specifically stated otherwise in the report, no chemical analyses have been performed during the course of this ESA.

Some of the information provided in this report is based upon personal interviews, and research of available documents, records, and maps held by the appropriate government and private agencies. This is subject to the limitations of historical documentation, availability, and accuracy of pertinent records, and the personal recollections of those persons contacted.

1.6 Use Reliance

This report is for the use and benefit of, and may be relied upon by Goldman Sachs Commercial Mortgage Capital, L.P., Goldman Sachs & Co., Goldman Sachs Mortgage Company or any of its affiliates and the agents and advisors, initial and subsequent holders from time to time of any debt and/ or debt securities secured, directly and indirectly, by any participation interest in any such debt, and indenture trustee, servicer or other agent acting on behalf of such holders of such debt securities; any rating agencies; and the institutional provider(s) from time to time of any liquidity facility or credit support for such financings, and their respective successors and assigns.

In addition, this report or a reference to this report, may be included or quoted in any offering circular, registration statement, prospectus or sales brochure (in either electronic or hard copy format) in connection with a securitization or transaction involving such debt and or debt securities.

2.0 SITE DESCRIPTION

2.1 User Provided Information

Pursuant to ASTM E 1527-00, LAC requested the following site information from Goldman Sachs Commercial Mortgage Capital, L.P. (User of this report) and from the site contact.

ITEM	PROVIDED BY USER	NOT PROVIDED BY USER	DISCUSSED BELOW	DOES NOT APPLY
2.1.1 Environmental Pre-survey Questionnaire		X		
2.1.2 Title Records		X		
2.1.3 Environmental Liens or Activity and Use Limitation		X		
2.1.4 Specialized Knowledge		X		
2.1.5 Valuation Reduction for Environmental Issues		X		
2.1.6 Identification of Key Site Manager	X			
2.1.7 Reason for Performing Phase 1 ESA	Yes See Section 1.1			
2.1.8 Prior Environmental Reports		X		
2.1.9 Other				X

2.2 Location and Legal Description

The address of the Property is 405-423 San Antonio Road, Mountain View, California 94041. The Property is located in a residential and commercial area of Santa Clara County. According to The Santa Clara County Assessor's offices, the assessor's parcel number of the Property is 147-45-016. The abbreviated legal description is reproduced below:

"lot 16, in the City of Mountain View, County of Santa Clara, State of California, as per map filed in book 147, page 45 of maps filed in the office of the Santa Clara County recorder. "

According to the Santa Clara County Tax Assessor's office the Property is currently owned by Ken, Robert, John and James Machado, Cheri Knap and Cary Bashnik, who have owned the Property since 1997.

2.3 Site and Vicinity General Characteristics

The Property is located in a mixed use area that is characterized by retail and commercial businesses and residential development. The Property is zoned Regional Commercial District, by the City of Mountain View.

The Property consists of a square-shaped parcel approximately 3.54 acres in size. The Property is designed and used for retail and office purposes. Currently, the Property is developed with one structure that was constructed in 1960. The structure at the Property

is single story, and comprises a total of 45,500 square feet of building space. The structure offers a total of four tenant spaces.

2.4 Current Use of the Property

At the present time, the Property is developed with a commercial and retail structure, parking area and landscaped areas. The site consists of one, one-story building and paved parking areas.

According to the City of Mountain View, the Property is zoned Regional Commercial District. The occupancy at the time of the site reconnaissance was reported to be 100 % percent. Based on the information reviewed during the preparation of this report and the observations made during the reconnaissance of the Property, the tenant spaces are currently occupied by the tenants and activities identified in the table below:

SITE OCCUPANTS		
UNIT	TENANT	OPERATION
405	Ross Dress for Less	Retail clothes
417	Fantastic Salon	Beauty Salon
419	Kumon Reading	Reading clinic
423	Beverages and More	Retail beverages

2.5 Description of Site Improvements

The building is of concrete slab-on-grade foundation with wood frame construction, and has interior square footage of 45,500 square feet. The wood frame walls have exterior stucco surfacing, with interior finishes comprised of 2’x2’ acoustical ceiling panels and gypsum wallboard interior walls. Carpeting and resilient floor tile covers the majority of interior floors, with ceramic tiles present in restrooms. Tar and gravel cover the building roof.

Review of permits maintained at the Mountain View Building Department indicates that significant renovations of the building took place in 1996 and 1976 (Section 3.1.2.3). This review noted smaller renovations in the 1970s and 1980s.

The City of Mountain View supplies drinking water to the Property from the municipal distribution system. Sanitary discharges on the subject site are discharged into the municipal sanitary sewer system. The subject site area is serviced by the Santa Clara County Treatment Plant. No clarifier or other wastewater treatment system is on-site. Electricity and natural gas are provided to the site by Pacific Gas and Electric.

2.6 Current Use of Adjoining Properties

During the vicinity reconnaissance, LAC observed the following land use on properties in the immediate vicinity of the Property.

North: Areas immediately adjacent to the north include a multi-tenant office building (365,377 and 391 San Antonio Avenue and 2595 California), with San Antonio Avenue beyond and the Milk Pail Market (2585 California Street).

South: Areas immediately adjacent to the south include Joann’s Fabrics (435 San Antonio Avenue), with the San Antonio Shopping Center beyond.

East: Areas immediately adjacent to the east include a parking lot, California Avenue, with a Safeway store beyond (2580 California Avenue).

West: Areas immediately adjacent to the west include a Sears Auto Service Center (455 San Antonio Avenue), and the San Antonio Shopping Center. Auto repairs have been performed onsite since at least the 1970s, and evidence of materials and wastes' handling containers were noted during our reconnaissance. However, the location is cross gradient to the Property. This site was not listed on any databases that track releases, remedial investigations or removal actions, and is not anticipated to present an REC to the Property at this time.

3.0 RECORDS REVIEW

3.1 Standard Environmental Record Sources

3.1.1 State and Federal Regulatory Review

Information from standard Federal and state environmental record sources was provided through Environmental Data Resources (EDR). Data from governmental agency lists are updated and integrated into one database, which is updated as these data are released. This integrated database also contains postal service data in order to enhance address matching. Records from one government source are compared to records from another to clarify any address ambiguities. The demographic and geographic information available provides assistance in identifying and managing risk. The accuracy of the geocoded locations is approximately +/-300 feet.

In some cases, location information supplied by the regulatory agencies is insufficient to allow the database companies to geocode facility locations. These facilities are listed under the unmappables section within the EDR report. A review of the unmappable facilities indicated that none of these facilities are within the ASTM minimum search distance from the Property.

Regulatory information from the following database sources regarding possible recognized environmental conditions, within the ASTM minimum search distance from the Property, was reviewed. Specific facilities are discussed below if determined likely that a potential recognized environmental condition has resulted at the Property from the listed facilities. Please refer to Appendix C-1 for a complete listing.

Federal NPL

The National Priorities List (NPL) is the Environmental Protection Agency (EPA) database of uncontrolled or abandoned hazardous waste sites identified for priority remedial actions under the Superfund Program.

The Property is not listed as a NPL facility. No NPL sites are located within one mile of the Property.

Federal CERCLIS List

The Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) list is a compilation of sites that the EPA has investigated or is currently investigating for a release or threatened release of hazardous substances.

The Property is not listed as a CERCLIS facility. No CERCLIS sites are listed within one-half mile of the Property.

Federal CERCLIS NFRAP Sites List

The CERCLIS No Further Remedial Action Planned (NFRAP) List is a compilation of sites that the EPA has investigated, and has determined that the facility does not pose a threat to human health or the environment, under the CERCLA framework. .

The Property is not listed as a CERCLIS-NFRAP facility. No CERCLIS-NFRAP sites are listed on or adjoining the Property.

Federal Resource Conservation and Recovery Act (RCRA) CORRACTS

TSD Facilities List

The EPA Resource Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Treatment, Storage and Disposal (TSD) database is a compilation by the EPA of reporting facilities that treat, store or dispose of hazardous waste. The CORRACTS database is the EPA's list of treatment storage or disposal facilities subject to corrective action under RCRA.

The Property is not listed as a RCRA CORRACTS TSD facility. No RCRA CORRACTS TSD facilities are listed within one mile of the Property.

Federal Resource Conservation and Recovery Act (RCRA) Non-CORRACTS TSD Facilities List

The RCRA TSD database is a compilation by the EPA of reporting facilities that treat, store or dispose of hazardous waste.

The Property is not listed as a RCRA-TSD facility. No RCRA TSD sites are listed within one-half mile of the Property.

Federal RCRA Generator List

The RCRA program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Generators database is a compilation by the EPA of reporting facilities that generate hazardous waste.

The Property is not listed as a RCRA facility. No RCRA Generator facilities are listed on the Property or on the adjacent properties, other than the Sears facility to the west. This auto repair facility is identified as a small-quantity generator. No violations are listed in the database report, and this listing does not present an REC to the Property.

Federal Emergency Response Notification System (ERNS)

The Emergency Response Notification System (ERNS) is a national database used to collect information on reported release of oil or hazardous substances.

No ERNS sites were listed on the Property or on the adjacent properties.

State Priority List

The CalEPA maintains a State Priority List (SPL) of sites considered to be actually or potentially contaminated and presenting a possible threat to human health and the environment.

The Property is not listed as a SPL facility. No SPL sites are listed within one mile of the Property.

State CERCLIS-Equivalent List

The CalEPA maintains a State CERCLIS-equivalent list (SCL) of sites under investigation that could be actually or potentially contaminated and presenting a possible threat to human health and the environment.

The Property is not listed as a State CERCLIS facility. No SCL sites are listed within one-half mile of the Property.

Solid Waste/Landfill Facilities (SWLF)

A database of SWLF is prepared by the Division of Solid Waste Management.

The Property is not listed as a SWLF facility. No SWLF facilities are listed within one-half mile of the Property.

State Leaking Underground Storage Tank List (LUST)

The Regional Water Quality Control Board compiles lists of all leaks of hazardous substances from underground storage tanks.

The Property is not listed as a LUST facility. Sixteen LUST facilities were identified within one-half mile of the Property. Of these sixteen, thirteen are identified as "soil only" cases or cases that have been granted a "case closed" status. The remaining sites are:

- **Texaco, 334 San Antonio, approximately 317 feet north northeast of the subject Property**, was identified as a LUST case. According to the database report, the site is undergoing remediation. Due to its status, distance and down to cross gradient location, this site should not pose a concern to the subject Property.
- **Old Mill Tierra, 255 San Antonio, approximately 1,078 feet north northeast of the subject Property**, was identified as a LUST case. According to the database report, the site is undergoing characterization. Due to its status, distance and down to cross gradient location, this site should not pose a concern to the subject Property.
- **Unocal, 895 San Antonio, approximately 2,465 feet south southwest of the subject Property**, was identified as a LUST case. According to the database report, the site is undergoing characterization. Due to its status and distance, this site should not pose a concern to the subject Property.

State Underground Storage Tank List (UST)

The Regional Water Quality Control Board compiles a list of UST locations.

The Property is not listed as an UST facility. No registered UST facilities are listed adjacent to the Property.

3.1.2 Local Regulatory Review

3.1.2.1 County Recorder/ Assessor

According the Santa Clara County Recorder's Office, no environmentally-related liens or deed restrictions have been recorded against the Property.

3.1.2.2 Fire Officials

Records from the City of Mountain View Fire Department were reviewed for evidence indicating the presence of underground storage tanks and for the use of hazardous materials. According to the Department no record was found for the property address.

3.1.2.3 Building Department

Records from City of Mountain View Building Department were reviewed for evidence indicating the developmental history of the Property, and for the presence of documentation relative to underground storage tanks. The records indicate the current Property structure was constructed in 1960. Prior land use was indicated as vacant. Permits were reviewed from 1960, 1965, 1966, 1973, 1978, 1989, 1990, 1996 and 1997. No permits of concern were found in the review. In particular, none of the permits indicated that dry cleaning was performed onsite.

3.1.2.4 Other Agencies

A file review was conducted at the City of Mountain View Planning. No records indicated current or past usage of hazardous materials, USTs or ASTs at the Property.

3.2 Physical Setting Sources

3.2.1 Topography

The United States Geological Survey (USGS), Milpitas Quadrangle 7.5 minute series topographic map was reviewed for this ESA. This map was published by the USGS in 1991. According to the contour lines on the topographic map, the Property is located approximately 75 feet above mean sea level (MSL). The contour lines in the area of the Property indicate the area is sloping downward gently to the northeast. San Francisco Bay is located approximately five miles northeast of the Property.

The Property is depicted on the 1991 map as developed with three large structures. No surface waters are depicted as present on or adjacent to the Property, nor are production wells or other significant surface features depicted on the USGS map.

3.2.2 Soils/Geology

The Property is located in the Santa Clara Valley groundwater basin. The Santa Clara subbasin occupies a structural trough parallel to the northwest trending Coast Ranges. The Diablo Range bounds it on the west and the Santa Cruz Mountains form the basin boundary on the east. It extends from the northern border of Santa Clara County to the groundwater divide near the town of Morgan Hill. The dominant geohydrologic feature is a large inland valley (Fio and Leighton 1995). The valley is drained to the north by tributaries to San Francisco Bay including Coyote Creek, the Guadalupe River, and Los Gatos Creek. Annual precipitation for the Santa Clara basin ranges from less than 16 inches in the valley to more than 28 inches in the upland areas.

Santa Clara Formation- The Santa Clara Formation is of Plio-Pleistocene age and rests unconformably on impermeable rocks that mark the bottom of the groundwater subbasin (DWR 1975). The Santa Clara Formation is exposed only on the west and east sides of the Santa Clara Valley. Where exposed, it is composed of poorly sorted deposits ranging in grain size from boulders to silt (DWR 1975). Well logs indicate that permeability increases from west to east and that in the central part of the valley permeability and grain size decrease with depth (DWR 1975).

Pleistocene-Holocene Alluvium. The Pleistocene to Holocene alluvium is the most important water bearing unit in the Santa Clara subbasin. The permeability of the valley alluvium is generally high and principally all large production wells derive their water from it (DWR 1975). Comprised generally of unconsolidated gravel, sand, silt, and clay it is deposited principally as series of convergent alluvial fans. It becomes progressively finer-grained at the central portions of the valley. A confined zone is created in the northern portion of the subbasin where overlain by a clay layer of low permeability (SCVWD 2001). The southern portion of the subbasin is generally unconfined and contains no thick clay layers (SCVWD 2001). Near-surface groundwater is expected to be present at depths of approximately 30 feet below ground surface and moving toward San Francisco Bay to the northeast.

3.2.3 Hydrology

The water bearing formations of the Santa Clara subbasin include Pliocene to Holocene age continental deposits of unconsolidated to semi-consolidated gravel, sand, silt and clay. Two members form this group, the Santa Clara Formation of Plio-Pleistocene age and the younger alluvium of Pleistocene to Holocene age (DWR 1975). Lithologic similarities make distinction between these two units difficult based on available well data. The combined thickness of these two units probably exceeds 1500 feet (DWR 1967) and represents the practical bedrock level in this area.

The Property does not overlie a sole source aquifer.

3.2.4 Flood Zone Information

A review of the FEMA/ESRI website, published by the Federal Emergency Management Agency, was performed. According data found on the website, the Property is not located in a 100-year or 500-year flood plain.

The nearest surface water in the vicinity of the Property is the Palo Alto Creek located approximately 0.5 mile north of the Property. No settling ponds, lagoons, surface impoundments, wetlands or natural catchbasins were observed at the Property during this investigation.

3.2.5 Oil and Gas Exploration

According to California DOG maps, there is no oil well or natural gas production in the vicinity of the subject Property.

3.3 Historical Use Information

The Property was originally developed prior to 1939 for agricultural and residential purposes. In 1960, the Property was originally developed with commercial retail stores. The Property was extensively remodeled in the 1970s and in 1997.

The current Property buildings have not been utilized for environmentally sensitive purposes, such as photo developing or dry cleaning; rather, the tenants currently present at the Property, or similar type tenants, have occupied them.

3.3.1 Aerial Photographs

Available aerial photographs dated 1939, 1965, 1974, 1980, and 2003 from the USGS in Menlo Park, California, were reviewed for this ESA. Copies of selected photographs are included in Appendix B-1 of this report. The photographs are discussed below:

Date: 1939

Scale: NA

Photo ID: NA

Description: The Property is depicted with a single family residence and agricultural production on-site. The surrounding areas are similarly developed with small agricultural farms. No recognized environmental conditions are visible in the photograph.

Date: 1965

Scale: NA

Photo ID: NA

Description: The Property is depicted with commercial buildings and a parking lot. The surrounding area is shown with residential and commercial development surrounding the Property. No recognized environmental conditions are visible in the photograph.

Date: 1974

Scale: NA

Photo ID: NA

Description: Property and surround sites are generally unchanged from 1965. No recognized environmental conditions are visible in the photograph.

Date: 1980

Scale: NA

Photo ID: NA

Description: Property and surround sites are generally unchanged from 1965. No recognized environmental conditions are visible in the photograph.

Date: 2003

Scale: NA

Photo ID: NA

Description: The Property is depicted with commercial buildings and a parking lot in its current retail configuration. The surrounding area is shown with residential and commercial development surrounding the Property.

3.3.2 Fire Insurance Maps

No historical Sanborn Fire Insurance maps for the Property from Environmental Data Resources (EDR) were available for the subject Property. A copy of the No Coverage letter is appended.

3.3.3 City Directories

Historical City directories, published by Haines, were reviewed at the Mountain View Public Library for past names and businesses that were listed for the Property and adjoining properties. The findings are presented in the following table:

YEAR	ON-SITE	ADJOINING PROPERTIES
1962	Thrifty Drug, Mary's Bakery, One Hour Cleaners, Crocker Bank	North – Franciscan Glass, Moore's Dairy Products South – Purity Stores East – No Listing West - Sears
1968	Thrifty Drug, San Antonio Hobby, One Hour Cleaners, Crocker Bank	North –Roberts Furniture, Brentwood Farms Dairy Products South – Dunkers Delite Donut East – Continentals Markets West - Sears
1979	Thrifty Drug, Wrap Off Salon, Porfido Dry Cleaners, Foothill Bank	North – Milk Pail Markets, Mike's Shell Service, Barron Plumbers, Pacific Stereo South – No Listing East – No Listing West - Sears
1984	Thrifty Drug, Wrap Off Salon, Porfido Dry Cleaners, Foothill Bank	North – Milk Pail Markets, Mike's Shell Service, Barron Plumbers, Pacific Stereo South – No Listing East – Home Yardage West – Sears Financial
1990-1991	Ross, Foothill Bank	North – Milk Pail Markets, Panda Chinese, Toss it Fresh, Barron Plumbers, Sound Fix, Sound Goods South – N Y Fabrics East – Safeway West - Sears
1994	Ross, Red Wing Shoes, Foothill Bank	North – Milk Pail Markets, Panda Chinese, Toss it Fresh, Barron Plumbers, Sound Fix, Sound Goods South – N Y Fabrics East – Safeway West - Sears
1999-2000	Ross, Fantastic Hair & Nails , Kumon Math Center, Beverages and More	North – Milk Pail Markets, Sabor Mexico, Wok Express, Barron Plumbers, Biocybernaut Soma Ergonomics, Sound Goods South – JoAnn Fabrics East – Safeway

YEAR	ON-SITE	ADJOINING PROPERTIES
		West - Sears
2004	Ross, Fantastic Hair & Nails , Kumon Math Center, Beverages and More	North – Milk Pail Markets, Sabor Mexico, Barron Plumbers, Biocybernaut Soma Ergonomics, Sound Goods South – No Listing East – Safeway West – Sears

To Note: While dry cleaning tenants were noted within the center for the years 1962, 1968, 1979, and 1984, it is important that no other information was identified to support these listings. Specifically, LAC reviewed a prior NAC Phase I ESA report for the Property dated 1997 which did not identify any dry cleaning operations onsite dating back to the 1950s in the research of permits, records, or other agency sources. Further, our review of Building Department Permits and Fire Department Permits for this current assessment, covering the period 1960 through the present noted the new construction record for the existing structures, and significant renovation permits in the 1970s, 1980s, and 1990s and periodic inspection records. However, neither the Building Department Records or Fire Department Records reviewed for this assessment noted the presence of dry cleaners onsite, or any other similar operation that would use related chemicals. In addition, LAC's August 2005 assessment performed on the larger, main portion of the San Antonio Center (30+ acres retail parcel located adjacent east and southeast of the Property) include a historical review of adjacent sites and did not identify dry cleaners listings at the Property. Finally, our review of available County, State and Federal Databases did not identify the Property on any listings suggestive of a dry cleaning operation and/or storing or generating hazardous wastes. Given the above information, LAC notes that the listing for an onsite dry cleaner tenant could be characterized as environmentally significant. The only way to absolutely determine whether the Property has been adversely impacted by these listings would be to perform a subsurface investigation. However, based on the information available at this time, LAC does not recommend further investigation of the Property at this time.

3.3.4 Chain of Title

A 50-year chain-of-title was not requested for this study. Historical use of the Property was researched using other standard historical sources.

3.3.5 Additional Environmental Record Sources

LAC reviewed one previous Phase I Assessment reports for this report. This report is the Phase I Environmental Site Assessment for 405-4233 San Antonio Road, prepared by National Assessment Corporation (NAC) in August 1997. No significant findings were reported in the NAC report and no environmental concerns were identified. In particular, their review of historical documentation dating back to the 1950s (prior to construction of the existing improvements) did not identify any evidence that dry cleaning had been performed onsite, contradicting the city directory listings above. Further investigation was not recommended.

3.3.6 Historical Use Information on Adjoining Properties

By review of the standard historical sources referenced above, the historical uses of the adjoining properties are summarized below:

- North:** Prior to the current use as a commercial building, the property to the north was agricultural/residential. This general area was used for agricultural purposes back to at least 1939. Prior to this time, the land was undeveloped.
- South:** Prior to the current use as a commercial building, the property to the south was agricultural/residential. This general area was used for agricultural purposes back to at least 1939. Prior to this time, the land was undeveloped.
- East:** Prior to the current use as a commercial building, the property to the east was agricultural/residential. This general area was used for agricultural purposes back to at least 1939. Prior to this time, the land was undeveloped.
- West:** Prior to the current use as a commercial building, the property to the west was agricultural/residential. This general area was used for agricultural purposes back to at least 1939. Prior to this time, the land was undeveloped.

4.0 SITE RECONNAISSANCE

The Property was inspected by John Geare on November 28, 2005. The weather at the time of the site visit was cloudy.

4.1 General Site Characteristics

4.1.1 Solid Waste Disposal

Solid waste on the Property is collected in two 10-cubic yard dumpsters situated in a fenced enclosure at the northeast corner of the Property. The solid waste is collected once a week by Waste Management, and is deposited at the Santa Clara County Landfill. The dumpsters were noted to contain miscellaneous cardboard at the time of the Property reconnaissance and no indication of potentially hazardous material disposal was noted during LAC's reconnaissance.

4.1.2 Surface Water Drainage

Storm drains are located in various locations throughout the parking lots, along curbs and in landscaped areas, which discharge to the municipal stormwater management system.

4.1.3 Wells and Cisterns

No aboveground evidence of wells or cisterns was observed during the site reconnaissance.

4.1.4 Wastewater

No indications of industrial wastewater disposal or treatment facilities were observed during the on-site reconnaissance.

4.1.5 Additional Site Observations

No additional relevant general site characteristics were observed. In particular, no evidence of visible suspect mold, water intrusion or other moisture concerns were noted during the onsite reconnaissance.

4.2 Potential Environmental Conditions

4.2.1 Hazardous Materials and Petroleum Products Used or Stored at the Site

With the exception of routine maintenance and janitorial supplies that appear to be properly stored, no evidence of the use of hazardous materials or wastes was observed on the Property.

4.2.1.1 Unlabeled Containers and Drums

No unlabeled containers or drums were observed during the site reconnaissance.

4.2.1.2 Disposal Locations of Regulated/ Hazardous Waste

No obvious indications of hazardous waste generation, storage or disposal were observed on the Property or were indicated during interviews.

4.2.2 Evidence of Releases

No obvious indications of hazardous material or petroleum product releases, such as stained areas or stressed vegetation, was observed during the site reconnaissance or

reported during interviews. Asphalt-paved parking areas exhibited normal surface staining due to use.

4.2.3 Polychlorinated Biphenyls (PCBs)

Older transformers and other electrical equipment could contain polychlorinated biphenyls (PCBs) at a level that subjects them to regulation by the U.S. EPA. PCBs in electrical equipment are controlled by United States Environmental Protection Agency regulations 40 CFR, Part 761. Under the regulations, there are three categories into which electrical equipment can be classified:

- Less than 50 parts per million (PPM) of PCBs – “Non-PCB” transformer
- 50 ppm-500 ppm – “PCB-Contaminated” electrical equipment
- Greater than 500 ppm – “PCB” transformer

LAC observed one pad-mounted electrical transformer on the Property. The unit is situated outside the northeast corner of the building. The unit was not labeled as to its PCB status; however, it is labeled to be owned and operated by Pacific Gas & Electric (PG&E). No indication of staining, leaks or fire damage was observed on or around the bases of the unit.

No other electrical equipment expected to contain PCBs was observed on the Property during LAC’s reconnaissance.

4.2.4 Landfills

No evidence of on-site landfilling was observed or reported during the site reconnaissance.

4.2.5 Pits, Ponds, Lagoons, Sumps, and Catch Basins

No evidence of on-site pits, ponds or lagoons was observed or reported during the site reconnaissance. No evidence of sumps or catch basins, other than used for stormwater removal, was observed or reported during the site reconnaissance.

4.2.6 On-Site ASTs and USTs

No evidence of aboveground or underground storage tanks was observed during the site reconnaissance or reported during interviews.

4.2.7 Radiological Hazards

No radiological substances or equipment was observed or reported stored on the Property.

4.2.8 Drinking Water

The Property is connected to the city water supply provided by the City of Mountain View. According to city staff, the drinking water supplied to the site is within state and federal standards, including lead and copper.

4.2.9 Additional Hazard Observations

No additional hazards were observed on the Property.

4.2.10 Asbestos-Containing Materials (ACM)

In accordance with the Scope of Services, LAC has conducted a limited, visual evaluation of interior, accessible areas for the presence of suspect asbestos containing materials (ACM) at the Property. The objective of this visual survey was to note the presence and condition of suspect ACM observed.

Based on the date of construction (1960) there is a potential that ACM was used in construction materials. However, the building was last remodeled in 1997. Review of permits indicates that the renovation was substantial, and extended outward to the shell, likely removing the majority of potential asbestos containing materials.

Regardless, LAC walked the Property and inspect for potential ACM. The survey consisted of noting observable materials (materials which were readily accessible and visible during the course of the site reconnaissance) that are commonly known to potentially contain asbestos. This activity was not designed to discover all sources of suspect ACM, PACM, or asbestos at the site; or to comply with any regulations and/or laws relative to planned disturbance of building materials such as renovation or demolition, or any other regulatory purpose. Rather, it is intended to give the lender an indication if significant (significant due to quantity, accessibility, or condition) potential sources of ACM or PACM are present at the Site. Additional sampling, inspection, and evaluation will be warranted for any other use.

Given the extent of the recent (1997) renovations, no suspect friable or damaged non-friable materials were identified. Therefore, no sampling was performed as part of this assessment. Prior to any disturbance of the construction materials within this facility, a comprehensive ACM survey is recommended.

4.2.11 Radon

The US EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action limit of 4.0 picoCuries per Liter (pCi/L). It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L.

4.2.12 Lead Based Paint

Due to the age of the structure (constructed in 1960, complete remodel in 1997), and non-residential usage, a lead-based paint screening was not conducted in conjunction with this assessment.

4.2.13 Mold

As part of this assessment, LAC performed a limited visual inspection for the significant presence of mold. A class of fungi, molds have been found to cause a variety of health problems in humans, including allergic, toxicological and infectious responses. Molds are decomposers of organic materials, thrive in humid environments and produce tiny spores to reproduce, just as plants produce seeds. When mold spores land on a damp spot indoors, they may begin growing and digesting whatever they are growing on in order to survive.

When excessive moisture or water accumulates indoors, mold growth will often occur, particularly if the moisture problem remains undiscovered or unaddressed. As such, interior areas of buildings characterized by poor ventilation and high humidity are the most common locations of mold growth. Building materials including drywall, wallpaper, baseboards, wood framing, insulation and carpeting often play host to such growth.

LAC observed interior areas of the Property structure for the significant presence of mold. LAC did not note obvious visual or olfactory indications of the presence of mold, nor did LAC observe obvious indications of significant water damage. As such, no bulk sampling of suspect surfaces was conducted as part of this assessment.

This activity was not designed to discover all areas, which may be affected by mold growth on the Property. Rather, it is intended to give the client an indication if significant (based on observed areas) mold growth is present at the Property. Additional areas of mold not observed as part of this limited assessment, possibly in pipe chases, HVAC systems and behind enclosed walls and ceilings, may be present on the Property.

5.0 INTERVIEWS

Interviews were conducted with the following individuals. Findings from these interviews are discussed in the appropriate sections in this report.

Site

- Ms. Judy Beggs, 408-556-0200

Surrounding Area

- Staff, Mountain View Public Library, 650-903-6335

Regulatory Officials

- Fire Marshal. Gary Leinweber, 650-903-6821
- Staff, City of Mountain View Building Department, 650-903-6313
- Santa Clara County Assessors Offices, Staff, 408-984-3050

6.0 FINDINGS AND CONCLUSIONS

6.1 Findings

6.1.1 On-Site Environmental Conditions

No on-site environmental conditions were identified during the course of this assessment.

6.1.2 Off-Site Environmental Conditions

No off-site environmental conditions were identified that were considered likely to impact the Property.

6.1.3 Previously Resolved Environmental Conditions

No previously resolved issues were revealed by this assessment. No historical recognized environmental conditions were identified in connection with the Property during the course of this assessment.

6.1.4 *De Minimis* Environmental Conditions

No *de minimis* environmental conditions were identified in connection with the Property during the course of this assessment.

6.2 Opinion

It is LAC's professional opinion that the Property has a clear, documented history that revealed no environmental conditions or concerns.

6.3 Conclusions

LAC has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-00 of 405-423 San Antonio Road, Mountain View, California 94041, the Property. Any exceptions to or deletions from this practice are described in Section 1.4 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the Property.

6.4 Recommendations

Based on the conclusions of this assessment, LAC does not recommend further investigation of the Property at this time.

6.5 Deviations

This Phase I ESA substantially complies with the scope of services and ASTM 1527-00, as amended, except for exceptions and/or limiting conditions as discussed in Section 1.4.

7.0 REFERENCES

Reports, Plans, and Other Documents Reviewed:

- American Society for Testing and Materials, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM Designation: E 1527-2000.
- California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, Publication No. *PRIS, September 1993*.
- California Department of Water Resources, 1416 9th Street, Sacramento, CA 95814, *California's Groundwater (Bulletin 118)-Division of Planning and Local Assistance*, accessed via Internet, November 30, 2005.
- Environmental Data Resources Inc, *EDR Radius Map Report inquiry Number 1564570.1s database report for the San Antonio Center dated November 30, 2005*.
- Federal Emergency Management Agency, Federal Insurance Administration, National Flood Insurance Program, Flood Insurance Map indication accessed via Internet August 4, 2005 via internet <http://www.esri.com/hazards>, ESRI and FEMA Hazard Awareness Site.
- LandAmerica *Environmental Site Assessment of San Antonio Center for Bridger Commercial Funding, August 26, 2005*.
- Santa Clara County Assessor's Office, accessed via Internet, November 30, 2005 <http://www.sccgov.org> for public files for the San Antonio Shopping Center, Mountain View, CA.
- Mountain View Fire Department, Hazardous Materials Department, *public files for San Antonio Shopping Center, Mountain View, CA*.
- Mountain View Public Library, 400 Castro Street, Mountain View, CA, *Haines and Polk Business Directories for 1962, 1968, 1979, 1984, 1990-1991, 1999-2000, and 2004*.
- National Assessment Corporation *Phase I Environmental Site Assessment and Limited Asbestos Survey for San Antonio Center for Wells Fargo Bank, dated August 8, 1997*.
- USGS Library, Menlo Park, California, *Aerial maps dated: 1939, 1965, 1974, 1980, and 2003*.
- United States Geological Survey, *EPA Map of Radon Zones, California, September 1993*.
- United States Geological Survey 7.5 minute series Topographic Map, Mountain View, *California Quadrangle, 1991*, from iGage All Topo Maps: California 1:24,000 Scale 7.5 Minute USGS Topographic Maps on CD-ROM Set.

Agencies Contacted:

City of Mountain View

Planning Department

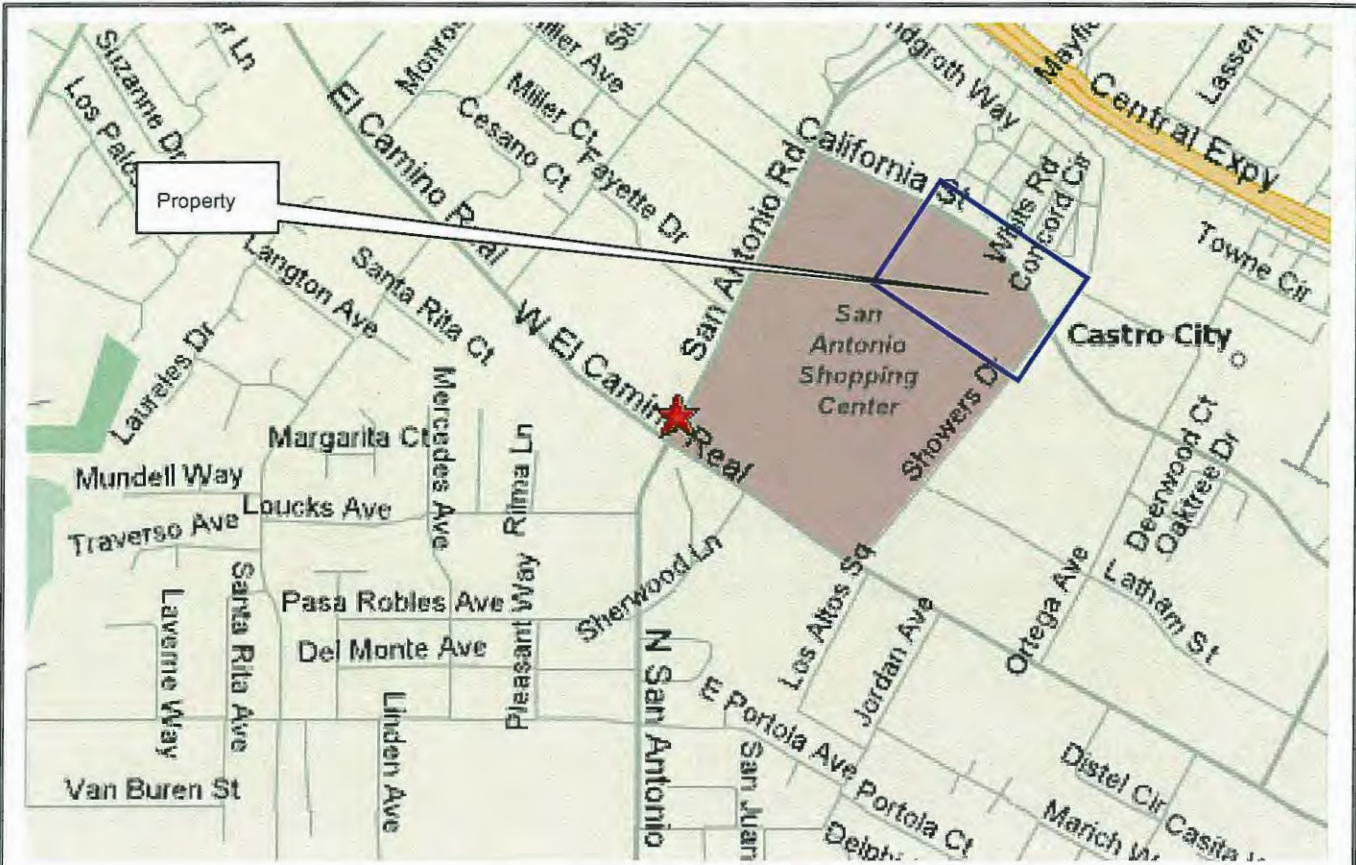
Building Department

Fire Department

County of Santa Clara Assessors Office

FIGURES

**SITE VICINITY MAP
SITE PLAN
SITE TOPOGRAPHIC MAP**



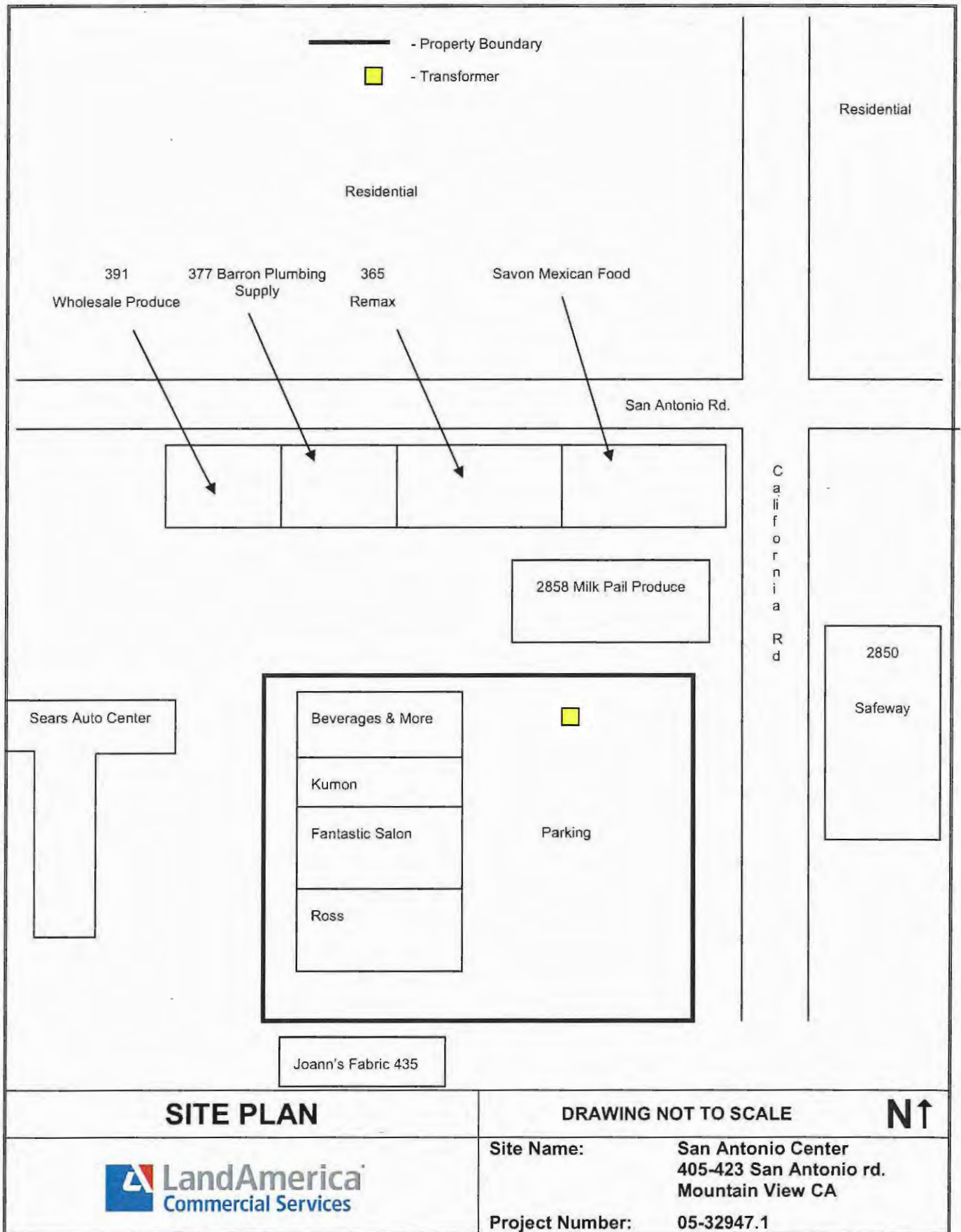
SITE LOCATION MAP

DRAWING NOT TO SCALE



Site Name: San Antonio Center
 405-423 San Antonio rd.
 Mountain View CA

Project Number: 05-32947.1



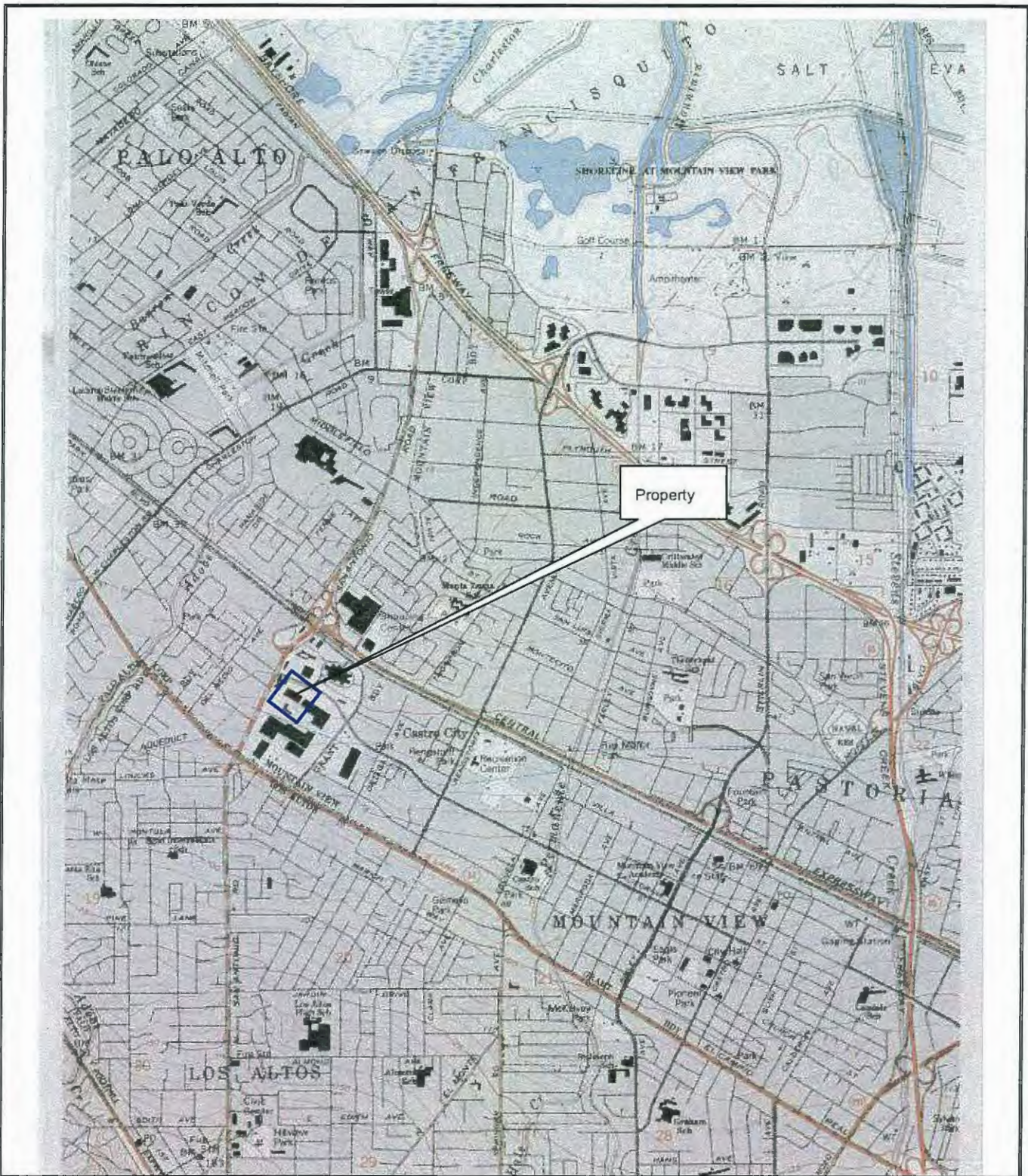
SITE PLAN

DRAWING NOT TO SCALE



Site Name: San Antonio Center
 405-423 San Antonio rd.
 Mountain View CA

Project Number: 05-32947.1



TOPOGRAPHIC MAP

DRAWING NOT TO SCALE



Source: USGS 7.5 Minute Topographic Map
Mountain View, CA Quadrangle 1991

Site Name: San Antonio Center
405-423 San Antonio rd.
Mountain View CA



Project Number: 05-32947.1

APPENDIX A
SITE PHOTOGRAPHS



Photograph Number 1: Store fronts



Photograph Number 2 North perimeter of building



Photograph Number 3: East side of building



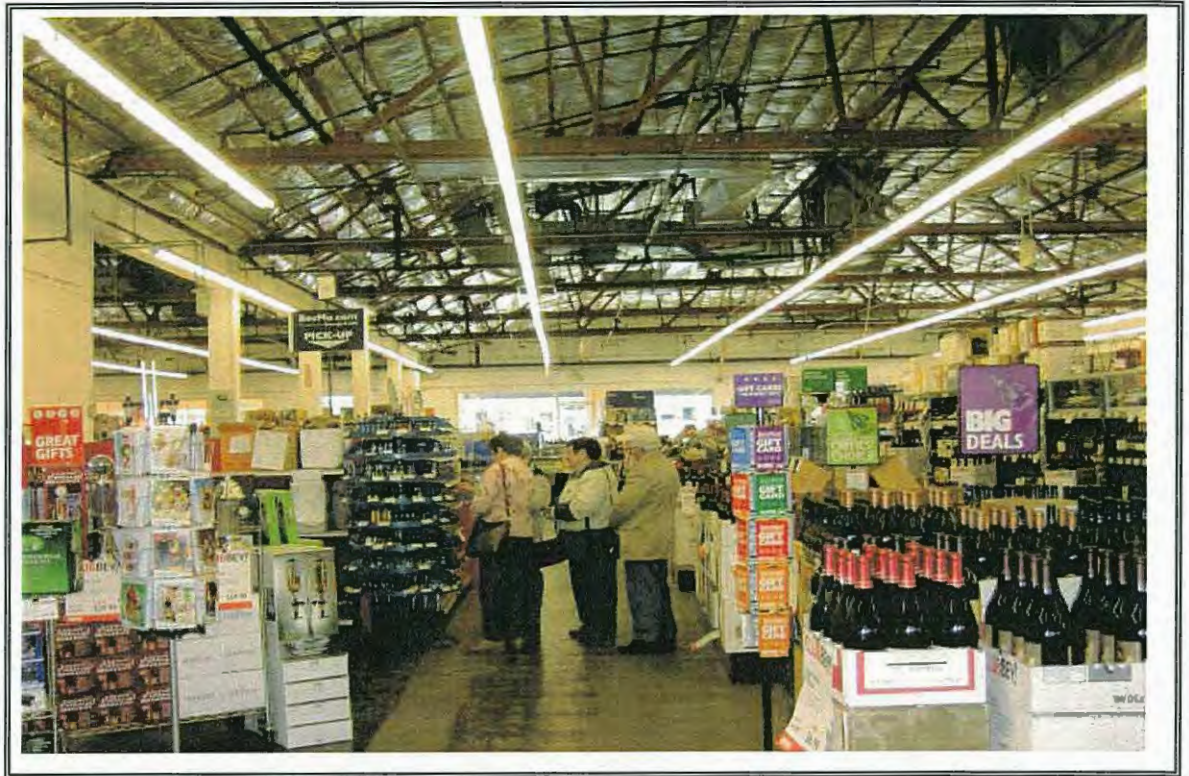
Photograph Number 4 South side of building, driveway



Photograph Number 5: Beverages and More loading dock



Photograph Number 6 Transformer



Photograph Number 7: Interior – Beverages and More



Photograph Number 8 Interior – Ross Dress for Less



Photograph Number 9: Interior – Kumon Reading Center



Photograph Number 10 North perimeter



Photograph Number 11: Trash enclosure

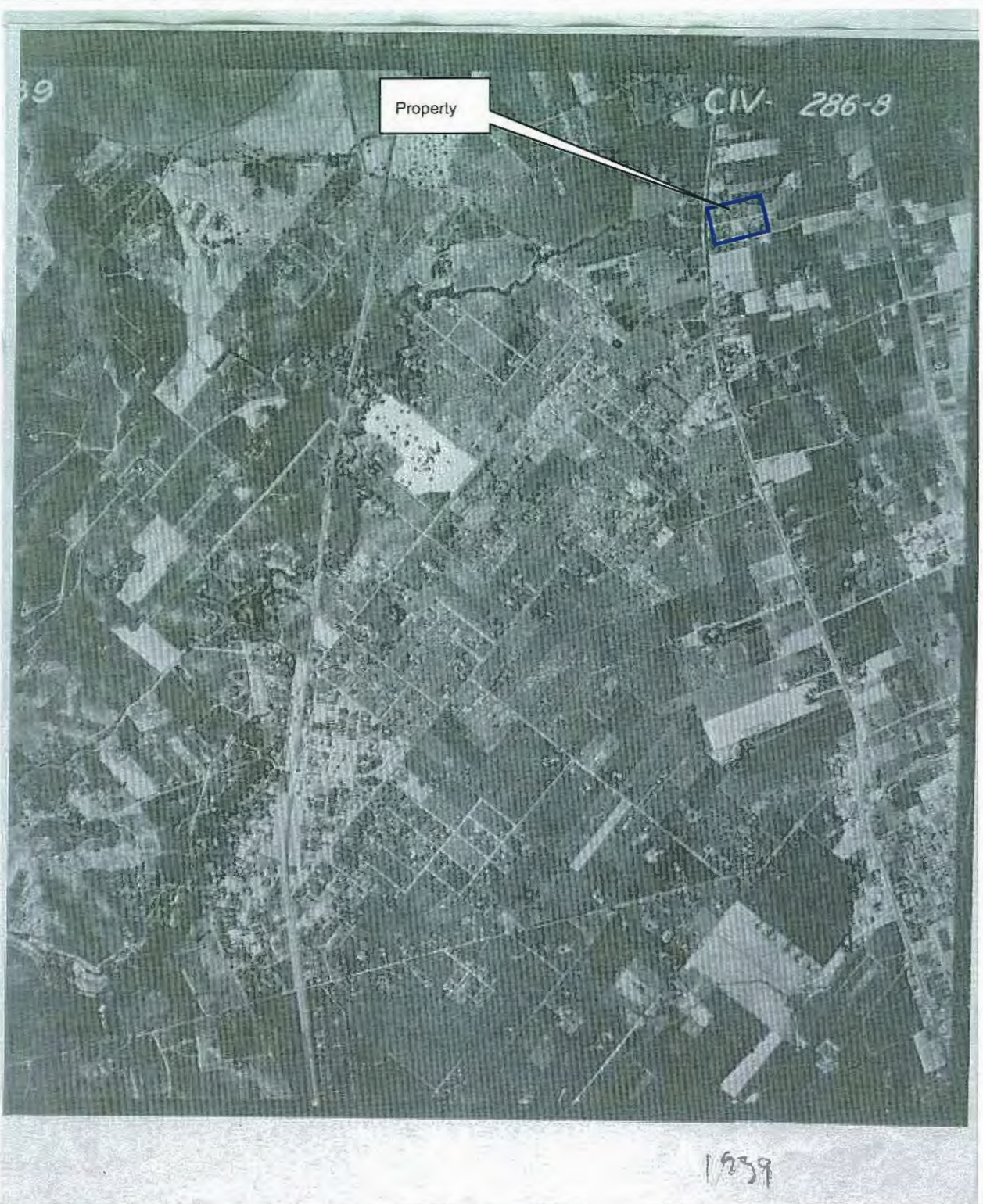


Photograph Number 12: Parking lot

APPENDIX B

HISTORICAL RESEARCH DOCUMENTATION

EXHIBIT B-1
AERIAL PHOTOGRAPHS



AERIAL PHOTOGRAPH

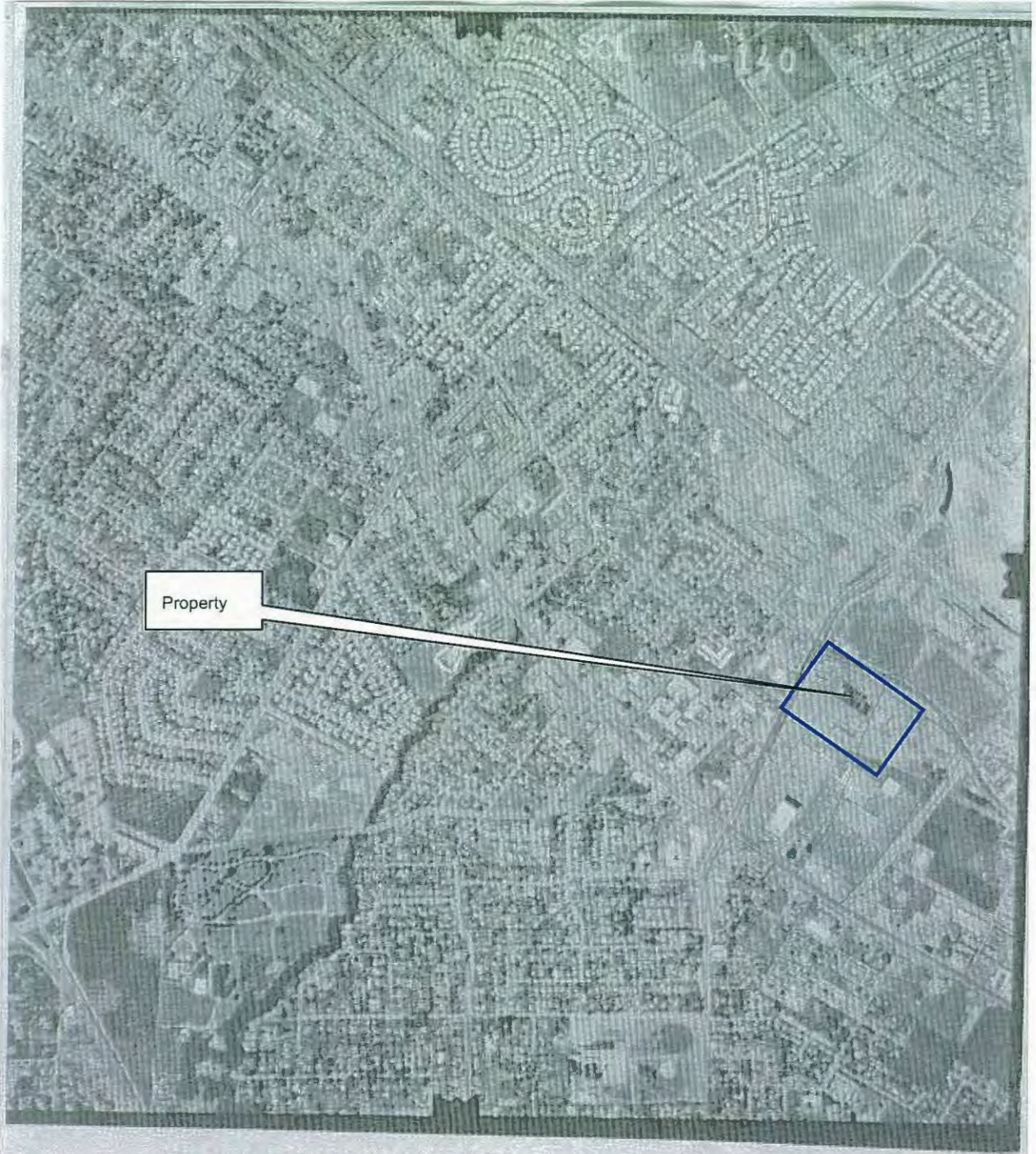
Scale: 1" NA
Date: 1939
Photo ID No. NA

N↑



Site Name: San Antonio Center
405-423 San Antonio rd.
Mountain View CA

Project Number: 05-32947.1



AERIAL PHOTOGRAPH

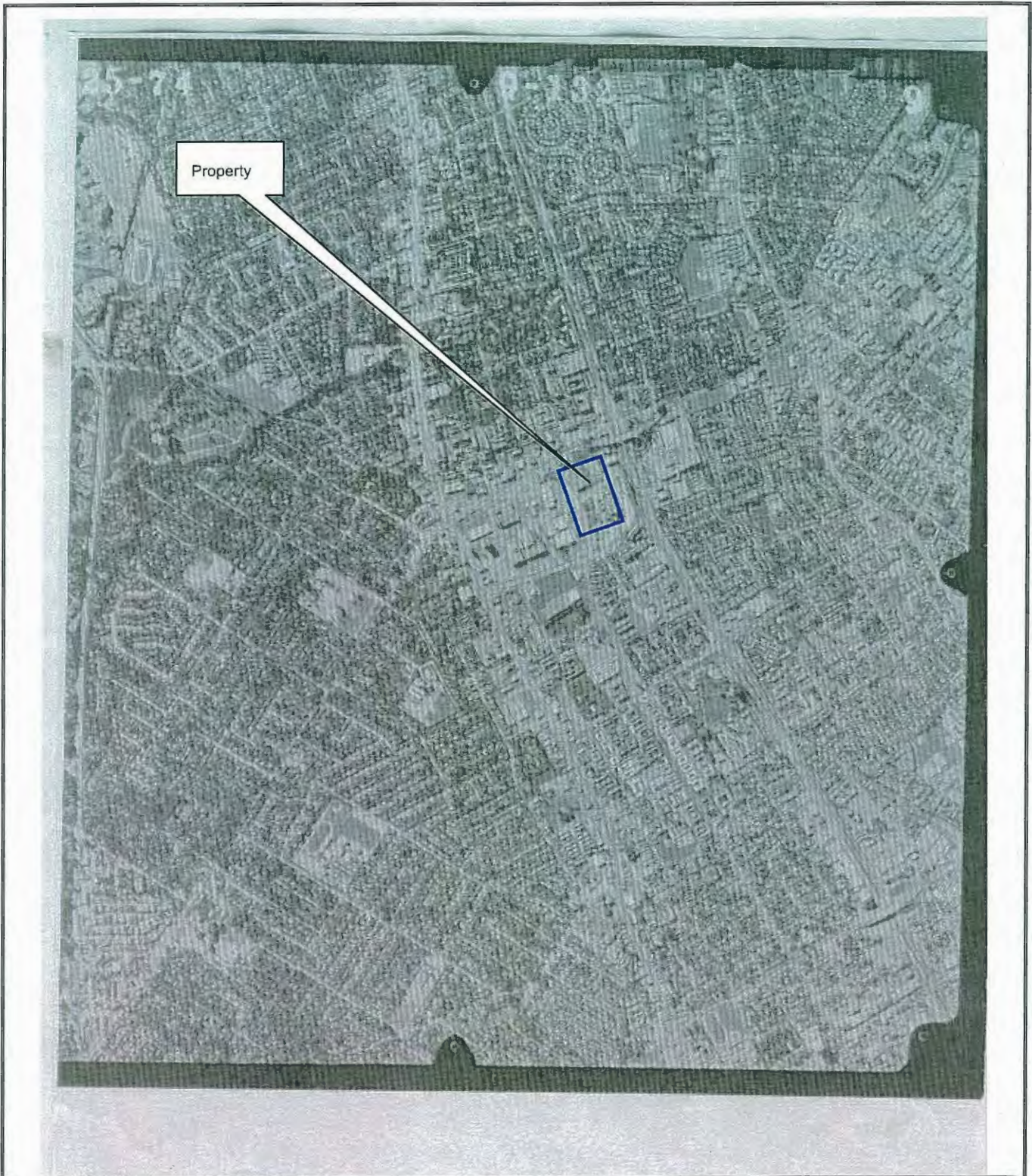
Scale: 1" NA
Date: 1965
Photo ID No. NA

N↑



Site Name: San Antonio Center
405-423 San Antonio rd.
Mountain View CA

Project Number: 05-32947.1



AERIAL PHOTOGRAPH

Date: 1974
Photo ID No. NA

N↑



Site Name: San Antonio Center
405-423 San Antonio rd.
Mountain View CA

Project Number: 05-32947.1



AERIAL PHOTOGRAPH

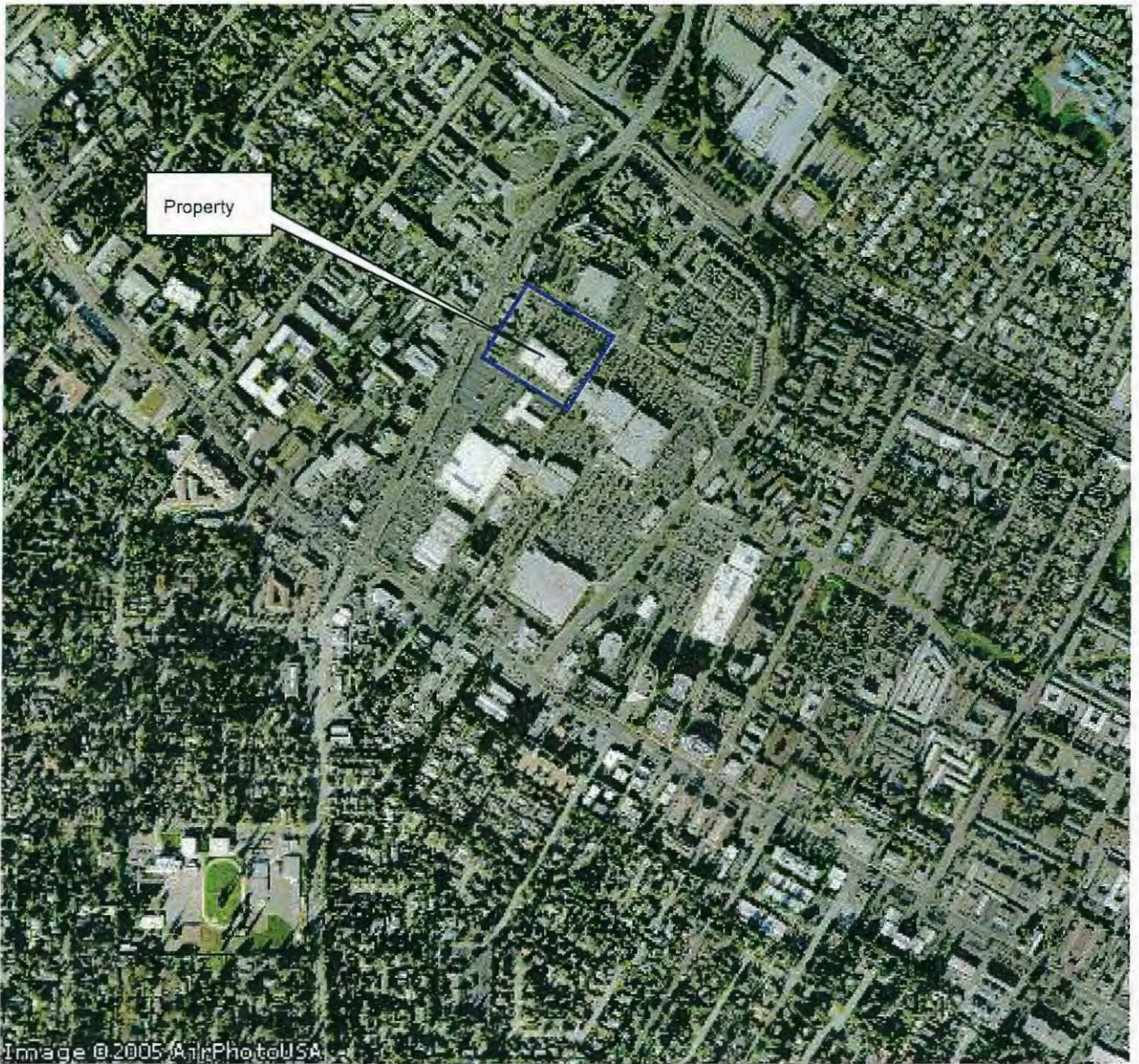
Date: 1980
Photo ID No. NA



Site Name: San Antonio Center
405-423 San Antonio rd.
Mountain View CA



Project Number: 05-32947.1



AERIAL PHOTOGRAPH

Date: 2003
Photo ID No. NA



Site Name: San Antonio Center
405-423 San Antonio rd.
Mountain View CA

Project Number: 05-32947.1

EXHIBIT B-2
FIRE INSURANCE MAPS



EDR® Environmental
Data Resources Inc

"Linking Technology with Tradition"®

Sanborn® Map Report

Ship To: Mnica J. Ring
LandAmerica Assment
1320 Haber Bay Parkway
Alameda, CA 94502

Order Date: 11/30/2005 **Completion Date:** 11/30/2005

Inquiry #: 1564570.2

P.O. #: San Antonio Center

Site Name: San Antonio Center

Address: 414 San Antonio Road

City/State: Mountain View CA 94040

Customer Project: 05-32947.1

6015643ARB 510-337-7919

Cross Streets:

This document is a complete collection of Sanborn fire insurance maps that have been reviewed based on client-provided information, and fire insurance maps depicting the target property address were not identified.

NO COVERAGE

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report AS IS. Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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EXHIBIT B-3
CITY DIRECTORIES

NOT APPLICABLE FOR THIS REPORT

APPENDIX C

REGULATORY RECORDS DOCUMENTATION

EXHIBIT C-1
MAPPED DATABASE REPORT



EDR® Environmental
Data Resources Inc

The EDR Radius Map™ Report

Project: 05-32947.1

**San Antonio Center
414 San Antonio Road
Mountain View, CA 94040**

Inquiry Number: 1564570.1s

November 30, 2005

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06461

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Executive Summary.....	ES1
Overview Map.....	2
Detail Map.....	3
Map Findings Summary.....	4
Map Findings.....	6
Orphan Summary.....	134
Government Records Searched/Data Currency Tracking.....	GR-1
Topographic Map.....	TM-1

GEOCHECK ADDENDUM

GeoCheck - Not Requested

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR). The report meets the minimum government records search requirements of EPA's Standards and Practices for All Appropriate Inquiries, 40 CFR Part 312 (AAI) and the ASTM Standard Practice for Environmental Site Assessments, E 1527-05. Search distances are per AAI and ASTM standards or custom distances requested by the user.

TARGET PROPERTY INFORMATION

ADDRESS

414 SAN ANTONIO ROAD
MOUNTAIN VIEW, CA 94040

COORDINATES

Latitude (North): 37.404800 - 37° 24' 17.3"
Longitude (West): 122.111600 - 122° 6' 41.8"
Universal Transverse Mercator: Zone 10
UTM X (Meters): 578628.1
UTM Y (Meters): 4139945.8
Elevation: 56 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property: 37122-D1 MOUNTAIN VIEW, CA
Source: USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available "reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

FEDERAL RECORDS

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
Delisted NPL..... National Priority List Deletions
NPL Liens..... Federal Superfund Liens
CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP..... CERCLIS No Further Remedial Action Planned
CORRACTS..... Corrective Action Report
RCRA-TSDF..... Resource Conservation and Recovery Act Information
RCRA-LQG..... Resource Conservation and Recovery Act Information

EXECUTIVE SUMMARY

ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
US BROWNFIELDS	A Listing of Brownfields Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS	Section 7 Tracking Systems
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
FINDS	Facility Index System/Facility Registry System
RAATS	RCRA Administrative Action Tracking System

STATE AND LOCAL RECORDS

Toxic Pits	Toxic Pits Cleanup Act Sites
NFA	No Further Action Determination
NFE	Properties Needing Further Evaluation
REF	Unconfirmed Properties Referred to Another Agency
SCH	School Property Evaluation Program
SWF/LF	Solid Waste Information System
CA WDS	Waste Discharge System
WMUDS/SWAT	Waste Management Unit Database
SWRCY	Recycler Database
AST	Aboveground Petroleum Storage Tank Facilities
SAN JOSE HAZMAT	Hazardous Material Facilities
SWEEPS UST	SWEEPS UST Listing
DEED	Deed Restriction Listing
VCP	Voluntary Cleanup Program Properties
WIP	Well Investigation Program Case List
EMI	Emissions Inventory Data

TRIBAL RECORDS

INDIAN RESERV	Indian Reservations
INDIAN LUST	Leaking Underground Storage Tanks on Indian Land
INDIAN UST	Underground Storage Tanks on Indian Land

EDR PROPRIETARY RECORDS

Coal Gas	Coal Gas
-----------------------	----------

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property. Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

FEDERAL RECORDS

RCRAInfo: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System(RCRIS). The database includes selective information on sites which generate, transport, store , treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facil

A review of the RCRA-SQG list, as provided by EDR, and dated 08/11/2005 has revealed that there are 7 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>SEARS ROEBUCK COMPANY</i>	<i>455 SAN ANTONIO RD</i>	<i>1/8 - 1/4 S</i>	<i>34</i>	<i>45</i>
<i>HOLIDAY CLEANERS</i>	<i>660 SAN ANTONIO ROAD SU</i>	<i>1/8 - 1/4 SSW</i>	<i>I38</i>	<i>54</i>
<i>RITE AID NO 5888</i>	<i>685 SAN ANTONIO RD</i>	<i>1/8 - 1/4 SSW</i>	<i>K44</i>	<i>66</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>SHELL OIL CO</i>	<i>2595 CALIFORNIA</i>	<i>0 - 1/8 NE</i>	<i>D12</i>	<i>20</i>
<i>SAN ANTONIO CLEANERS</i>	<i>225 SAN ANTONIO RD UNIT</i>	<i>0 - 1/8 NNE</i>	<i>D16</i>	<i>26</i>
<i>ALPS PHOTO</i>	<i>225 SAN ANTONIO RD NO 9</i>	<i>0 - 1/8 NNE</i>	<i>E20</i>	<i>31</i>
<i>SAVON 3797</i>	<i>2535 CALIFORNIA ST</i>	<i>1/8 - 1/4 E</i>	<i>J41</i>	<i>62</i>

STATE AND LOCAL RECORDS

AWP: California DTSC's Annual Workplan, formerly known as BEP, identifies known hazardous substance sites targeted for cleanup. The source is the California Environmental Protection Agency.

A review of the AWP list, as provided by EDR, and dated 08/08/2005 has revealed that there is 1 AWP site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>PLESSEY MICRO SCIENCE INC</i>	<i>2274 MORA DR</i>	<i>1/2 - 1 ESE</i>	<i>O63</i>	<i>94</i>

EXECUTIVE SUMMARY

CAL-SITES: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control.

A review of the Cal-Sites list, as provided by EDR, has revealed that there is 1 Cal-Sites site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
PLESSEY MICRO SCIENCE INC	2274 MORA DR	1/2 - 1 ESE	O63	94

BEP: Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

A review of the CA BOND EXP. PLAN list, as provided by EDR, has revealed that there is 1 CA BOND EXP. PLAN site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
PLESSEY MICRO SCIENCES	2274 MORA DRIVE	1/2 - 1 ESE	O64	98

CORTESE: This database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The source is the California Environmental Protection Agency/Office of Emergency Information.

A review of the Cortese list, as provided by EDR, has revealed that there are 30 Cortese sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
FIRESTONE #3670	462 SAN ANTONIO RD	0 - 1/8 SSW	B4	9
C PENNEY	UNKNOWN SAN ANTONIO RD	1/8 - 1/4 SSE	31	43
QUALITY TUNE UP	2580 EL CAMINO REAL	1/4 - 1/2 SSW	50	72
DIGAS COMPANY	555 SHOWERS DR	1/4 - 1/2 SSE	L54	80
LOS ALTOS GARDEN SUPPLY	4730 EL CAMINO REAL	1/4 - 1/2 S	55	80
UNOCAL	4350 EL CAMINO REAL	1/4 - 1/2 W	56	81
ARCO	988 SAN ANTONIO RD N	1/4 - 1/2 SSW	M58	86
UNOCAL	895 SAN ANTONIO RD N	1/4 - 1/2 SSW	N61	93
BRUSIE PROPERTY	67 DEL MONTE	1/4 - 1/2 SSW	N62	93
ERICHSEN RESIDENCE	107 DEL MONTE AVE	1/2 - 1 SSW	67	100
PADDLESFORD OLDSMOBILE	4230 EL CAMINO REAL	1/2 - 1 WNW	68	102
HYATT RICKEY'S	4219 EL CAMINO REAL	1/2 - 1 WNW	69	103
WALTER'S FLOORS	5084 EL CAMINO REAL	1/2 - 1 SE	70	105

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
TEXACO	334 SAN ANTONIO RD	0 - 1/8 NNE	C9	15
SHELL OIL CO	2595 CALIFORNIA	0 - 1/8 NE	D12	20
VICTOR'S GOODYEAR	298 SAN ANTONIO RD	0 - 1/8 NNE	D14	23
COAST CASEY PUMP STATION	101 SAN ANTONIO RD N	1/8 - 1/4 NNE	G25	38
OLD MILL TIERRA PROPERTY	255 SAN ANTONIO	1/8 - 1/4 NNE	35	50
MOUNTAIN VIEW CENTER	2540 CALIFORNIA ST	1/8 - 1/4 E	J37	52
FRANCISCAN GLASS COMPANY	100 SAN ANTONIO CIR	1/4 - 1/2 NE	51	74
PLESSEY MICRO SCIENCE	2274 MORA	1/2 - 1 ESE	O65	99
SYMTRON CORP.	22352245 MORA DR	1/2 - 1 ESE	O66	100
SHELL SERV STATION MT VIEW	110 N RENGSTORFF	1/2 - 1 E	71	107

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
TOYOTA OF PALO ALTO	690 SAN ANTONIO RD	1/2 - 1 NNE	P73	114
ARCO	699 SAN ANTONIO RD	1/2 - 1 NNE	P74	118
MOBIL	4201 MIDDLEFIELD RD	1/2 - 1 NNE	P75	121
LEE'S AUTO SERVICE	705 SAN ANTONIO RD	1/2 - 1 NNE	P76	124
SHERMAN'S AUTO	710 SAN ANTONIO RD	1/2 - 1 NNE	77	126
VK FOREIGN CAR SERVICE	2490 OLD MIDDLEFIELD WY	1/2 - 1 NE	78	127
BUDGET RENT A CAR	2452 OLD MIDDLEFIELD WY	1/2 - 1 NE	79	132

LUST:The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 10/10/2005 has revealed that there are 15 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
FIRESTONE #3670	462 SAN ANTONIO RD	0 - 1/8 SSW	B4	9
LOZANO CAR WASH	2690 W EL CAMINO REAL	1/4 - 1/2 SW	48	69
QUALITY TUNE UP	2580 EL CAMINO REAL	1/4 - 1/2 SSW	50	72
TARGET #322	555 SHOWERS DR	1/4 - 1/2 SSE	L53	77
LOS ALTOS GARDEN SUPPLY	4730 EL CAMINO REAL	1/4 - 1/2 S	55	80
UNOCAL	4350 EL CAMINO REAL	1/4 - 1/2 W	56	81
LAWRENCE FRUGOLI R	988 N SAN ANTONIO RD	1/4 - 1/2 SSW	M57	83
UNOCAL #4918	895 N SAN ANTONIO RD	1/4 - 1/2 SSW	N60	91
BRUSIE PROPERTY	67 DEL MONTE	1/4 - 1/2 SSW	N62	93

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
TEXACO	334 SAN ANTONIO RD	0 - 1/8 NNE	C9	15
SHELL OIL CO	2595 CALIFORNIA	0 - 1/8 NE	D12	20
VICTOR'S GOODYEAR	298 SAN ANTONIO RD	0 - 1/8 NNE	D14	23
OLD MILL TIERRA PROPERTY	255 SAN ANTONIO	1/8 - 1/4 NNE	35	50
MOUNTAIN VIEW CENTER	2540 CALIFORNIA ST	1/8 - 1/4 E	J37	52
FRANCISCAN GLASS COMPANY	100 SAN ANTONIO CIR	1/4 - 1/2 NE	51	74

CA SLIC:SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 10/10/2005 has revealed that there is 1 SLIC site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
IRM COST SHARING SITE	2520 CALIFORNIA STREET	1/4 - 1/2 ESE	49	71

UST:The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 10/10/2005 has revealed that there is 1 UST

EXECUTIVE SUMMARY

site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
PAUL JACKSON	334 SAN ANTONIO RD	0 - 1/8 NNE	C8	15

CA FID:The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, has revealed that there are 5 CA FID UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>FIRESTONE #3670</i>	<i>462 SAN ANTONIO RD</i>	<i>0 - 1/8 SSW</i>	<i>B4</i>	<i>9</i>
<i>SEARS ROEBUCK COMPANY</i>	<i>455 SAN ANTONIO RD</i>	<i>1/8 - 1/4 S</i>	<i>34</i>	<i>45</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>CALIFORNIA/SN ANTONIO</i>	<i>2595 CALIFORNIA ST</i>	<i>0 - 1/8 NE</i>	<i>D13</i>	<i>22</i>
<i>TRI CITY RENTALS</i>	<i>280 SAN ANTONIO RD</i>	<i>0 - 1/8 NNE</i>	<i>E18</i>	<i>29</i>
<i>GRANT PROPERTIES</i>	<i>100 SANANTONIO RD</i>	<i>1/8 - 1/4NNE</i>	<i>43</i>	<i>65</i>

HIST UST:Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 5 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<i>FIRESTONE #3670</i>	<i>462 SAN ANTONIO RD</i>	<i>0 - 1/8 SSW</i>	<i>B4</i>	<i>9</i>
<i>SEARS ROEBUCK COMPANY</i>	<i>455 SAN ANTONIO RD</i>	<i>1/8 - 1/4 S</i>	<i>34</i>	<i>45</i>
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
TEXACO	334 SAN ANTONIO / CAL	0 - 1/8 NE	C6	13
CALIFORNIA/SN ANTONIO	2595 CALIFORNIA ST	0 - 1/8 NE	D11	19
TRI CITY RENTALS	280 SAN ANTONIO RD	0 - 1/8 NNE	E17	28

CHMIRS:The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 12/31/2003 has revealed that there are 8 CHMIRS sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
Not reported	650 SAN ANTONIO RD	1/8 - 1/4 SSW	I33	43
<i>SEARS ROEBUCK COMPANY</i>	<i>455 SAN ANTONIO RD</i>	<i>1/8 - 1/4 S</i>	<i>34</i>	<i>45</i>
Not reported	4470 EL CAMINO REAL	1/4 - 1/2 WSW	52	75
<i>IMR INC.</i>	<i>960 NORTH SAN ANTONIO R</i>	<i>1/4 - 1/2 SSW</i>	<i>59</i>	<i>90</i>
Not reported	156 ASHBY LN	1/2 - 1 SSW	72	112
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
Not reported	400 SAN ANTONIO ROAD	0 - 1/8 NNE	A1	6

EXECUTIVE SUMMARY

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
SAFEWAY #781 Not reported	2580 CALIFORNIA 2580 CALIFORNIA ST.	0 - 1/8 ENE	F21	32
		0 - 1/8 ENE	F22	34

NOTIFY 65: Notify 65 records contain facility notifications about any release that could impact drinking water and thereby expose the public to a potential health risk. The data come from the State Water Resources Control Board's Proposition 65 database.

A review of the Notify 65 list, as provided by EDR, has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
SHELL SERV STATION MT VIEW	110 N RENGSTORFF	1/2 - 1 E	71	107

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the CLEANERS list, as provided by EDR, has revealed that there are 2 CLEANERS sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
HOLIDAY CLEANERS	660 SAN ANTONIO ROAD SU	1/8 - 1/4 SSW	I38	54
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
SAN ANTONIO CLEANERS	225 SAN ANTONIO RD UNIT	0 - 1/8 NNE	D16	26

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, and dated 12/31/2003 has revealed that there are 30 HAZNET sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
SEARS ROEBUCK AND CO 1238/6689	455 SAN ANTONIO RD	0 - 1/8 S	B3	7
FIRESTONE #3670	462 SAN ANTONIO RD	0 - 1/8 SSW	B4	9
ABIOLIC PHARMACEUTICAL TECHNOL	470 SAN ANTONIO RD	0 - 1/8 SSW	B5	13
RETAIL PORFOLIO MOUNTAIN VIEW,	544 N SAN ANTONIO RD	0 - 1/8 SSW	15	25
ALL PREMIUM SPORTSWEAR INC	2624 FAYETTE DRIVE	0 - 1/8 SW	23	35
SEQUOIA CLEANING	2655 FAYETTE	1/8 - 1/4 WSW	26	38
FIRST NATIONWIDE BANK	626 SAN ANTONIO ROAD	1/8 - 1/4 SSW	H27	39
GOODCO PRESS INC	626 SAN ANTONIO ROAD	1/8 - 1/4 SSW	H28	39
TOWER RECORDS	630 SAN ANTONIO RD	1/8 - 1/4 SSW	H30	42
SYNERGY INC	644-646 SAN ANTONIO RD	1/8 - 1/4 SSW	I32	43
SEARS ROEBUCK COMPANY	455 SAN ANTONIO RD	1/8 - 1/4 S	34	45

EXECUTIVE SUMMARY

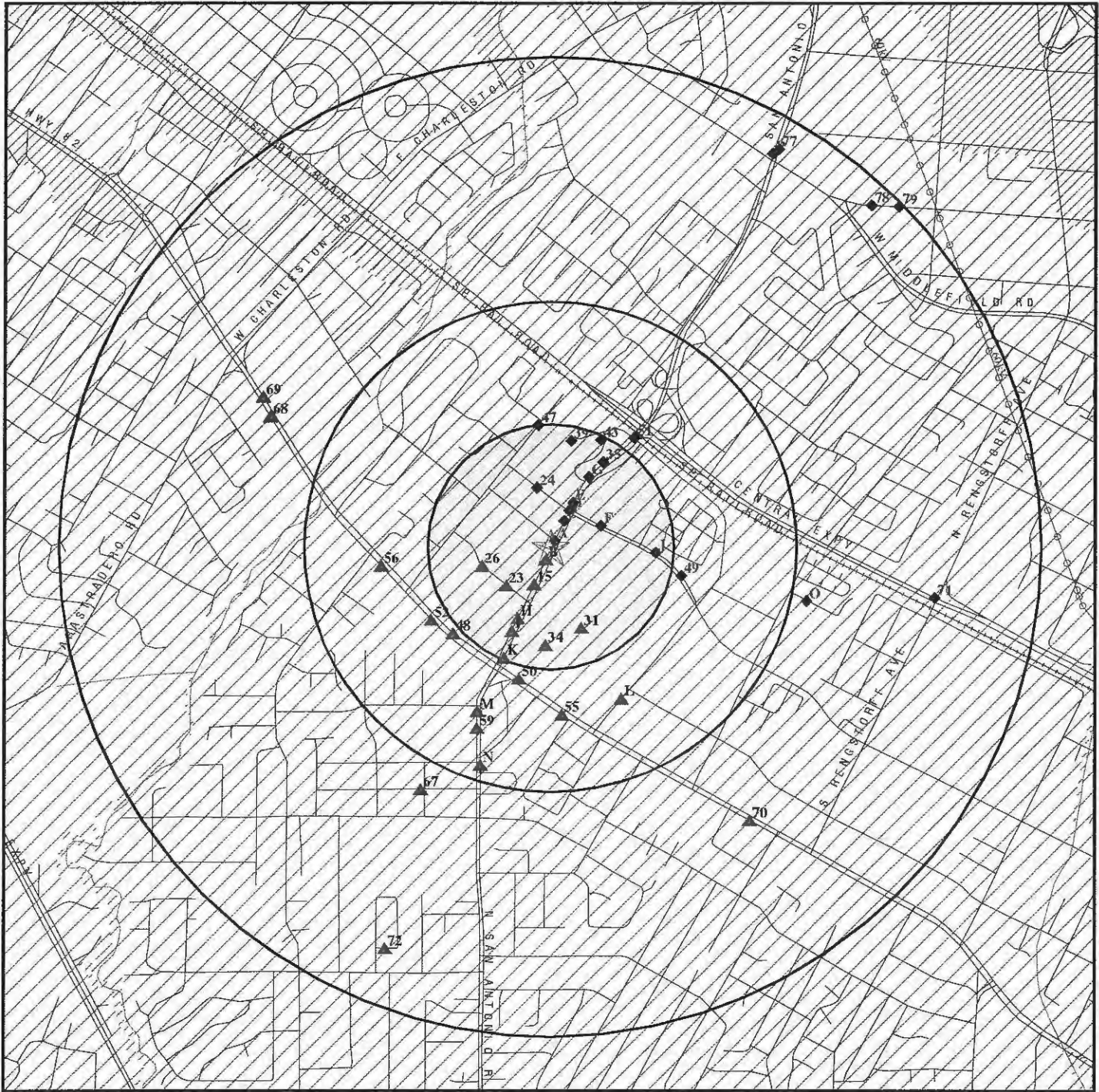
<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
HOLIDAY CLEANERS	660 SAN ANTONIO ROAD SU	1/8 - 1/4 SSW	I38	54
PAYLESS DRUG #4286	685 SAN ANTONIO RD	1/8 - 1/4 SSW	K45	66
RITE AID #5888	685 SAN ANTONIO RD	1/8 - 1/4 SSW	K46	67
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
COMPANY MANAGEMENT LEASING	384 SO SAN ANTONIO RD	0 - 1/8 NE	A2	7
VALERO REFINING CO-CA #70230	334 SAN ANTONIO RD	0 - 1/8 NNE	C7	15
TEXACO	334 SAN ANTONIO RD	0 - 1/8 NNE	C9	15
SAN ANTONIO GAS & SERVICE	334 SAN ANTONIO ROAD	0 - 1/8 NNE	C10	18
VICTOR'S GOODYEAR	298 SAN ANTONIO RD	0 - 1/8 NNE	D14	23
SAN ANTONIO CLEANERS	225 SAN ANTONIO RD UNIT	0 - 1/8 NNE	D16	26
LORETO SICAM, D.M.D.	225 SAN ANTONIO ROAD	0 - 1/8 NNE	E19	30
SAFEWAY #781	2580 CALIFORNIA	0 - 1/8 ENE	F21	32
KENTFIELD APTS	2650 CALIFORNIA ST	0 - 1/8 NNW	24	37
PARKER AUTOMOTIVE	250 B SAN ANTONIO RD	1/8 - 1/4 NNE	G29	41
OLD MILL SPECIALITY CENTER	2540 CALIFORNIA STREET	1/8 - 1/4 E	J36	52
MOUNTAIN VIEW TIRE & AUTOMOTIV	250 SAN ANTONIO AVE	1/8 - 1/4 N	39	60
LUCKY STORES #110-300	2535 CALIFORNIA ST	1/8 - 1/4 E	J40	61
SAVON 3797	2535 CALIFORNIA ST	1/8 - 1/4 E	J41	62
LUCKY STORE #300	2535 CALIFORNIA ST	1/8 - 1/4 E	J42	64
PENNINSULA TOWNHOUSE CONDOMINU	181 DELMEDIO	1/8 - 1/4 N	47	69

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

<u>Site Name</u>	<u>Database(s)</u>
HIGHWAY 101 AND MOFFETT BLVD	CERCLIS
MOUNTAIN VIEW LDFL	CERC-NFRAP
CAMELLIA PARK	CERC-NFRAP
NASA AMES RESEARCH CENTER	LUST
J.C. PENNEY	LUST
COMSTOCK APTS	HAZNET
PARKER AUTOMOTIVE	HAZNET
ALL CAR AUTO PAINTING	RCRA-SQG, FINDS

OVERVIEW MAP - 1564570.1s - LandAmerica Assessment Corpora

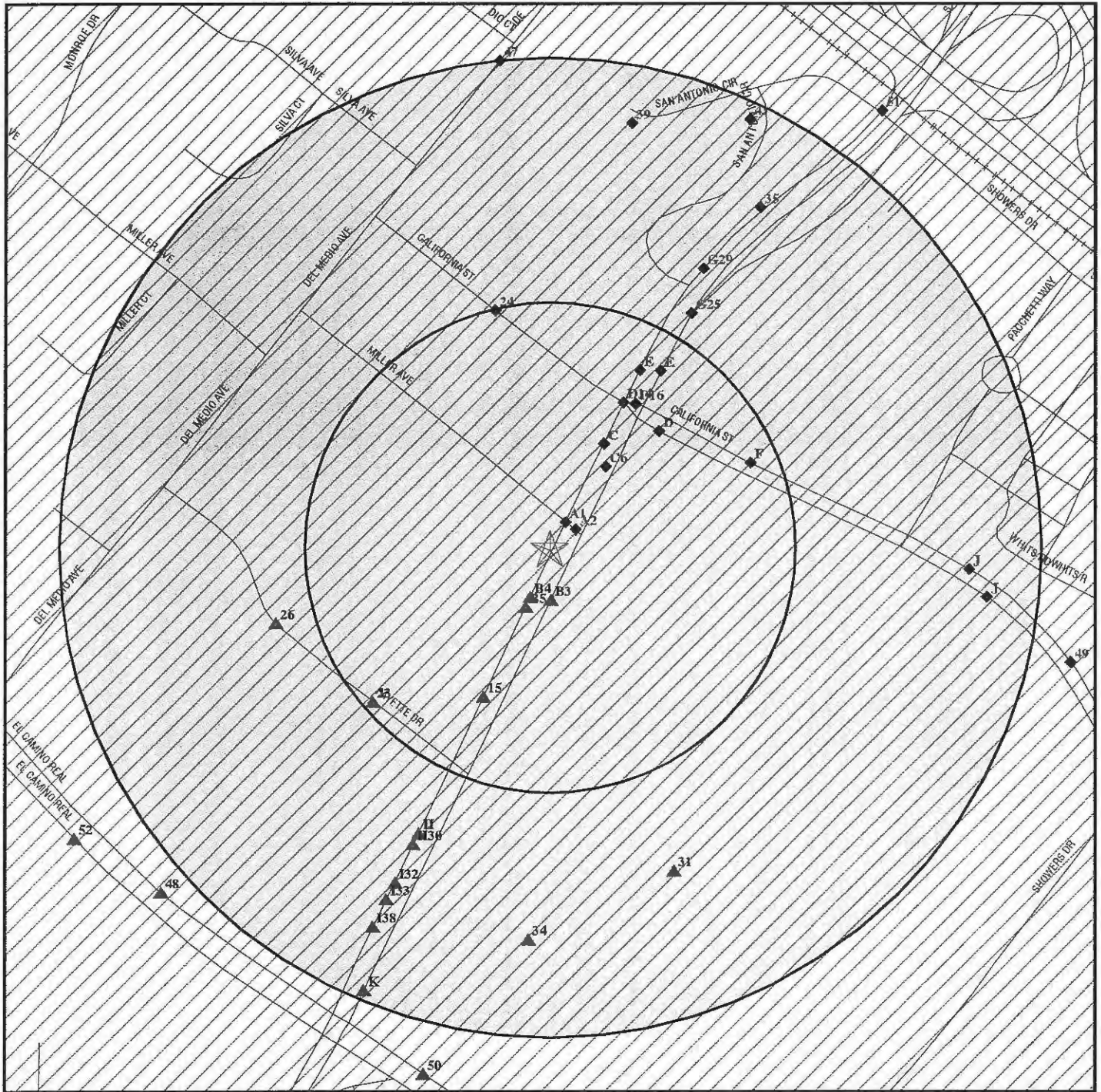


- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites
- ▨ National Priority List Sites
- ▩ Landfill Sites
- ▧ Dept. Defense Sites
- ▨ Indian Reservations BIA
- ~ Power transmission lines
- ~ Oil & Gas pipelines
- ▨ 100-year flood zone
- ▨ 500-year flood zone
- ▩ Areas of Concern

TARGET PROPERTY: San Antonio Center
 ADDRESS: 414 San Antonio Road
 CITY/STATE/ZIP: Mountain View CA 94040
 LAT/LONG: 37.4048 / 122.1116

CUSTOMER: LandAmerica Assessment Corpora
 CONTACT: Monica J. Rushing
 INQUIRY #: 1564570.1s
 DATE: November 30, 2005 11:02 am

DETAIL MAP - 1564570.1s - LandAmerica Assessment Corpora



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites
- ⚡ Sensitive Receptors
- ☒ National Priority List Sites
- ☒ Landfill Sites
- ☒ Dept. Defense Sites
- ☒ Indian Reservations BIA
- ⚡ Oil & Gas pipelines
- ☒ 100-year flood zone
- ☒ 500-year flood zone
- ☒ Areas of Concern

TARGET PROPERTY: San Antonio Center
ADDRESS: 414 San Antonio Road
CITY/STATE/ZIP: Mountain View CA 94040
LAT/LONG: 37.4048 / 122.1116

CUSTOMER: LandAmerica Assessment Corpora
CONTACT: Monica J. Rushing
INQUIRY #: 1564570.1s
DATE: November 30, 2005 11:02 am

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
FEDERAL RECORDS								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
NPL Liens	TP		NR	NR	NR	NR	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.250	0	0	NR	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRA Sm. Quan. Gen.		0.250	3	4	NR	NR	NR	7
ERNS	TP		NR	NR	NR	NR	NR	0
HMIRS	TP		NR	NR	NR	NR	NR	0
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL	TP		NR	NR	NR	NR	NR	0
DOD	TP		NR	NR	NR	NR	NR	0
FUDS		1.000	0	0	0	0	NR	0
US BROWNFIELDS	TP		NR	NR	NR	NR	NR	0
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
ODI	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
STATE AND LOCAL RECORDS								
AWP		1.000	0	0	0	1	NR	1
Cal-Sites		1.000	0	0	0	1	NR	1
Toxic Pits		1.000	0	0	0	0	NR	0
CA Bond Exp. Plan		1.000	0	0	0	1	NR	1
NFA	TP		NR	NR	NR	NR	NR	0
NFE	TP		NR	NR	NR	NR	NR	0
REF	TP		NR	NR	NR	NR	NR	0
SCH	TP		NR	NR	NR	NR	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
CA WDS	TP		NR	NR	NR	NR	NR	0
WMUDS/SWAT		0.500	0	0	0	NR	NR	0
Cortese		1.000	4	4	8	14	NR	30
LUST		0.500	4	2	9	NR	NR	15
SLIC		0.500	0	0	1	NR	NR	1
UST		0.250	1	0	NR	NR	NR	1

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Target Property</u>	<u>Search Distance (Miles)</u>	<u>< 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>> 1</u>	<u>Total Plotted</u>
CA FID UST		0.250	3	2	NR	NR	NR	5
HIST UST		0.250	4	1	NR	NR	NR	5
SWRCY	TP		NR	NR	NR	NR	NR	0
AST	TP		NR	NR	NR	NR	NR	0
SAN JOSE HAZMAT		0.250	0	0	NR	NR	NR	0
SWEEPS UST	TP		NR	NR	NR	NR	NR	0
CHMIRS		1.000	3	2	2	1	NR	8
Notify 65		1.000	0	0	0	1	NR	1
DEED	TP		NR	NR	NR	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
CLEANERS		0.250	1	1	NR	NR	NR	2
WIP	TP		NR	NR	NR	NR	NR	0
HAZNET		0.250	14	16	NR	NR	NR	30
EMI	TP		NR	NR	NR	NR	NR	0
<u>TRIBAL RECORDS</u>								
INDIAN RESERV		1.000	0	0	0	0	NR	0
INDIAN LUST	TP		NR	NR	NR	NR	NR	0
INDIAN UST	TP		NR	NR	NR	NR	NR	0
<u>EDR PROPRIETARY RECORDS</u>								
COAL GAS		1.000	0	0	0	0	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

Coal Gas Site Search: No site was found in a search of Real Property Scan's ENVIROHAZ database.

A1
 NNE 400 SAN ANTONIO ROAD CHMIRS S105656056
 < 1/8 MOUNTIAN VIEW, CA N/A
 82 ft.

Site 1 of 2 in cluster A

Relative:
 Lower

Actual:
 55 ft.

CHMIRS:

OES Control Number:	98-2464
Chemical Name:	mineral oil
Extent of Release:	Not reported
Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	98-2464
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	Not reported
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	storm drain
Spill Site :	Road
Cleanup By :	PG&E/ City of Mountian View
Containment :	Yes
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

(Continued)

S105656056

Date/Time : 5/27/199812:03:24 PM
 Evacuations : 0
 True date : 12/31/03
 Year : 1998
 Agency : PG&E
 BBLS : 0
 Cups : 0
 CUFT : 0
 Gallons : 7
 Grams : 0
 Pounds : 0
 Liters : 0
 Ounces : 0
 Pints : 0
 Quarts : 0
 Sheen : 0
 Tons : 0
 Unknown : 0
 Description : A car hit a pole causing the transformer to fall. The release has been stopped. The oil is being tested for PCB content.
 Incident date : 5/27/199812:00:00 AM
 Admin Agency : Not reported
 QES date : Not reported
 OES time : Not reported
 Amount : Not reported

A2 COMPANY MANAGEMENT LEASING HAZNET S103958239
 NE 384 SO SAN ANTONIO RD N/A
 < 1/8 MOUNTAIN VIEW, CA 94103
 87 ft.

Site 2 of 2 in cluster A

Relative: Lower HAZNET:
 Gepaid: CAC001400800
 Actual: 55 ft. TSD EPA ID: CAD982042475
 Gen County: Santa Clara
 Tsd County: Solano
 Tons: .8428
 Facility Address 2: Not reported
 Waste Category: Asbestos-containing waste
 Disposal Method: Not reported
 Contact: COMPANY MANAGEMENT LEASING
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 1 SO VAN NESS AVENUE
 SAN FRANCISCO, CA 94103
 County Santa Clara

B3 SEARS ROEBUCK AND CO 1238/6689 HAZNET S103660580
 South 455 SAN ANTONIO RD N/A
 < 1/8 MOUNTAIN VIEW, CA 94040
 140 ft.

Site 1 of 3 in cluster B

Relative: Higher
 Actual: 57 ft.

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

SEARS ROEBUCK AND CO 1238/6689 (Continued)

S103660580

HAZNET:

Gepaid: CAD982506826
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Sacramento
Tons: 0.19
Facility Address 2: Not reported
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Contact: KATHLEEN FLAHERTY/ENV SPEC
Telephone: (847) 286-7199
Mailing Name: Not reported
Mailing Address: 3333 BEVERLY RD A2-238A
HOFFMAN ESTATES, IL 60179 - 3322
County: Not reported

Gepaid: CAD982506826
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Alameda
Tons: 0.10
Facility Address 2: Not reported
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)
Disposal Method: Transfer Station
Contact: KATHLEEN FLAHERTY/ENV SPEC
Telephone: (847) 286-7199
Mailing Name: Not reported
Mailing Address: 3333 BEVERLY RD A2-238A
HOFFMAN ESTATES, IL 60179 - 3322
County: Not reported

Gepaid: CAD982506826
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: 99
Tons: 1.32
Facility Address 2: Not reported
Waste Category: Metal sludge - Alkaline solution (pH <UN> 12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)
Disposal Method: Recycler
Contact: KATHLEEN FLAHERTY/ENV SPEC
Telephone: (847) 286-7199
Mailing Name: Not reported
Mailing Address: 3333 BEVERLY RD A2-238A
HOFFMAN ESTATES, IL 60179 - 3322
County: Not reported

Gepaid: CAD982506826
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: 99
Tons: 0.22
Facility Address 2: Not reported
Waste Category: Latex waste
Disposal Method: Disposal, Land Fill
Contact: KATHLEEN FLAHERTY/ENV SPEC

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SEARS ROEBUCK AND CO 1238/6689 (Continued)

S103660580

Telephone: (847) 286-7199
 Mailing Name: Not reported
 Mailing Address: 3333 BEVERLY RD A2-238A
 HOFFMAN ESTATES, IL 60179 - 3322
 County Not reported
 Gepaid: CAD982506826
 TSD EPA ID: CAD093459485
 Gen County: Santa Clara
 Tsd County: Fresno
 Tons: .1665
 Facility Address 2: Not reported
 Waste Category: Unspecified solvent mixture Waste
 Disposal Method: Transfer Station
 Contact: SEARS, ROEBUCK AND COMPANY
 Telephone: (847) 286-8616
 Mailing Name: Not reported
 Mailing Address: 3333 BEVERLY RD A2-242A
 HOFFMAN ESTATES, IL 60179 - 3322
 County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
 13 additional CA HAZNET record(s) in the EDR Site Report.

B4
SSW
< 1/8
142 ft.
 Relative:
Higher
 Actual:
57 ft.

FIRESTONE #3670
462 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94042

Site 2 of 3 in cluster B

HAZNET 1000223053
LUST N/A
Cortese
CA FID UST
HIST UST
SWEEPS UST

State LUST:

Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Waste Oil
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Soil only
 Status: Case Closed
 Review Date: Not reported
 Workplan: 4/1/1999
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 4/14/1999
 Release Date: 1/1/1998
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: Not reported
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: CT
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported

Confirm Leak: Not reported
 Prelim Assess: 4/1/1999
 Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

FIRESTONE #3670 (Continued)

1000223053

Leak Source: Not reported
 MTBE Date : Not reported
 Max MTBE GW : Not reported
 MTBE Tested: Not Required to be Tested.
 Priority: Not reported
 Local Case # : 06S2W17N04f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : Not reported
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended: Not reported
 Responsible Party: Jack Dymond
 RP Address: 450 First Street
 Global Id: T0608508015
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mtbe Fuel: 0
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

LUST Region 2:
 Region: 2
 Case Number: 06S2W17N04f
 Facility Id: Not reported
 Facility Status: Case Closed
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: 4/1/1999
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:
 Region: Santa Clara
 Closed Date: 1999-04-14 00:00:00
 Region Code: 2
 Date Listed: 1999-04-14 00:00:00
 SCVWD Id: 06S2W17N04
 Oversight Agency: SCVWD

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s)
EPA ID Number
EDR ID Number

FIRESTONE #3670 (Continued)

1000223053

HAZNET:

Gepaid: CAL000042464
TSD EPA ID: CAD093459485
Gen County: San Bernardino
Tsd County: Fresno
Tons: .0374
Facility Address 2: Not reported
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Transfer Station
Contact: FIRESTONE OF MTN VIEW
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 462 S SAN ANTONIO ROAD
MOUNTAIN VIEW, CA 94040

County San Bernardino

Gepaid: CAD982001547
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: 0
Tons: .4170
Facility Address 2: Not reported
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Recycler
Contact: BRIDGESTONE/FIRESTONE INC
Telephone: (949) 951-4616
Mailing Name: Not reported
Mailing Address: 24031 EL TORO ROAD SUITE 250
LAGUNA HILLS, CA 92653 - 2261

County Santa Clara

Gepaid: CAD982001547
TSD EPA ID: CAD980887418
Gen County: Santa Clara
Tsd County: 1
Tons: .1334
Facility Address 2: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Contact: BRIDGESTONE/FIRESTONE INC
Telephone: (949) 951-4616
Mailing Name: Not reported
Mailing Address: 24031 EL TORO ROAD SUITE 250
LAGUNA HILLS, CA 92653 - 2261

County Santa Clara

Gepaid: CAD982001547
TSD EPA ID: CAD980887418
Gen County: Santa Clara
Tsd County: 1
Tons: .1042
Facility Address 2: Not reported
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Contact: BRIDGESTONE/FIRESTONE INC
Telephone: (949) 951-4616
Mailing Name: Not reported
Mailing Address: 24031 EL TORO ROAD SUITE 250

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s)
EDR ID Number
EPA ID Number

FIRESTONE #3670 (Continued)

1000223053

LAGUNA HILLS, CA 92653 - 2261
County Santa Clara
Gepaid: CAD982001547
TSD EPA ID: CAT080013352
Gen County: Santa Clara
Tsd County: Los Angeles
Tons: .4170
Facility Address 2: Not reported
Waste Category: Tank bottom waste
Disposal Method: Recycler
Contact: BRIDGESTONE/FIRESTONE INC
Telephone: (949) 951-4616
Mailing Name: Not reported
Mailing Address: 24031 EL TORO ROAD SUITE 250
LAGUNA HILLS, CA 92653 - 2261
County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
1 additional CA HAZNET record(s) in the EDR Site Report.

CORTESE:

Region: CORTESE
Fac Address 2: 462 SAN ANTONIO RD

FID:

Facility ID: 43006243 Regulate ID: 00005842
Reg By: Active Underground Storage Tank Location
Cortese Code: Not reported SIC Code: Not reported
Status: Active Facility Tel: (415) 948-0840
Mail To: Not reported
462 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040
Contact: Not reported Contact Tel: Not reported
DUNs No: Not reported NPDES No: Not reported
Creation: 10/22/93 Modified: 00/00/00
EPA ID: Not reported
Comments: Not reported

UST HIST:

Facility ID: 5842 Owner Name: FIRESTONE TIRE & RUBBER CO.
Total Tanks: 1 Region: STATE
Owner Address: 1200 FIRESTONE PARKWAY
AKRON, OH 44317
Tank Used for: WASTE
Tank Num: 1 Container Num: 1
Tank Capacity: 00000500 Year Installed: Not reported
Type of Fuel: WASTE OIL Tank Construction: Not Reported
Leak Detection: Visual
Contact Name: JEFF JIO Telephone: (415) 948-0840
Facility Type: Other Other Type: AUTO SVC. CENTER

SWEEPS:

Status : A
Comp Number : 5842
Number : 9
Board Of Equalization : 44-025981
Ref Date : 12-03-92
Act Date : 12-22-92
Created Date : 10-13-88

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

FIRESTONE #3670 (Continued)

1000223053

Tank Status : A
 Owner Tank Id : 1
 Swrcb Tank Id : 43-005-005842-000001
 Actv Date : 01-06-94
 Capacity : 550
 Tank Use : OIL
 Stg : W
 Content : WASTE OIL
 Number Of Tanks : 1

B5
 SSW
 < 1/8
 171 ft.

ABIOLIC PHARMACEUTICAL TECHNOLOGIES
 470 SAN ANTONIO RD
 MOUNTAIN VIEW, CA 94306

HAZNET S102804821
 N/A

Site 3 of 3 in cluster B

Relative:
 Higher

HAZNET:
 Gepaid: CAC001103064
 TSD EPA ID: CAD097030993
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: .0900
 Facility Address 2: Not reported
 Waste Category: Other inorganic solid waste
 Disposal Method: Disposal, Other
 Contact: JANICE LECOCQ CEO
 Telephone: (415) 397-6403
 Mailing Name: Not reported
 Mailing Address: 470 SAN ANTONIO ROAD
 MOUNTAIN VIEW, CA 94306
 County Santa Clara

Actual:
 58 ft.

Gepaid: CAC001103064
 TSD EPA ID: CAT080010101
 Gen County: Santa Clara
 Tsd County: San Diego
 Tons: .1668
 Facility Address 2: Not reported
 Waste Category: Unspecified solvent mixture Waste
 Disposal Method: Transfer Station
 Contact: JANICE LECOCQ CEO
 Telephone: (415) 397-6403
 Mailing Name: Not reported
 Mailing Address: 470 SAN ANTONIO ROAD
 MOUNTAIN VIEW, CA 94306
 County Santa Clara

C6
 NE
 < 1/8
 266 ft.

TEXACO
 334 SAN ANTONIO / CALIFORNIA
 MOUNTAIN VIEW, CA 94043

HIST UST U001594421
 N/A

Site 1 of 5 in cluster C

Relative:
 Lower

UST HIST:
 Facility ID: 5781
 Total Tanks: 6
 Owner Address: P.O. BOX 3756-3350 WILSHIRE BL
 LOS ANGELES, CA 90010
 Tank Used for: PRODUCT
 Owner Name: TEXACO U.S.A.
 Region: STATE

Actual:
 53 ft.

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

TEXACO (Continued)

U001594421

<p>Tank Num: 1 Tank Capacity: 00004000 Type of Fuel: REGULAR Leak Detection: Stock Inventor Contact Name: AZAD AMIRL Facility Type: Gas Station</p>	<p>Container Num: 1 Year Installed: 1963 Tank Construction: Not Reported</p>
<p>Facility ID: 5781 Total Tanks: 6 Owner Address: P.O. BOX 3756-3350 WILSHIRE BL LOS ANGELES, CA 90010</p>	<p>Telephone: (415) 948-9946 Other Type: Not reported</p>
<p>Tank Used for: PRODUCT Tank Num: 2 Tank Capacity: 00004000 Type of Fuel: UNLEADED Leak Detection: Stock Inventor Contact Name: AZAD AMIRL Facility Type: Gas Station</p>	<p>Owner Name: TEXACO U.S.A. Region: STATE</p>
<p>Facility ID: 5781 Total Tanks: 6 Owner Address: P.O. BOX 3756-3350 WILSHIRE BL LOS ANGELES, CA 90010</p>	<p>Container Num: 2 Year Installed: 1963 Tank Construction: Not Reported</p>
<p>Tank Used for: PRODUCT Tank Num: 3 Tank Capacity: 00006000 Type of Fuel: UNLEADED Leak Detection: Stock Inventor Contact Name: AZAD AMIRL Facility Type: Gas Station</p>	<p>Telephone: (415) 948-9946 Other Type: Not reported</p>
<p>Facility ID: 5781 Total Tanks: 6 Owner Address: P.O. BOX 3756-3350 WILSHIRE BL LOS ANGELES, CA 90010</p>	<p>Owner Name: TEXACO U.S.A. Region: STATE</p>
<p>Tank Used for: PRODUCT Tank Num: 4 Tank Capacity: 00004000 Type of Fuel: UNLEADED Leak Detection: Stock Inventor Contact Name: AZAD AMIRL Facility Type: Gas Station</p>	<p>Container Num: 3 Year Installed: 1963 Tank Construction: Not Reported</p>
<p>Facility ID: 5781 Total Tanks: 6 Owner Address: P.O. BOX 3756-3350 WILSHIRE BL LOS ANGELES, CA 90010</p>	<p>Telephone: (415) 948-9946 Other Type: Not reported</p>
<p>Tank Used for: PRODUCT Tank Num: 5 Tank Capacity: 00004000 Type of Fuel: UNLEADED Leak Detection: Stock Inventor Contact Name: AZAD AMIRL Facility Type: Gas Station</p>	<p>Owner Name: TEXACO U.S.A. Region: STATE</p>
<p>Facility ID: 5781 Total Tanks: 6</p>	<p>Container Num: 4 Year Installed: 1963 Tank Construction: Not Reported</p>
<p>Owner Address: P.O. BOX 3756-3350 WILSHIRE BL LOS ANGELES, CA 90010</p>	<p>Telephone: (415) 948-9946 Other Type: Not reported</p>
<p>Tank Used for: PRODUCT Tank Num: 5 Tank Capacity: 00004000 Type of Fuel: UNLEADED Leak Detection: Stock Inventor Contact Name: AZAD AMIRL Facility Type: Gas Station</p>	<p>Owner Name: TEXACO U.S.A. Region: STATE</p>
<p>Facility ID: 5781 Total Tanks: 6</p>	<p>Container Num: 5 Year Installed: 1963 Tank Construction: Not Reported</p>
<p>Owner Address: P.O. BOX 3756-3350 WILSHIRE BL LOS ANGELES, CA 90010</p>	<p>Telephone: (415) 948-9946 Other Type: Not reported</p>
<p>Tank Used for: PRODUCT Tank Num: 5 Tank Capacity: 00004000 Type of Fuel: UNLEADED Leak Detection: Stock Inventor Contact Name: AZAD AMIRL Facility Type: Gas Station</p>	<p>Owner Name: TEXACO U.S.A. Region: STATE</p>
<p>Facility ID: 5781 Total Tanks: 6</p>	<p>Container Num: 4 Year Installed: 1963 Tank Construction: Not Reported</p>
<p>Owner Address: P.O. BOX 3756-3350 WILSHIRE BL LOS ANGELES, CA 90010</p>	<p>Telephone: (415) 948-9946 Other Type: Not reported</p>

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s)
 EDR ID Number
 EPA ID Number

TEXACO (Continued)

U001594421

Owner Address: P.O. BOX 3756-3350 WILSHIRE BL
 LOS ANGELES, CA 90010

Tank Used for: WASTE
 Tank Num: 6 Container Num: 6
 Tank Capacity: 00000550 Year Installed: 1963
 Type of Fuel: WASTE OIL Tank Construction: Not Reported
 Leak Detection: Stock Inventor
 Contact Name: AZAD AMIRL Telephone: (415) 948-9946
 Facility Type: Gas Station Other Type: Not reported

C7
NNE
 < 1/8
 317 ft.

VALERO REFINING CO-CA #70230
334 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

HAZNET S104164293
N/A

Site 2 of 5 in cluster C

Relative:
 Lower

Actual:
 53 ft.

HAZNET:
 Gepaid: CAL000191522
 TSD EPA ID: CAD028409019
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: .0208
 Facility Address 2: Not reported
 Waste Category: Aqueous solution with less than 10% total organic residues
 Disposal Method: Treatment, Tank
 Contact: VALERO REFINING CO-CA
 Telephone: (210) 370-2000
 Mailing Name: Not reported
 Mailing Address: PO BOX 500
 SAN ANTONIO, TX 78292 - 0500
 County Santa Clara

C8
NNE
 < 1/8
 317 ft.

PAUL JACKSON
334 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

UST U003779222
N/A

Site 3 of 5 in cluster C

Relative:
 Lower

Actual:
 53 ft.

State UST:
 Facility ID: 1636
 Total Tanks: 1
 Region: STATE
 Local Agency: Mountain View, Santa Clara County

C9
NNE
 < 1/8
 317 ft.

TEXACO
334 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

HAZNET S100861714
LUST N/A
Cortese

Site 4 of 5 in cluster C

Relative:
 Lower

Actual:
 53 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency: 43000

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

TEXACO (Continued)

S100861714

Case Type: Other ground water affected
 Status: Remedial action (cleanup) Underway
 Review Date: Not reported
 Workplan: 12/1/1986
 Pollution Char: Not reported
 Remed Action: 6/8/2003
 Monitoring: Not reported
 Close Date: Not reported
 Release Date: 10/7/1986
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: SEL
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: LL
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : 7/16/2001
 Max MTBE GW : 2500 Parts per Billion
 MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
 Priority: Not reported
 Local Case # : 06S2W17N01f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : =
 Max MTBE Soil : 16000 Parts per Million
 Soil Qualifier : =
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended :Not reported
 Responsible Party:Sylvia Hang
 RP Address: 685 West Third Street
 Global Id: T0608501420
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 4
 Mtbe Fuel: 1
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

Confirm Leak: Not reported
 Prelim Assess: 12/1/1986
 Remed Plan: Not reported

LUST Region 2:
 Region: 2
 Case Number: 06S2W17N01f
 Facility Id: Not reported
 Facility Status: Remedial action (cleanup) Underway
 How Discovered: Not reported
 Leak Cause: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

TEXACO (Continued)

S100861714

Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assessment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 12/1/1986
Pollution Characterization Began: 10/17/1988
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 6/8/2003
Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
Closed Date: Not reported
Region Code: 2
Date Listed: 1987-01-01 00:00:00
SCVWD Id: 06S2W17N01
Oversight Agency: SCCDEH

HAZNET:

Gepaid: CAL000142301
TSD EPA ID: CAD980887418
Gen County: Santa Clara
Tsd County: 1
Tons: .3753
Facility Address 2: Not reported
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Contact: PAUL JACKSON
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 334 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040
County: Santa Clara

Gepaid: CAL000142301
TSD EPA ID: CAD009452657
Gen County: Santa Clara
Tsd County: San Mateo
Tons: 1.1467
Facility Address 2: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Contact: PAUL JACKSON
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 334 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040
County: Santa Clara

Gepaid: CAL000142301
TSD EPA ID: CAD009452657
Gen County: Santa Clara
Tsd County: San Mateo
Tons: 0.3336
Facility Address 2: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Contact: PAUL JACKSON
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 334 SAN ANTONIO RD

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

TEXACO (Continued)

S100861714

MOUNTAIN VIEW, CA 94040
 County Santa Clara
 Gepaid: CAL000142301
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: .7297
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: PAUL JACKSON
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 334 SAN ANTONIO RD
 MOUNTAIN VIEW, CA 94040
 County Santa Clara
 Gepaid: CAL000142301
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: .7714
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: PAUL JACKSON
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 334 SAN ANTONIO RD
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 4 additional CA HAZNET record(s) in the EDR Site Report.

CORTESE:
 Region: CORTESE
 Fac Address 2: 334 SAN ANTONIO RD

C10
 NNE
 < 1/8
 317 ft.

SAN ANTONIO GAS & SERVICE
 334 SAN ANTONIO ROAD
 MOUNTAIN VIEW, CA 94040

HAZNET S107147072
 N/A

Relative:
 Lower

Site 5 of 5 in cluster C

Actual:
 53 ft.

HAZNET:
 Gepaid: CAL000219085
 TSD EPA ID: CAD009466392
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 1
 Facility Address 2: Not reported
 Waste Category: Other empty containers 30 gallons or more
 Disposal Method: Disposal, Other
 Contact: SYLVIA HANG/PRESIDENT
 Telephone: (650) 941-6588
 Mailing Name: SYLVIA HANG/PRESIDENT
 Mailing Address: 334 SAN ANTONIO ROAD
 MOUNTAIN VIEW, CA 94040

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SAN ANTONIO GAS & SERVICE (Continued)

S107147072

County Santa Clara

D11
 NE
 < 1/8
 431 ft.

CALIFORNIA/SN ANTONIO
2595 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

HIST UST U001594305
 N/A

Site 1 of 5 in cluster D

Relative:
 Lower

Actual:
 52 ft.

UST HIST:

Facility ID: 28578
 Total Tanks: 5
 Owner Address: P.O. BOX 4848
 ANAHEIM, CA 92803
 Tank Used for: PRODUCT
 Tank Num: 1
 Tank Capacity: 00008000
 Type of Fuel: PREMIUM
 Leak Detection: Stock Inventor
 Contact Name: M. MATKOVICH
 Facility Type: Gas Station

Owner Name: SHELL OIL COMPANY
 Region: STATE

Facility ID: 28578
 Total Tanks: 5
 Owner Address: P.O. BOX 4848
 ANAHEIM, CA 92803
 Tank Used for: PRODUCT
 Tank Num: 2
 Tank Capacity: 00007500
 Type of Fuel: UNLEADED
 Leak Detection: Stock Inventor
 Contact Name: M. MATKOVICH
 Facility Type: Gas Station

Container Num: 1
 Year Installed: 1961
 Tank Construction: 1/4 inches

Telephone: (415) 941-0388
 Other Type: Not reported

Facility ID: 28578
 Total Tanks: 5
 Owner Address: P.O. BOX 4848
 ANAHEIM, CA 92803
 Tank Used for: WASTE
 Tank Num: 3
 Tank Capacity: 00000550
 Type of Fuel: WASTE OIL
 Leak Detection: Stock Inventor
 Contact Name: M. MATKOVICH
 Facility Type: Gas Station

Owner Name: SHELL OIL COMPANY
 Region: STATE

Container Num: 2
 Year Installed: 1961
 Tank Construction: 1/4 inches

Telephone: (415) 941-0388
 Other Type: Not reported

Facility ID: 28578
 Total Tanks: 5
 Owner Address: P.O. BOX 4848
 ANAHEIM, CA 92803
 Tank Used for: PRODUCT
 Tank Num: 4
 Tank Capacity: 00005000
 Type of Fuel: REGULAR
 Leak Detection: Stock Inventor
 Contact Name: M. MATKOVICH
 Facility Type: Gas Station

Owner Name: SHELL OIL COMPANY
 Region: STATE

Container Num: 3
 Year Installed: 1961
 Tank Construction: 12 gauge

Telephone: (415) 941-0388
 Other Type: Not reported

Facility ID: 28578
 Total Tanks: 5

Owner Name: SHELL OIL COMPANY
 Region: STATE

Container Num: 4
 Year Installed: 1961
 Tank Construction: 1/4 inches

Telephone: (415) 941-0388
 Other Type: Not reported

Owner Name: SHELL OIL COMPANY
 Region: STATE

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

CALIFORNIA/SN ANTONIO (Continued)

U001594305

Owner Address: P.O. BOX 4848
 ANAHEIM, CA 92803

Tank Used for: PRODUCT
 Tank Num: 5 Container Num: 5
 Tank Capacity: 00005000 Year Installed: 1961
 Type of Fuel: REGULAR Tank Construction: 1/4 inches
 Leak Detection: Stock Inventor
 Contact Name: M. MATKOVICH Telephone: (415) 941-0388
 Facility Type: Gas Station Other Type: Not reported

D12
 NE
 < 1/8
 431 ft.

SHELL OIL CO
2595 CALIFORNIA
MOUNTAIN VIEW, CA 94040

RCRA-SQG 1000288608
LUST CAD981401607
Cortese

Site 2 of 5 in cluster D

Relative:
 Lower

RCRAInfo:
 Owner: NOT REQUIRED
 (415) 555-1212
 EPA ID: CAD981401607
 Contact: Not reported
 Classification: Small Quantity Generator
 TSDF Activities: Not reported
 Violation Status: No violations found

Actual:
 52 ft.

State LUST:

Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported Confirm Leak: Not reported
 Workplan: 12/19/1985 Prelim Assess: 12/19/1985
 Pollution Char: Not reported Remed Plan: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 8/26/2003
 Release Date: 2/5/1986
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: SEL
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: LD
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : 1/14/2002
 Max MTBE GW : 2 Parts per Billion
 MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s)
EDR ID Number
EPA ID Number

SHELL OIL CO (Continued)

1000288608

Priority: Not reported
Local Case #: 06S2W17N02f
Beneficial: MUN
Staff: ZSC
GW Qualifier: =
Max MTBE Soil: Not reported
Soil Qualifier: Not reported
Hydr Basin #: Not reported
Operator: Not reported
Oversight Prgm: LUST
Review Date: Not reported
Stop Date: Not reported
Work Suspended: Not reported
Responsible Party: Katy Leung
RP Address: 2135 Wilson Street
Global Id: T0608501282
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 2
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary: Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W17N02f
Facility Id: Not reported
Facility Status: Case Closed
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 12/19/1985
Pollution Characterization Began: 12/19/1985
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
Closed Date: 2003-08-26 00:00:00
Region Code: 2
Date Listed: 1987-01-01 00:00:00
SCVWD Id: 06S2W17N02
Oversight Agency: SCVWD

CORTESE:

Region: CORTESE
Fac Address 2: 2595 CALIFORNIA ST

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

D13 CALIFORNIA/SN ANTONIO
 NE 2595 CALIFORNIA ST
 < 1/8 MOUNTAIN VIEW, CA 94040
 431 ft.

CA FID UST S101622992
 SWEEPS UST N/A

Site 3 of 5 in cluster D

Relative:
 Lower

Actual:
 52 ft.

FID:

Facility ID:	43001320	Regulate ID:	00028578
Reg By:	Inactive Underground Storage Tank Location	SIC Code:	Not reported
Cortese Code:	Not reported	Facility Tel:	(415) 941-0388
Status:	Inactive		
Mail To:	Not reported		
	2595 CALIFORNIA ST		
	MOUNTAIN VIEW, CA 94040		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	Not reported
Comp Number :	28578
Number :	Not reported
Board Of Equalization :	Not reported
Ref Date :	Not reported
Act Date :	Not reported
Created Date :	Not reported
Tank Status :	Not reported
Owner Tank Id :	Not reported
Swrcb Tank Id :	43-005-028578-000001
Actv Date :	Not reported
Capacity :	8000
Tank Use :	M.V. FUEL
Stg :	PRODUCT
Content :	REG UNLEADED
Number Of Tanks :	5

Status :	Not reported
Comp Number :	28578
Number :	Not reported
Board Of Equalization :	Not reported
Ref Date :	Not reported
Act Date :	Not reported
Created Date :	Not reported
Tank Status :	Not reported
Owner Tank Id :	Not reported
Swrcb Tank Id :	43-005-028578-000002
Actv Date :	Not reported
Capacity :	7500
Tank Use :	M.V. FUEL
Stg :	PRODUCT
Content :	REG UNLEADED
Number Of Tanks :	Not reported

Status :	Not reported
Comp Number :	28578
Number :	Not reported
Board Of Equalization :	Not reported
Ref Date :	Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

CALIFORNIA/SN ANTONIO (Continued)

S101622992

Act Date : Not reported
Created Date : Not reported
Tank Status : Not reported
Owner Tank Id : Not reported
Swrcb Tank Id : 43-005-028578-000003
Actv Date : Not reported
Capacity : 550
Tank Use : OIL
Stg : WASTE
Content : WASTE OIL
Number Of Tanks : Not reported

Status : Not reported
Comp Number : 28578
Number : Not reported
Board Of Equalization : Not reported
Ref Date : Not reported
Act Date : Not reported
Created Date : Not reported
Tank Status : Not reported
Owner Tank Id : Not reported
Swrcb Tank Id : 43-005-028578-000004
Actv Date : Not reported
Capacity : 5000
Tank Use : M.V. FUEL
Stg : PRODUCT
Content : LEADED
Number Of Tanks : Not reported

Status : Not reported
Comp Number : 28578
Number : Not reported
Board Of Equalization : Not reported
Ref Date : Not reported
Act Date : Not reported
Created Date : Not reported
Tank Status : Not reported
Owner Tank Id : Not reported
Swrcb Tank Id : 43-005-028578-000005
Actv Date : Not reported
Capacity : 5000
Tank Use : M.V. FUEL
Stg : PRODUCT
Content : LEADED
Number Of Tanks : Not reported

D14 VICTOR'S GOODYEAR
NNE 298 SAN ANTONIO RD
< 1/8 MOUNTAIN VIEW, CA 94040
439 ft.

HAZNET S102440913
LUST N/A
Cortese

Site 4 of 5 in cluster D

Relative:
Lower

State LUST:
Cross Street: Not reported
Qty Leaked: Not reported
Case Number: Not reported
Reg Board: 2
Chemical: Waste Oil
Lead Agency: Local Agency

Actual:
52 ft.

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

VICTOR'S GOODYEAR (Continued)

S102440913

Local Agency :	43099L	Confirm Leak:	Not reported
Case Type:	Soil only	Prelim Assess:	1/22/1991
Status:	Case Closed	Remed Plan:	Not reported
Review Date:	Not reported		
Workplan:	1/22/1991		
Pollution Char:	Not reported		
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	4/11/1991		
Release Date:	5/12/1987		
Cleanup Fund Id :	Not reported		
Discover Date :	Not reported		
Enforcement Dt :	Not reported		
Enf Type:	NOR		
Enter Date :	Not reported		
Funding:	Not reported		
Staff Initials:	CW		
How Discovered:	Not reported		
How Stopped:	Not reported		
Interim :	Not reported		
Leak Cause:	Not reported		
Leak Source:	Not reported		
MTBE Date :	Not reported		
Max MTBE GW :	Not reported		
MTBE Tested:	Not Required to be Tested.		
Priority:	Not reported		
Local Case # :	06S2W17N03f		
Beneficial:	MUN		
Staff :	ZSC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	LUST		
Review Date :	Not reported		
Stop Date :	Not reported		
Work Suspended :	Not reported		
Responsible Party:	Vic Azizian		
RP Address:	298 San Antonio Rd.		
Global Id:	T0608501558		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	0		
Mtbe Fuel:	0		
Water System Name:	Not reported		
Well Name:	Not reported		
Distance To Lust:	0		
Waste Discharge Global ID:	Not reported		
Waste Disch Assigned Name:	Not reported		
Summary :	Not reported		

LUST Region 2:
 Region: 2
 Case Number: 06S2W17N03f
 Facility Id: Not reported
 Facility Status: Case Closed
 How Discovered: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

VICTOR'S GOODYEAR (Continued)

S102440913

Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assessment Wokplan Submitted: Not reported
 Preliminary Site Assessment Began: 1/22/1991
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: 1991-04-11 00:00:00
 Region Code: 2
 Date Listed: 1988-01-01 00:00:00
 SCVWD Id: 06S2W17N03
 Oversight Agency: SCVWD

HAZNET:

Gepaid: CAC001090264
 TSD EPA ID: CAD980887418
 Gen County: Santa Clara
 Tsd County: 1
 Tons: .7506
 Facility Address 2: Not reported
 Waste Category: Waste oil and mixed oil
 Disposal Method: Recycler
 Contact: ROSE GROSSMAN TRUST
 Telephone: (408) 980-1613
 Mailing Name: Not reported
 Mailing Address: 3283 DE LA CRUZ BLVD STE D
 SANTA CLARA, CA 95054
 County: Santa Clara

CORTESE:

Region: CORTESE
 Fac Address 2: 298 SAN ANTONIO RD

15
 SSW
 < 1/8
 439 ft.

RETAIL PORFOLIO MOUNTAIN VIEW, LLC
 544 N SAN ANTONIO RD
 MOUNTAIN VIEW, CA 94040

HAZNET S105083986
 N/A

Relative:
 Higher

Actual:
 61 ft.

HAZNET:

Gepaid: CAC001479600
 TSD EPA ID: CAD981382732
 Gen County: Santa Clara
 Tsd County: 1
 Tons: 7.5852
 Facility Address 2: Not reported
 Waste Category: Asbestos-containing waste
 Disposal Method: Disposal, Land Fill
 Contact: RETAIL PORFOLIO MT VIEW,LLC
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 500 WASHINGTON ST STE 700
 SAN FRANCISCO, CA 94111
 County: Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

D16 SAN ANTONIO CLEANERS
 NNE 225 SAN ANTONIO RD UNIT 8
 < 1/8 MOUNTAIN VIEW, CA 94040
 451 ft.

RCRA-SQG 1000595148
 FINDS CAD983590415
 HAZNET
 CLEANERS

Site 5 of 5 in cluster D

Relative:
 Lower

Actual:
 52 ft.

RCRAInfo:
 Owner: MICHAEL GOINS
 (415) 949-1888
 EPA ID: CAD983590415
 Contact: Not reported
 Classification: Small Quantity Generator
 TSDF Activities: Not reported
 Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:
 HAZARDOUS WASTE TRACKING SYSTEM-DATAMART
 NATIONAL EMISSIONS INVENTORY
 RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

CA Cleaners:

Inactive Date: Not reported
 EPA Id: CAD983590415
 Facility Address 2 : Not reported
 NAICS Code : Not reported
 Facility Active : Yes
 Mail Name : Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 8
 MOUNTAIN VIEW, CA 94040
 Owner Name : MYUNG-IN KANG
 Mailing Address: 225 SAN ANTONIO RD #8
 MT VIEW, CA 94040
 Owner Telephone : 6509491888
 Contact Name : MYUNG KANG/OWNER
 Mailing Address: 225 SAN ANTONIO RD STE 8
 MOUNTAIN VIEW, CA 94040
 Contact Telephone : 6509491888
 Region Code : 2
 Create Date : 07/09/1991
 SIC Description : Not reported
 NAICS Description : Not reported

Inactive Date: 6/30/1999
 EPA Id: CAL000130732
 Facility Address 2 : Not reported
 NAICS Code : Not reported
 Facility Active : No
 Mail Name : Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 8
 MOUNTAIN VIEW, CA 94040
 Owner Name : YOUNG GIN BAE
 Mailing Address: 225 SAN ANTONIO RD STE 8
 MOUNTAIN VIEW, CA 94040
 Owner Telephone : 0000000000
 Contact Name : YOUNG GIN BAE/OWNER
 Mailing Address: INACT PER OWNER CHANGE - NT
 MOUNTAIN VIEW, CA 94040

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

SAN ANTONIO CLEANERS (Continued)

1000595148

Contact Telephone : 4159491888
Region Code : 2
Create Date : 04/20/1995
SIC Description : Not reported
NAICS Description : Not reported

HAZNET:

Gepaid: CAD983590415
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Contra Costa
Tons: 0.24
Facility Address 2: Not reported
Waste Category: Off-specification, aged, or surplus organics
Disposal Method: Transfer Station
Contact: MYUNG KANG/OWNER
Telephone: (650) 949-1888
Mailing Name: Not reported
Mailing Address: 225 SAN ANTONIO RD STE 8
MOUNTAIN VIEW, CA 94040 - 1211
County Not reported

Gepaid: CAD983590415
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Contra Costa
Tons: Not reported
Facility Address 2: Not reported
Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Not reported
Contact: MYUNG KANG/OWNER
Telephone: (650) 949-1888
Mailing Name: Not reported
Mailing Address: 225 SAN ANTONIO RD STE 8
MOUNTAIN VIEW, CA 94040 - 1211
County Not reported

Gepaid: CAD983590415
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Contra Costa
Tons: Not reported
Facility Address 2: Not reported
Waste Category: Solids or sludges with halogenated organic compounds > 1000mg/kg
Disposal Method: Not reported
Contact: MYUNG KANG/OWNER
Telephone: (650) 949-1888
Mailing Name: Not reported
Mailing Address: 225 SAN ANTONIO RD STE 8
MOUNTAIN VIEW, CA 94040 - 1211
County Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SAN ANTONIO CLEANERS (Continued)

1000595148

Gepaid: CAD983590415
 TSD EPA ID: CAD981397417
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: 0
 Facility Address 2: Not reported
 Waste Category:
 Disposal Method: Recycler
 Contact: MYUNG KUNG
 Telephone: (650) 949-1888
 Mailing Name: Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 8
 MOUNTAIN VIEW, CA 94040 - 1211
 County Santa Clara

Gepaid: CAD983590415
 TSD EPA ID: CAD981397417
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: 0.3911
 Facility Address 2: Not reported
 Waste Category: Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.)
 Disposal Method: Recycler
 Contact: MYUNG KUNG
 Telephone: (650) 949-1888
 Mailing Name: Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 8
 MOUNTAIN VIEW, CA 94040 - 1211
 County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
 10 additional CA HAZNET record(s) in the EDR Site Report.

E17 TRI CITY RENTALS
NNE 280 SAN ANTONIO RD
< 1/8 MOUNTAIN VIEW, CA 94040
536 ft.

HIST UST U001594339
 N/A

Site 1 of 4 in cluster E

Relative:
Lower

Actual:
51 ft.

UST HIST:

Facility ID: 44375
 Total Tanks: 2
 Owner Address: 280 SAN ANTONIO ROAD
 MOUNTAIN VIEW, CA 94040

Owner Name: CHARLES E. BURDHARDT D.B.A. TR
 Region: STATE

Tank Used for: PRODUCT
 Tank Num: 1
 Tank Capacity: 00000350
 Type of Fuel: UNLEADED
 Leak Detection: None
 Contact Name: Not reported
 Facility Type: Other

Container Num: 2
 Year Installed: Not reported
 Tank Construction: Not Reported

Telephone: (415) 948-2459
 Other Type: EQUIPMENT RENTALS

Facility ID: 44375
 Total Tanks: 2
 Owner Address: 280 SAN ANTONIO ROAD
 MOUNTAIN VIEW, CA 94040

Owner Name: CHARLES E. BURDHARDT D.B.A. TR
 Region: STATE

Tank Used for: PRODUCT
 Tank Num: 2
 Tank Capacity: 00000550

Container Num: 1
 Year Installed: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s)
 EDR ID Number
 EPA ID Number

TRI CITY RENTALS (Continued)

U001594339

Type of Fuel:	REGULAR	Tank Construction:	Not Reported
Leak Detection:	None		
Contact Name:	Not reported	Telephone:	(415) 948-2459
Facility Type:	Other	Other Type:	EQUIPMENT RENTALS

E18
 NNE
 < 1/8
 536 ft.

TRI CITY RENTALS
280 SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040

CA FID UST S101623014
 SWEEPS UST N/A

Site 2 of 4 in cluster E

Relative:
 Lower

Actual:
 51 ft.

FID:			
Facility ID:	43011925	Regulate ID:	00044375
Reg By:	Inactive Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Inactive	Facility Tel:	(415) 948-2459
Mail To:	Not reported		
	280 SAN ANTONIO RD		
	MOUNTAIN VIEW, CA 94040		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

SWEEPS:

Status :	Not reported
Comp Number :	44375
Number :	Not reported
Board Of Equalization :	Not reported
Ref Date :	Not reported
Act Date :	Not reported
Created Date :	Not reported
Tank Status :	Not reported
Owner Tank Id :	Not reported
Swrcb Tank Id :	43-005-044375-000001
Actv Date :	Not reported
Capacity :	350
Tank Use :	M.V. FUEL
Stg :	PRODUCT
Content :	REG UNLEADED
Number Of Tanks :	2

Status :	Not reported
Comp Number :	44375
Number :	Not reported
Board Of Equalization :	Not reported
Ref Date :	Not reported
Act Date :	Not reported
Created Date :	Not reported
Tank Status :	Not reported
Owner Tank Id :	Not reported
Swrcb Tank Id :	43-005-044375-000002
Actv Date :	Not reported
Capacity :	550
Tank Use :	M.V. FUEL
Stg :	PRODUCT
Content :	LEADED
Number Of Tanks :	Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

E19 LORETO SICAM, D.M.D.
 NNE 225 SAN ANTONIO ROAD
 < 1/8 MOUNTAIN VIEW, CA 94040
 562 ft.

HAZNET S103975272
 N/A

Site 3 of 4 in cluster E

Relative:
 Lower

Actual:
 51 ft.

HAZNET:
 Gepaid: CAL000124813
 TSD EPA ID: CAL000082530
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: .0000
 Facility Address 2: Not reported
 Waste Category:
 Disposal Method: Treatment, Tank
 Contact: LORETO SICAM, D.M.D.
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 1
 MOUNTAIN VIEW, CA 94040
 County Santa Clara
 Gepaid: CAL000124813
 TSD EPA ID: CAL000082530
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: .0666
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Treatment, Tank
 Contact: LORETO SICAM, D.M.D.
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 1
 MOUNTAIN VIEW, CA 94040
 County Santa Clara
 Gepaid: CAL000124813
 TSD EPA ID: CAL000082530
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: .1251
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Treatment, Tank
 Contact: LORETO SICAM, D.M.D.
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 1
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

LORETO SICAM, D.M.D. (Continued)

S103975272

Gepaid: CAL000124813
 TSD EPA ID: CAL000082530
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: .0000
 Facility Address 2: Not reported
 Waste Category:
 Disposal Method: Treatment, Tank
 Contact: LORETO SICAM, D.M.D.
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 1
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Gepaid: CAL000124813
 TSD EPA ID: CAL000082530
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: .0104
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Treatment, Tank
 Contact: LORETO SICAM, D.M.D.
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 225 SAN ANTONIO RD STE 1
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
 6 additional CA HAZNET record(s) in the EDR Site Report.

E20
 NNE
 < 1/8
 562 ft.

ALPS PHOTO
225 SAN ANTONIO RD NO 9
MOUNTAIN VIEW, CA 94040

RCRA-SQG 1000685821
 FINDS CAD983624834

Relative:
 Lower

Site 4 of 4 in cluster E

Actual:
 51 ft.

RCRAInfo:
 Owner: ALPS PHOTO
 (415) 949-1094
 EPA ID: CAD983624834
 Contact: HOBIN KIM
 (415) 949-1094
 Classification: Small Quantity Generator
 TSD Activities: Not reported
 Violation Status: No violations found

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

ALPS PHOTO (Continued)

1000685821

FINDS:

Other Pertinent Environmental Activity Identified at Site:
 RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

F21 SAFEWAY #781
ENE 2580 CALIFORNIA
 < 1/8 MOUNTAIN VIEW, CA 94040
 587 ft.

HAZNET S103647138
 CHMIRS N/A

Site 1 of 2 in cluster F

Relative:
 Lower

Actual:
 52 ft.

HAZNET:

Gepaid: CAC002568925
 TSD EPA ID: CAD982444481
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0
 Facility Address 2: Not reported
 Waste Category: Other organic solids
 Disposal Method: Transfer Station
 Contact: SHARON PLOUFFE
 Telephone: (925) 467-3097
 Mailing Name: Not reported
 Mailing Address: 5918 STONERIDGE MALL RD
 PLEASANTON, CA 94588
 County Santa Clara

Gepaid: CAC000744072
 TSD EPA ID: CAD028409019
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: .4000
 Facility Address 2: Not reported
 Waste Category: Unspecified oil-containing waste
 Disposal Method: Transfer Station
 Contact: SAFEWAY STORES
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 5918 STONERIDGE MALL RD
 PLEASANTON, CA 94588
 County Santa Clara

Gepaid: CAC000744072
 TSD EPA ID: CAD059494310
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: .4000
 Facility Address 2: Not reported
 Waste Category: Other organic solids
 Disposal Method: Disposal, Other
 Contact: SAFEWAY STORES
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 5918 STONERIDGE MALL RD
 PLEASANTON, CA 94588
 County Santa Clara

CHMIRS:

OES Control Number: 03-2933
 Chemical Name: Milk
 Extent of Release: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SAFEWAY #781 (Continued)

S103647138

Property Use:	Not reported
Incident Date:	Not reported
Date Completed:	Not reported
Time Completed :	Not reported
Agency Id Number :	Not reported
Agency Incident Number :	Not reported
OES Incident Number :	03-2933
Time Notified :	Not reported
Surrounding Area :	Not reported
Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	Not reported
Responding Agency Personel # Of Fatalities :	0
Resp Agency Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	storm drain
Spill Site :	Merchant/Business
Cleanup By :	Reporting Party
Containment :	Yes
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	6/8/200308:04:26 AM
Evacuations :	0
True date :	12/31/03
Year :	2003
Agency :	Safeway
BBLS :	0
Cups :	0
CUFT :	0
Gallons :	10
Grams :	0
Pounds :	0
Liters :	0

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SAFEWAY #781 (Continued)

S103647138

Ounces : 0
 Pints : 0
 Quarts : 0
 Sheen : 0
 Tons : 0
 Unknown : 0
 Description : While moving milk from truck to store the pallet fell and milk spilled into storm drain.
 Incident date : 6/8/2003 12:00:00 AM
 Admin Agency : Santa Clara County Health Department
 OES date : Not reported
 OES time : Not reported
 Amount : Not reported

**F22
 ENE
 < 1/8
 587 ft.**

**2580 CALIFORNIA ST.
 MOUNTAIN VIEW, CA**

**CHMIRS S105664617
 N/A**

Site 2 of 2 in cluster F

**Relative:
 Lower**

CHMIRS:

**Actual:
 52 ft.**

OES Control Number: 00-5304
 Chemical Name: Diesel Fuel
 Extent of Release: Not reported
 Property Use: Not reported
 Incident Date: Not reported
 Date Completed: Not reported
 Time Completed : Not reported
 Agency Id Number : Not reported
 Agency Incident Number : Not reported
 OES Incident Number : 00-5304
 Time Notified : Not reported
 Surrounding Area : Not reported
 Estimated Temperature : Not reported
 Property Management : Not reported
 More Than Two Substances Involved? : Not reported
 Special Studies 1 : Not reported
 Special Studies 2 : Not reported
 Special Studies 3 : Not reported
 Special Studies 4 : Not reported
 Special Studies 5 : Not reported
 Special Studies 6 : Not reported
 Responding Agency Personnel # Of Injuries : Not reported
 Responding Agency Personnel # Of Fatalities : 0
 Resp Agency Personnel # Of Decontaminated : Not reported
 Others Number Of Decontaminated : Not reported
 Others Number Of Injuries : Not reported
 Others Number Of Fatalities : Not reported
 Vehicle Make/year : Not reported
 Vehicle License Number : Not reported
 Vehicle State : Not reported
 Vehicle Id Number : Not reported
 CA/DOT/PUC/ICC Number : Not reported
 Company Name : Not reported
 Reporting Officer Name/ID : Not reported
 Report Date : Not reported
 Comments : Not reported
 Facility Telephone Number : Not reported
 Waterway Involved : Yes

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

(Continued)

S105664617

Waterway :	Storm Drain
Spill Site :	Merchant/Business
Cleanup By :	Contractor
Containment :	No
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	11/12/200003:25:03 PM
Evacuations :	0
True date :	12/31/03
Year :	2000
Agency :	Safeway
BBLS :	0
Cups :	0
CUFT :	0
Gallons :	100
Grams :	0
Pounds :	0
Liters :	0
Ounces :	0
Pints :	0
Quarts :	0
Sheen :	0
Tons :	0
Unknown :	0
Description :	A tanker truck was filling a refrigerated trailer's reservoir for the refrigeration unit and the hose disconnected. Approximately 5-10 gallons went into the storm drain.
Incident date :	11/12/200012:00:00 AM
Admin Agency :	Santa Clara County Health Department
OES date :	Not reported
OES time :	Not reported
Amount :	Not reported

23 ALL PREMIUM SPORTSWEAR INC
 SW 2624 FAYETTE DRIVE
 < 1/8 MOUNTAIN VIEW, CA 94040
 632 ft.

HAZNET S102818498
 N/A

Relative: Higher
 Actual: 62 ft.

HAZNET:
 Gepaid: CAL000106721
 TSD EPA ID: CAD008302903
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: 0.1251
 Facility Address 2: Not reported
 Waste Category: Unspecified solvent mixture Waste
 Disposal Method: Recycler
 Contact: ROBERT YOUNG
 Telephone: (415) 948-1290
 Mailing Name: Not reported
 Mailing Address: 2624 FAYETTE DR
 MOUNTAIN VIEW, CA 94040 - 1120
 County: Santa Clara

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

ALL PREMIUM SPORTSWEAR INC (Continued)

S102818498

Gepaid: CAL000106721
TSD EPA ID: CAD982444481
Gen County: Santa Clara
Tsd County: San Bernardino
Tons: 0.075
Facility Address 2: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Contact: ROBERT YOUNG
Telephone: (415) 948-1290
Mailing Name: Not reported
Mailing Address: 2624 FAYETTE DR
MOUNTAIN VIEW, CA 94040 - 1120
County Santa Clara

Gepaid: CAL000106721
TSD EPA ID: CAD982444481
Gen County: Santa Clara
Tsd County: San Bernardino
Tons: 0.1
Facility Address 2: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Contact: ROBERT YOUNG
Telephone: (415) 948-1290
Mailing Name: Not reported
Mailing Address: 2624 FAYETTE DR
MOUNTAIN VIEW, CA 94040 - 1120
County Santa Clara

Gepaid: CAL000106721
TSD EPA ID: CAD070148432
Gen County: Santa Clara
Tsd County: 1
Tons: .1042
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Treatment, Incineration
Contact: ROBERT YOUNG
Telephone: (415) 948-1290
Mailing Name: Not reported
Mailing Address: 2624 FAYETTE DR
MOUNTAIN VIEW, CA 94040 - 1120
County Santa Clara

Gepaid: CAL000106721
TSD EPA ID: CAD003963592
Gen County: Santa Clara
Tsd County: Santa Clara
Tons: .0417
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: ROBERT YOUNG
Telephone: (415) 948-1290
Mailing Name: Not reported
Mailing Address: 2624 FAYETTE DR
MOUNTAIN VIEW, CA 94040 - 1120

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

ALL PREMIUM SPORTSWEAR INC (Continued)

S102818498

County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
 3 additional CA HAZNET record(s) in the EDR Site Report.

24
 NNW
 < 1/8
 656 ft.

KENTFIELD APTS
2650 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

HAZNET S104570779
 N/A

Relative:
 Lower

Actual:
 50 ft.

HAZNET:

Gepaid: CAC002170977
 TSD EPA ID: CAD042345884
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0
 Facility Address 2: Not reported
 Waste Category: Organic liquids with metals Alkaline solution (pH <UN-> 12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)

Disposal Method: Not reported
 Contact: KENTFIELD APTS
 Telephone: (650) 948-7855
 Mailing Name: Not reported
 Mailing Address: 2650 CALIFORNIA ST
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Gepaid: CAC002170977
 TSD EPA ID: CAD042345884
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.2919
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Transfer Station
 Contact: KENTFIELD APTS
 Telephone: (650) 948-7855
 Mailing Name: Not reported
 Mailing Address: 2650 CALIFORNIA ST
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Gepaid: CAC002170977
 TSD EPA ID: CAD042345884
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0
 Facility Address 2: Not reported
 Waste Category: Other organic solids
 Disposal Method: Not reported
 Contact: KENTFIELD APTS
 Telephone: (650) 948-7855
 Mailing Name: Not reported
 Mailing Address: 2650 CALIFORNIA ST
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

KENTFIELD APTS (Continued)

S104570779

Gepaid: CAC002170977
 TSD EPA ID: CAD042345884
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.15
 Facility Address 2: Not reported
 Waste Category: Other organic solids
 Disposal Method: Transfer Station
 Contact: KENTFIELD APTS
 Telephone: (650) 948-7855
 Mailing Name: Not reported
 Mailing Address: 2650 CALIFORNIA ST
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

G25
 NNE
 1/8-1/4
 738 ft.

COAST CASEY PUMP STATION
 101 SAN ANTONIO RD N
 MOUNTAIN VIEW, CA

Cortese S102428165
 N/A

Site 1 of 2 in cluster G

Relative:
 Lower

CORTESE:
 Region: CORTESE
 Fac Address 2: 101 SAN ANTONIO RD N

Actual:
 50 ft.

26
 WSW
 1/8-1/4
 763 ft.

SEQUOIA CLEANING
 2655 FAYETTE
 MOUNTAIN VIEW, CA 94040

HAZNET S106090979
 N/A

Relative:
 Higher

HAZNET:
 Gepaid: CAL000094982
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: 99
 Tons: Not reported
 Facility Address 2: Not reported
 Waste Category:
 Disposal Method: ***
 Contact: INACTIVE PER MOVE
 Telephone: -
 Mailing Name: Not reported
 Mailing Address: 2655 FAYETTE DR
 MOUNTAIN VIEW, CA 94040
 County Not reported

Actual:
 60 ft.

Gepaid: CAL000094982
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: 99
 Tons: 0.04
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: ***
 Contact: INACTIVE PER MOVE
 Telephone: -
 Mailing Name: Not reported
 Mailing Address: 2655 FAYETTE DR

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SEQUOIA CLEANING (Continued)

S106090979

MOUNTAIN VIEW, CA 94040
 County Not reported

H27
 SSW
 1/8-1/4
 846 ft.

FIRST NATIONWIDE BANK
626 SAN ANTONIO ROAD
MOUNTAIN VIEW, CA 94040

HAZNET S103964457
 N/A

Site 1 of 3 in cluster H

Relative:
 Higher

Actual:
 67 ft.

HAZNET:
 Gepaid: CAC000928720
 TSD EPA ID: CAL000027741
 Gen County: Santa Clara
 Tsd County: 5
 Tons: 7.5852
 Facility Address 2: Not reported
 Waste Category: Asbestos-containing waste
 Disposal Method: Disposal, Land Fill
 Contact: Not reported
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 626 SAN ANTONIO ROAD
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

H28
 SSW
 1/8-1/4
 846 ft.

GOODCO PRESS INC
626 SAN ANTONIO ROAD
MOUNTAIN VIEW, CA 94043

HAZNET S103667373
 EMI N/A

Site 2 of 3 in cluster H

Relative:
 Higher

Actual:
 67 ft.

HAZNET:
 Gepaid: CAL000051755
 TSD EPA ID: CAD070148432
 Gen County: Santa Clara
 Tsd County: 1
 Tons: .0750
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Treatment, Incineration
 Contact: Not reported
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 626 SAN ANTONIO ROAD
 MOUNTAIN VIEW, CA 94043
 County Santa Clara
 Gepaid: CAL000051755
 TSD EPA ID: CAD070148432
 Gen County: Santa Clara
 Tsd County: 1
 Tons: .1334
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Not reported
 Contact: Not reported
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 626 SAN ANTONIO ROAD

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

EDR ID Number
EPA ID Number
Database(s)

GOODCO PRESS INC (Continued)

S103667373

MOUNTAIN VIEW, CA 94043
County Santa Clara
Gepaid: CAL000051755
TSD EPA ID: CAD070148432
Gen County: Santa Clara
Tsd County: 1
Tons: .1251
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Contact: Not reported
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 626 SAN ANTONIO ROAD
MOUNTAIN VIEW, CA 94043

County Santa Clara
Gepaid: CAL000051755
TSD EPA ID: CAD070148432
Gen County: Santa Clara
Tsd County: 1
Tons: .0195
Facility Address 2: Not reported
Waste Category: Metal sludge - Alkaline solution (pH <UN-> 12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)
Disposal Method: Not reported
Contact: Not reported
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 626 SAN ANTONIO ROAD
MOUNTAIN VIEW, CA 94043
County Santa Clara

EMISSIONS :

Year : 1993
Facility ID : 8069
Air District Code : BA
SIC Code : 2752
Air Basin : SF
Air District Name : BAY AREA AQMD
Community Health Air Pollution Info System : Not reported
Consolidated Emission Reporting Rule : Not reported
County Code : 43
County ID : 43
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr : 0
Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

G29 PARKER AUTOMOTIVE
NNE 250 B SAN ANTONIO RD
 1/8-1/4 MOUNTAIN VIEW, CA 94040
 858 ft.

HAZNET S103646442
 N/A

Site 2 of 2 in cluster G

Relative:
Lower

Actual:
 49 ft.

HAZNET:
 Gepaid: CAL000058203
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: 0.80
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: PARK C PARKER
 Telephone: (650) 941-0342
 Mailing Name: Not reported
 Mailing Address: 250 SAN ANTONIO RD STE B
 MOUNTAIN VIEW, CA 94040
 County: Not reported

Gepaid: CAL000058203
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Alameda
 Tons: 0.10
 Facility Address 2: Not reported
 Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)
 Disposal Method: Transfer Station
 Contact: PARK C PARKER
 Telephone: (650) 941-0342
 Mailing Name: Not reported
 Mailing Address: 250 SAN ANTONIO RD STE B
 MOUNTAIN VIEW, CA 94040
 County: Not reported

Gepaid: CAL000058203
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: .4170
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: PARKER PARK C
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 250 B SAN ANTONIO RD
 MOUNTAIN V, CA 94040
 County: Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

PARKER AUTOMOTIVE (Continued)

S103646442

Gepaid: CAL000058203
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: .3753
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Not reported
 Contact: PARKER PARK C
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 250 B SAN ANTONIO RD
 MOUNTAIN V, CA 94040
 County Santa Clara

Gepaid: CAL000058203
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: 0.417
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: PARKER PARK C
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 250 B SAN ANTONIO RD
 MOUNTAIN V, CA 94040
 County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 7 additional CA HAZNET record(s) in the EDR Site Report.

H30 TOWER RECORDS
 SSW 630 SAN ANTONIO RD
 1/8-1/4 MOUNTAIN VIEW, CA 94040
 880 ft.

HAZNET S104572479
 N/A

Relative:
 Higher

Site 3 of 3 in cluster H

Actual:
 67 ft.

HAZNET:
 Gepaid: CAC002219673
 TSD EPA ID: AZR000005454
 Gen County: Santa Clara
 Tsd County: 0
 Tons: 1.0755
 Facility Address 2: Not reported
 Waste Category: Polychlorinated biphenyls and material containing PCB's
 Disposal Method: Recycler
 Contact: MTS INCORPORATED
 Telephone: (916) 373-2500
 Mailing Name: Not reported
 Mailing Address: PO BOX 2340
 WEST SACRAMENTO, CA 95691
 County Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

(Continued)

S105648665

Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	Not reported
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	Storm Drain
Spill Site :	Merchant/Business
Cleanup By :	Reporting Party
Containment :	Yes
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	11/1/199703:06:11 PM
Evacuations :	0
True date :	12/31/03
Year :	1997
Agency :	City of Palo Alto
BBLS :	0
Cups :	0
CUFT :	0
Gallons :	2000
Grams :	0
Pounds :	0
Liters :	0
Ounces :	0
Pints :	0
Quarts :	0
Sheen :	0
Tons :	0
Unknown :	0
Description :	Grease blockage in main sewer line, spilling 2000gals, 1500gals recovered, 500gals from storm sewer. Used clear water & sandbagged area, vactored liquids up. City of Palo Alto responded only, spill in City of Mountain View, and is their sewer line.
Incident date :	11/1/199712:00:00 AM
Admin Agency :	Santa Clara County Health Department
OES date :	Not reported
OES time :	Not reported
Amount :	Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Gepaid: CAD982506826
 TSD EPA ID: CAD053044053
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.12
 Facility Address 2: Not reported
 Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)
 Disposal Method: Transfer Station
 Contact: KATHLEEN FLAHERTY/ENV SPEC
 Telephone: (847) 286-7199
 Mailing Name: SEARS #1238/6689
 Mailing Address: 3333 BEVERLY RD A2-238A
 HOFFMAN ESTATES, IL 60179 - 3322

County Santa Clara

Gepaid: CAD982506826
 TSD EPA ID: NVD980895338
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.22
 Facility Address 2: Not reported
 Waste Category: Paint sludge
 Disposal Method: Recycler
 Contact: KATHLEEN FLAHERTY/ENV SPEC
 Telephone: (847) 286-7199
 Mailing Name: SEARS #1238/6689
 Mailing Address: 3333 BEVERLY RD A2-238A
 HOFFMAN ESTATES, IL 60179 - 3322

County Santa Clara

Gepaid: CAD982506826
 TSD EPA ID: CA0000084517
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.58
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Transfer Station
 Contact: KATHLEEN FLAHERTY/ENV SPEC
 Telephone: (847) 286-7199
 Mailing Name: SEARS #1238/6689
 Mailing Address: 3333 BEVERLY RD A2-238A
 HOFFMAN ESTATES, IL 60179 - 3322

County Santa Clara

CHMIRS:

OES Control Number: 98-0366
 Chemical Name: Diesel
 Extent of Release: Not reported
 Property Use: Not reported
 Incident Date: Not reported
 Date Completed: Not reported
 Time Completed : Not reported
 Agency Id Number : Not reported
 Agency Incident Number : Not reported
 OES Incident Number : 98-0366
 Time Notified : Not reported
 Surrounding Area : Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	Not reported
Responding Agency Personel # Of Fatalities :	0
Resp Agency Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	No
Waterway :	Not reported
Spill Site :	Merchant/Business
Cleanup By :	Fire Dept.
Containment :	Yes
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	1/28/199802:15:54 PM
Evacuations :	0
True date :	12/31/03
Year :	1998
Agency :	Sears Roebuck
BBLS :	0
Cups :	0
CUFT :	0
Gallons :	100
Grams :	0
Pounds :	0
Liters :	0
Ounces :	0
Pints :	0
Quarts :	0
Sheen :	0
Tons :	0
Unknown :	0
Description :	Released onto parking lot, local FD mobilized and disposed of the substance into a lot. Sears has contracted with All-Waste to dispose of sand and diesel in the proper way. Unknown cause of

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Incident date : spill.
 1/28/199812:00:00 AM
 Admin Agency : Santa Clara County Health Department
 OES date : Not reported
 OES time : Not reported
 Amount : Not reported

FID:

Facility ID:	43001787	Regulate ID:	00007016
Reg By:	Inactive Underground Storage Tank Location	SIC Code:	Not reported
Cortese Code:	Not reported	Facility Tel:	(415) 948-8511
Status:	Inactive		
Mail To:	Not reported		
	455 SAN ANTONIO RD		
	MOUNTAIN VIEW, CA 94040		
Contact:	Not reported	Contact Tel:	Not reported
DUNs No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

UST HIST:

Facility ID:	7016	Owner Name:	SEARS ROEBUCK AND CO.
Total Tanks:	4	Region:	STATE
Owner Address:	SEARS TOWER		
	CHICAGO, IL 60684		
Tank Used for:	WASTE	Container Num:	1
Tank Num:	1	Year Installed:	Not reported
Tank Capacity:	00000000	Tank Construction:	Not Reported
Type of Fuel:	WASTE OIL		
Leak Detection:	None	Telephone:	(415) 948-8511
Contact Name:	MANUEL FREITAS	Other Type:	STORE
Facility Type:	Other		

Facility ID:	7016	Owner Name:	SEARS ROEBUCK AND CO.
Total Tanks:	4	Region:	STATE
Owner Address:	SEARS TOWER		
	CHICAGO, IL 60684		
Tank Used for:	PRODUCT	Container Num:	2
Tank Num:	2	Year Installed:	Not reported
Tank Capacity:	00000000	Tank Construction:	Not Reported
Type of Fuel:	Not reported		
Leak Detection:	None	Telephone:	(415) 948-8511
Contact Name:	MANUEL FREITAS	Other Type:	STORE
Facility Type:	Other		

Facility ID:	7016	Owner Name:	SEARS ROEBUCK AND CO.
Total Tanks:	4	Region:	STATE
Owner Address:	SEARS TOWER		
	CHICAGO, IL 60684		
Tank Used for:	PRODUCT	Container Num:	3
Tank Num:	3	Year Installed:	Not reported
Tank Capacity:	00000000	Tank Construction:	Not Reported
Type of Fuel:	Not reported		
Leak Detection:	None	Telephone:	(415) 948-8511
Contact Name:	MANUEL FREITAS	Other Type:	STORE
Facility Type:	Other		

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

EDR ID Number
EPA ID Number
Database(s)

SEARS ROEBUCK COMPANY (Continued)

1000369321

Facility ID: 7016
Total Tanks: 4
Owner Address: SEARS TOWER
CHICAGO, IL 60684
Tank Used for: PRODUCT
Tank Num: 4
Tank Capacity: 00000000
Type of Fuel: Not reported
Leak Detection: None
Contact Name: MANUEL FREITAS
Facility Type: Other
Owner Name: SEARS ROEBUCK AND CO.
Region: STATE
Container Num: 4
Year Installed: Not reported
Tank Construction: Not Reported
Telephone: (415) 948-8511
Other Type: STORE

SWEEPS:

Status : Not reported
Comp Number : 7016
Number : Not reported
Board Of Equalization : Not reported
Ref Date : Not reported
Act Date : Not reported
Created Date : Not reported
Tank Status : Not reported
Owner Tank Id : Not reported
Swrcb Tank Id : 43-005-007016-000001
Actv Date : Not reported
Capacity : 1
Tank Use : OIL
Stg : WASTE
Content : WASTE OIL
Number Of Tanks : 4

Status : Not reported
Comp Number : 7016
Number : Not reported
Board Of Equalization : Not reported
Ref Date : Not reported
Act Date : Not reported
Created Date : Not reported
Tank Status : Not reported
Owner Tank Id : Not reported
Swrcb Tank Id : 43-005-007016-000002
Actv Date : Not reported
Capacity : 1
Tank Use : UNKNOWN
Stg : PRODUCT
Content : Not reported
Number Of Tanks : Not reported

Status : Not reported
Comp Number : 7016
Number : Not reported
Board Of Equalization : Not reported
Ref Date : Not reported
Act Date : Not reported
Created Date : Not reported
Tank Status : Not reported
Owner Tank Id : Not reported
Swrcb Tank Id : 43-005-007016-000003

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SEARS ROEBUCK COMPANY (Continued)

1000369321

Actv Date : Not reported
 Capacity : 1
 Tank Use : UNKNOWN
 Stg : PRODUCT
 Content : Not reported
 Number Of Tanks : Not reported

Status : Not reported
 Comp Number : 7016
 Number : Not reported
 Board Of Equalization : Not reported
 Ref Date : Not reported
 Act Date : Not reported
 Created Date : Not reported
 Tank Status : Not reported
 Owner Tank Id : Not reported
 Swrcb Tank Id : 43-005-007016-000004
 Actv Date : Not reported
 Capacity : 1
 Tank Use : UNKNOWN
 Stg : PRODUCT
 Content : Not reported
 Number Of Tanks : Not reported

35
 NNE
 1/8-1/4
 1078 ft.

OLD MILL TIERRA PROPERTY
255 SAN ANTONIO
MOUNTAIN VIEW, CA

LUST S101309050
 Cortese N/A

Relative:
 Lower

Actual:
 47 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: 43-0996
 Reg Board: 2
 Chemical: Misc. Motor Vehicle Fuels
 Lead Agency: Regional Board
 Local Agency: 43099L
 Case Type: Other ground water affected
 Status: Preliminary site assessment underway
 Abate Method: No Action Taken - no action has as yet been taken at the site
 Review Date: Not reported
 Workplan: 8/12/1985
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: Not reported
 Release Date: 8/14/1985
 Cleanup Fund Id: Not reported
 Discover Date: 8/14/1985
 Enforcement Dt: Not reported
 Enf Type: Not reported
 Enter Date: 2/27/1992
 Funding: Federal Funds
 Staff Initials: UNK
 How Discovered: Tank Closure
 How Stopped: Not reported
 Interim: No
 Leak Cause: Structure Failure
 Leak Source: Tank

Confirm Leak: Not reported
 Prelim Assess: 8/12/1985
 Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

OLD MILL TIERRA PROPERTY (Continued)

S101309050

MTBE Date : Not reported
Max MTBE GW : Not reported
MTBE Tested: Not Required to be Tested.
Priority: Not reported
Local Case # : 43-0996
Beneficial: Not reported
Staff : ZTM
GW Qualifier : Not reported
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Santa Clara Basin (2)
Operator : Not reported
Oversight Prgm: LUST
Review Date : 6/28/1990
Stop Date : 8/14/1985
Work Suspended :No
Responsible Party:BLANK RP
RP Address: Not reported
Global Id: T0608500994
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 0
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : 4/17/91 SCVWD OT LETTER INDICATING OFFSITE CONTAM SOURCE@2595 CALIFORNI. & THAT CONT. NOT FROM 255 SAN ANTONIO RD.

LUST Region 2:

Region: 2
Case Number: 43-0996
Facility Id: 43-0996
Facility Status: Preliminary site assessment underway
How Discovered: TC
Leak Cause: Structure Failure
Leak Source: Tank
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 8/12/1985
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: Not reported

CORTESE:

Region: CORTESE
Fac Address 2: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

J36 OLD MILL SPECIALITY CENTER
 East 2540 CALIFORNIA STREET
 1/8-1/4 MOUNTAIN VIEW, CA 94040
 1127 ft.

HAZNET S101440785
 N/A

Site 1 of 5 in cluster J

Relative:
 Lower

Actual:
 54 ft.

HAZNET:
 Gepaid: CAC000967728
 TSD EPA ID: CAD004771168
 Gen County: Santa Clara
 Tsd County: San Francisco
 Tons: .2500
 Facility Address 2: Not reported
 Waste Category: Other empty containers 30 gallons or more
 Disposal Method: Recycler
 Contact: Not reported
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: PLYMOUTH MOUNTAIN VIEW CREEK
 MOUNTAIN VIEW, CA 94043 - 2430
 County Santa Clara
 Gepaid: CAC000967728
 TSD EPA ID: CAL000027741
 Gen County: Santa Clara
 Tsd County: 5
 Tons: 16.0132
 Facility Address 2: Not reported
 Waste Category: Asbestos-containing waste
 Disposal Method: Disposal, Land Fill
 Contact: Not reported
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: PLYMOUTH MOUNTAIN VIEW CREEK
 MOUNTAIN VIEW, CA 94043 - 2430
 County Santa Clara

J37 MOUNTAIN VIEW CENTER
 East 2540 CALIFORNIA ST
 1/8-1/4 MOUNTAIN VIEW, CA
 1127 ft.

LUST S101309020
 Cortese N/A

Site 2 of 5 in cluster J

Relative:
 Lower

Actual:
 54 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: 0
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported
 Workplan: Not reported
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: - Not reported
 Close Date: 6/27/1995
 Release Date: 1/1/1990
 Cleanup Fund Id : Not reported
 Confirm Leak: Not reported
 Prelim Assess: Not reported
 Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

MOUNTAIN VIEW CENTER (Continued)

S101309020

Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: Not reported
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: LD
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : Not reported
 Max MTBE GW : Not reported
 MTBE Tested: Not Required to be Tested.
 Priority: Not reported
 Local Case # : 06S2W17P01f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : Not reported
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended: Not reported
 Responsible Party: Chris Wuthman
 RP Address: 2550 California Street
 Global Id: T0608500963
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mlbe Fuel: 0
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

LUST Region 2:

Region: 2
 Case Number: 06S2W17P01f
 Facility Id: Not reported
 Facility Status: Case Closed
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: Not reported
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s)
EDR ID Number
EPA ID Number

MOUNTAIN VIEW CENTER (Continued)

S101309020

LUST Region SC:

Region: Santa Clara
Closed Date: 1995-06-27 00:00:00
Region Code: 2
Date Listed: 1991-02-21 00:00:00
SCVWD Id: 06S2W17P01
Oversight Agency: SCVWD

CORTESE:

Region: CORTESE
Fac Address 2: 2540 CALIFORNIA ST

**I38
SSW
1/8-1/4
1126 ft.**

**HOLIDAY CLEANERS
660 SAN ANTONIO ROAD SUITE B
MOUNTAIN VIEW, CA 94040**

**RCRA-SQG 1000597690
FINDS CAD983617135
HAZNET
CLEANERS
EMI**

**Relative:
Higher**

Site 3 of 3 in cluster I

**Actual:
71 ft.**

RCRAInfo:
Owner: TED DOKER
(415) 941-3456
EPA ID: CAD983617135
Contact: TED DOKER
(415) 941-3456
Classification: Small Quantity Generator
TSDF Activities: Not reported
Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:
NATIONAL EMISSIONS INVENTORY
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

CA Cleaners:

Inactive Date: 6/30/2002
EPA Id: CAD983617135
Facility Address 2 : Not reported
NAICS Code : 81232
Facility Active : No
Mail Name : Not reported
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Owner Name : RICKY NG
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Owner Telephone : 6509413456
Contact Name : RICK NG
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Contact Telephone : 6509413456
Region Code : 9
Create Date : 01/30/1992
SIC Description : Laundry and Garment Services, NEC (except diaper service and clothing alteration and repair)
NAICS Description : Drycleaning and Laundry Services (except Coin-Operated)
Inactive Date: 1/1/1900
EPA Id: CAL000029021
Facility Address 2 : Not reported
NAICS Code : Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

Facility Active : No
Mail Name : Not reported
Mailing Address: 660 B SAN ANTONIO RD
MOUNTAIN VIEW, CA 94040
Owner Name : DOKER TED
Mailing Address: --
--, 99 --
Owner Telephone : 0000000000
Contact Name : --
Mailing Address: --
--, 99 --
Contact Telephone : --
Region Code : 4
Create Date : 05/10/1990
SIC Description : Not reported
NAICS Description : Not reported
Inactive Date: 6/30/2002
EPA Id: CAD983617135
Facility Address 2 : Not reported
NAICS Code : 81232
Facility Active : No
Mail Name : Not reported
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Owner Name : RICKY NG
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Owner Telephone : 6509413456
Contact Name : RICK NG
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Contact Telephone : 6509413456
Region Code : 9
Create Date : 01/30/1992
SIC Description : Power Laundries, Family and Commercial
NAICS Description : Drycleaning and Laundry Services (except Coin-Operated)
Inactive Date: 6/30/2002
EPA Id: CAD983617135
Facility Address 2 : Not reported
NAICS Code : 81232
Facility Active : No
Mail Name : Not reported
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Owner Name : RICKY NG
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Owner Telephone : 6509413456
Contact Name : RICK NG
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Contact Telephone : 6509413456
Region Code : 9
Create Date : 01/30/1992
SIC Description : Garment Pressing, and Agents for Laundries and Drycleaners

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

NAICS Description : Drycleaning and Laundry Services (except Coin-Operated)
Inactive Date: 6/30/2002
EPA Id: CAD983617135
Facility Address 2 : Not reported
NAICS Code : 81232
Facility Active : No
Mail Name : Not reported
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Owner Name : RICKY NG
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Owner Telephone : 6509413456
Contact Name : RICK NG
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
Contact Telephone : 6509413456
Region Code : 9
Create Date : 01/30/1992
SIC Description : Drycleaning Plants, Except Rug Cleaning
NAICS Description : Drycleaning and Laundry Services (except Coin-Operated)

HAZNET:

Gepaid: CAD983617135
TSD EPA ID: CAT000613950
Gen County: Santa Clara
Tsd County: Sacramento
Tons: .5700
Facility Address 2: Not reported
Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Transfer Station
Contact: TED DOKER
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
County Santa Clara

Gepaid: CAD983617135
TSD EPA ID: CA0000084517
Gen County: Santa Clara
Tsd County: Sacramento
Tons: 0.0975
Facility Address 2: Not reported
Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Transfer Station
Contact: TED DOKER
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 660 SAN ANTONIO RD # B
MOUNTAIN VIEW, CA 94040
County Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

Gepaid: CAD983617135
 TSD EPA ID: CA0000084517
 Gen County: Santa Clara
 Tsd County: Sacramento
 Tons: .4725
 Facility Address 2: Not reported
 Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
 Disposal Method: Transfer Station
 Contact: TED DOKER
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 660 SAN ANTONIO RD # B
 MOUNTAIN VIEW, CA 94040

County Santa Clara

Gepaid: CAD983617135
 TSD EPA ID: CA0000084517
 Gen County: Santa Clara
 Tsd County: Sacramento
 Tons: .0975
 Facility Address 2: Not reported
 Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
 Disposal Method: Transfer Station
 Contact: TED DOKER
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 660 SAN ANTONIO RD # B
 MOUNTAIN VIEW, CA 94040

County Santa Clara

Gepaid: CAD983617135
 TSD EPA ID: CAT000613893
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: .6150
 Facility Address 2: Not reported
 Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
 Disposal Method: Transfer Station
 Contact: TED DOKER
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 660 SAN ANTONIO RD # B
 MOUNTAIN VIEW, CA 94040

County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 6 additional CA HAZNET record(s) in the EDR Site Report.

EMISSIONS :

Year : 1990
 Facility ID : 4640
 Air District Code : BA
 SIC Code : 7216
 Air Basin : SF
 Air District Name : BAY AREA AQMD
 Community Health Air Pollution Info System : Not reported
 Consolidated Emission Reporting Rule : Not reported
 County Code : 43

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

County ID : 43
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr : 0
Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 1993
Facility ID : 4640
Air District Code : BA
SIC Code : 7216
Air Basin : SF
Air District Name : BAY AREA AQMD
Community Health Air Pollution Info System : Not reported
Consolidated Emission Reporting Rule : Not reported
County Code : 43
County ID : 43
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr : 0
Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 1996
Facility ID : 4640
Air District Code : BA
SIC Code : 7216
Air Basin : SF
Air District Name : BAY AREA AQMD
Community Health Air Pollution Info System : Not reported
Consolidated Emission Reporting Rule : Not reported
County Code : 43
County ID : 43
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 0
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr : 0
Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 1997
Facility ID : 11349
Air District Code : BA
SIC Code : 7216
Air Basin : SF
Air District Name : BAY AREA AQMD
Community Health Air Pollution Info System : Not reported
Consolidated Emission Reporting Rule : Not reported
County Code : 43
County ID : 43
Total Organic Hydrocarbon Gases Tons/Yr: 0
Reactive Organic Gases Tons/Yr: 0

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr : 0
 Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 1998
 Facility ID : 11349
 Air District Code : BA
 SIC Code : 7216
 Air Basin : SF
 Air District Name : BAY AREA AQMD
 Community Health Air Pollution Info System : Not reported
 Consolidated Emission Reporting Rule : Not reported
 County Code : 43
 County ID : 43
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr : 0
 Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 1999
 Facility ID : 11349
 Air District Code : BA
 SIC Code : 7216
 Air Basin : SF
 Air District Name : BAY AREA AQMD
 Community Health Air Pollution Info System : Not reported
 Consolidated Emission Reporting Rule : Not reported
 County Code : 43
 County ID : 43
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr : 0
 Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 2000
 Facility ID : 11349
 Air District Code : BA
 SIC Code : 7216
 Air Basin : SF
 Air District Name : BAY AREA AQMD
 Community Health Air Pollution Info System : Not reported
 Consolidated Emission Reporting Rule : Not reported
 County Code : 43
 County ID : 43
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

MAP FINDINGS

Database(s)
 EDR ID Number
 EPA ID Number

HOLIDAY CLEANERS (Continued)

1000597690

Particulate Matter Tons/Yr : 0
 Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

Year : 2001
 Facility ID : 11349
 Air District Code : BA
 SIC Code : 7216
 Air Basin : SF
 Air District Name : BAY AREA AQMD
 Community Health Air Pollution Info System : Not reported
 Consolidated Emission Reporting Rule : Not reported
 County Code : 43
 County ID : 43
 Total Organic Hydrocarbon Gases Tons/Yr: 0
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr : 0
 Part. Matter 10 Micrometers and Smaller Tons/Yr : 0

39
 North
 1/8-1/4
 1165 ft.

MOUNTAIN VIEW TIRE & AUTOMOTIVE
 250 SAN ANTONIO AVE
 MOUNTAIN VIEW, CA 94040

HAZNET S103978521
 N/A

Relative:
 Lower

Actual:
 46 ft.

HAZNET:
 Gepaid: CAL000179646
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: .2085
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: BAGHEL JASWEL
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 250 SAN ANTONIO AVE
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Gepaid: CAL000253355
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: 0.30
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: DOUGLAS WALLER
 Telephone: (650) 948-5135
 Mailing Name: Not reported
 Mailing Address: 250 SAN ANTONIO AVE
 MOUNTAIN VIEW, CA 94040
 County Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

Database(s) EDR ID Number
 EPA ID Number

MOUNTAIN VIEW TIRE & AUTOMOTIVE (Continued)

S103978521

Gepaid: CAL000179646
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: .9591
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: BAGHEL JASWEL
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 250 SAN ANTONIO AVE
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Gepaid: CAL000253355
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 1.08
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: DOUGLAS WALLER
 Telephone: (650) 948-5135
 Mailing Name: Not reported
 Mailing Address: 250 SAN ANTONIO AVE
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

J40
East
1/8-1/4
1181 ft.

LUCKY STORES #110-300
2535 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

HAZNET S103975589
N/A

Relative:
Lower

Site 3 of 5 in cluster J

Actual:
54 ft.

HAZNET:
 Gepaid: CAL000147912
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Sonoma
 Tons: 0.04
 Facility Address 2: Not reported
 Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)
 Disposal Method: Transfer Station
 Contact: LAURA SUMMERS - ENV COMPL MGR
 Telephone: (208) 395-5245
 Mailing Name: Not reported
 Mailing Address: PO BOX 20 DEPT 74100
 BOISE, ID 83726
 County Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

LUCKY STORES #110-300 (Continued)

S103975589

Gepaid: CAL000147912
 TSD EPA ID: CAT000613943
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.09
 Facility Address 2: Not reported
 Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)
 Disposal Method: Transfer Station
 Contact: Erica Fransen
 Telephone: (208) 395-5245
 Mailing Name: Not reported
 Mailing Address: PO Box 20 Dept 72405
 BOISE, ID 83726
 County Santa Clara

Gepaid: CAR000055251
 TSD EPA ID: CAD981402522
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 1.77
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Recycler
 Contact: ERICA FRANSEN
 Telephone: (208) 395-4793
 Mailing Name: C/O ALBERTSONS INC
 Mailing Address: PO BOX 20 DEPT 72405
 BOISE, ID 83726
 County Santa Clara

Gepaid: CAC001273128
 TSD EPA ID: CAT000646117
 Gen County: Santa Clara
 Tsd County: Kings
 Tons: 3.3478
 Facility Address 2: Not reported
 Waste Category: Polychlorinated biphenyls and material containing PCB's
 Disposal Method: Transfer Station
 Contact: AMERICAN STORES PROPERTIES
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: PO BOX 26948
 SALT LAKE CITY, UT 84126 - 0948
 County Santa Clara

J41
East
1/8-1/4
1181 ft.

SAVON 3797
2535 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040

RCRA-SQG 1001492825
HAZNET CAR000055251

Relative:
Lower

Site 4 of 5 in cluster J

Actual:
54 ft.

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

EDR ID Number
EPA ID Number
Database(s)

SAVON 3797 (Continued)

1001492825

RCRAInfo:
Owner: AMER STORES PROPERTIES INC
(801) 961-5776
EPA ID: CAR000055251
Contact: RUSS ROELLER
(919) 484-3631
Classification: Small Quantity Generator
TSDF Activities: Not reported
Violation Status: No violations found

HAZNET:
Gepaid: CAR000055251
TSD EPA ID: CAD981402522
Gen County: Santa Clara
Tsd County: Kern
Tons: 1.3342
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: AMER STORES PROPERTIES INC
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 2535 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040
County: Santa Clara
Gepaid: CAR000055251
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Kern
Tons: 2.20
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: LAURA KIDWAI, ENV PROJECTS SPE
Telephone: (208) 395-5245
Mailing Name: Not reported
Mailing Address: PO BOX 20 DEPT 74100
BOISE, ID 83726
County: Not reported
Gepaid: CAR000055251
TSD EPA ID: CAD981402522
Gen County: Santa Clara
Tsd County: Kern
Tons: .2502
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Contact: AMER STORES PROPERTIES INC
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 2535 CALIFORNIA ST
MOUNTAIN VIEW, CA 94040
County: Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SAVON 3797 (Continued)

1001492825

Gepaid: CAR000055251
 TSD EPA ID: CAD981402522
 Gen County: Santa Clara
 Tsd County: Kern
 Tons: 2.5853
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Recycler
 Contact: AMER STORES PROPERTIES INC
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 2535 CALIFORNIA ST
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Gepaid: CAR000055251
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: 0.29
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Recycler
 Contact: LAURA KIDWAI, ENV PROJECTS SPE
 Telephone: (208) 395-5245
 Mailing Name: Not reported
 Mailing Address: PO BOX 20 DEPT 74100
 BOISE, ID 83726
 County Not reported

[Click this hyperlink](#) while viewing on your computer to access
 2 additional CA HAZNET record(s) in the EDR Site Report.

J42 LUCKY STORE #300
East 2535 CALIFORNIA ST
1/8-1/4 MOUNTAIN VIEW, CA 94040
1181 ft.

HAZNET S103975574
 N/A

Relative: Site 5 of 5 in cluster J
Lower

Actual: HAZNET:
54 ft. Gepaid: CAC001376928
 TSD EPA ID: CAD028409019
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: .0500
 Facility Address 2: Not reported
 Waste Category: Off-specification, aged, or surplus organics
 Disposal Method: Transfer Station
 Contact: SAN ANTONIO CENTER ASSOCIATES
 Telephone: (510) 430-8404
 Mailing Name: Not reported
 Mailing Address: 25550 W EL CAMINO REAL
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

LUCKY STORE #300 (Continued)

S103975574

Gepaid: CAC001376928
TSD EPA ID: CAD028409019
Gen County: Santa Clara
Tsd County: Los Angeles
Tons: .1000
Facility Address 2: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Treatment, Tank
Contact: SAN ANTONIO CENTER ASSOCIATES
Telephone: (510) 430-8404
Mailing Name: Not reported
Mailing Address: 25550 W EL CAMINO REAL
MOUNTAIN VIEW, CA 94040
County: Santa Clara

43
NNE
1/8-1/4
1274 ft.

GRANT PROPERTIES
100 SANANTONIO RD
PALO ALTO, CA 94301

CA FID UST S101623379
SWEEPS UST N/A

Relative:
Lower

FID:

Facility ID: 43012200 Regulate ID: 00014307
Reg By: Active Underground Storage Tank Location
Actual: Cortese Code: Not reported SIC Code: Not reported
45 ft. Status: Active Facility Tel: (415) 321-2811
Mail To: Not reported
100 SANANTONIO RD
PALO ALTO, CA 94301
Contact: Not reported Contact Tel: Not reported
DUNs No: Not reported NPDES No: Not reported
Creation: 10/22/93 Modified: 00/00/00
EPA ID: Not reported
Comments: Not reported

SWEEPS:

Status : A
Comp Number : 14307
Number : 9
Board Of Equalization : 44-026071
Ref Date : 07-01-85
Act Date : Not reported
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 1
Swrcb Tank Id : 43-006-014307-000001
Actv Date : 07-01-85
Capacity : 2000
Tank Use : M.V. FUEL
Stg : P
Content : REG UNLEADED
Number Of Tanks : 1

MAP FINDINGS

Map ID			
Direction			
Distance			
Distance (ft.)			
Elevation	Site	Database(s)	EDR ID Number EPA ID Number

K44 SSW 1/8-1/4 1292 ft.	RITE AID NO 5888 685 SAN ANTONIO RD MOUNTAIN VIEW, CA 94040	RCRA-SQG FINDS	1000978383 CA0001009893
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Site 1 of 3 in cluster K

Relative: Higher		RCRAInfo: Owner: RITE AID (717) 761-2633
Actual: 74 ft.		EPA ID: CA0001009893 Contact: GAIL RATAJCZAK (800) 769-5845
		Classification: Small Quantity Generator TSDF Activities: Not reported Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:
 HAZARDOUS WASTE TRACKING SYSTEM-DATAMART
 RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

K45 SSW 1/8-1/4 1292 ft.	PAYLESS DRUG #4286 685 SAN ANTONIO RD MOUNTAIN VIEW, CA 94040	HAZNET	S100870316 N/A
--	--	--------	-------------------

Site 2 of 3 in cluster K

Relative: Higher		HAZNET: Gepaid: CAL000074288 TSD EPA ID: CAD070148432 Gen County: Santa Clara Tsd County: 1 Tons: .2067 Facility Address 2: Not reported Waste Category: Photochemicals/photoprocessing waste Disposal Method: Treatment, Incineration Contact: THRIFTY PAYLESS DRUG STORES Telephone: (503) 685-7539 Mailing Name: Not reported Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211 DURHAM, NC 27703 - 9200 County: Santa Clara
Actual: 74 ft.		Gepaid: CAL000074288 TSD EPA ID: CAD981402522 Gen County: Santa Clara Tsd County: Kern Tons: .0417 Facility Address 2: Not reported Waste Category: Photochemicals/photoprocessing waste Disposal Method: Not reported Contact: THRIFTY PAYLESS DRUG STORES Telephone: (503) 685-7539 Mailing Name: Not reported Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211 DURHAM, NC 27703 - 9200 County: Santa Clara

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

PAYLESS DRUG #4286 (Continued)

S100870316

Gepaid: CAL000074288
TSD EPA ID: CAD981402522
Gen County: Santa Clara
Tsd County: Kern
Tons: .6254
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: THRIFTY PAYLESS DRUG STORES
Telephone: (503) 685-7539
Mailing Name: Not reported
Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211
DURHAM, NC 27703 - 9200
County: Santa Clara
Gepaid: CAL000074288
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Kern
Tons: 0.12
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: STANELY LOS JR
Telephone: (415) 948-6685
Mailing Name: Not reported
Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211
DURHAM, NC 27703 - 9200
County: Not reported
Gepaid: CAL000074288
TSD EPA ID: CAD070148432
Gen County: Santa Clara
Tsd County: 1
Tons: .0417
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Not reported
Contact: THRIFTY PAYLESS DRUG STORES
Telephone: (503) 685-7539
Mailing Name: Not reported
Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211
DURHAM, NC 27703 - 9200
County: Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 8 additional CA HAZNET record(s) in the EDR Site Report.

K46 RITE AID #5888
SSW 685 SAN ANTONIO RD
1/8-1/4 MOUNTAIN VIEW, CA 94040
1292 ft.
Relative: Site 3 of 3 in cluster K
Higher
Actual: 74 ft.

HAZNET S103984618
N/A

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

RITE AID #5888 (Continued)

S103984618

HAZNET:

Gepaid: CA0001009893
TSD EPA ID: CAD981402522
Gen County: Santa Clara
Tsd County: Santa Clara
Tons: 1.7
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: N G MACLEOD RITE AID CORP RISK
Telephone: (717) 761-2633
Mailing Name: SAFETY DEPT
Mailing Address: PO BOX 3165
HARRISBURG, PA 17105
County Santa Clara

Gepaid: CA0001009893
TSD EPA ID: CAD003963592
Gen County: Santa Clara
Tsd County: Santa Clara
Tons: .1876
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: RITE AID CORP
Telephone: (717) 761-2633
Mailing Name: Not reported
Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211
DURHAM, NC 27703 - 3165
County Santa Clara

Gepaid: CA0001009893
TSD EPA ID: CA0000084517
Gen County: Santa Clara
Tsd County: Sacramento
Tons: .5004
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Transfer Station
Contact: RITE AID CORP
Telephone: (717) 761-2633
Mailing Name: Not reported
Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211
DURHAM, NC 27703 - 3165
County Santa Clara

Gepaid: CA0001009893
TSD EPA ID: CAD981402522
Gen County: Santa Clara
Tsd County: Kern
Tons: 0.7295
Facility Address 2: Not reported
Waste Category: Photochemicals/photoprocessing waste
Disposal Method: Recycler
Contact: RITE AID CORP
Telephone: (717) 761-2633
Mailing Name: Not reported
Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

RITE AID #5888 (Continued)

S103984618

DURHAM, NC 27703 - 3165
 County Santa Clara
 Gepaid: CA0001009893
 TSD EPA ID: CA0000084517
 Gen County: Santa Clara
 Tsd County: Sacramento
 Tons: 1.0008
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Transfer Station
 Contact: RITE AID CORP
 Telephone: (717) 761-2633
 Mailing Name: Not reported
 Mailing Address: 4020 STIRRUP CREEK DRIVE SUITE 211
 DURHAM, NC 27703 - 3165
 County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
 5 additional CA HAZNET record(s) in the EDR Site Report.

47
 North
 1/8-1/4
 1319 ft.

PENINSULA TOWNHOUSE CONDOMINUMS ASSOC
181 DELMEDIO
MOUNTAIN VIEW, CA 95112

HAZNET S103981401
N/A

Relative:
 Lower
 Actual:
 45 ft.

HAZNET:
 Gepaid: CAC001185904
 TSD EPA ID: CAL000027741
 Gen County: Santa Clara
 Tsd County: 5
 Tons: .4214
 Facility Address 2: Not reported
 Waste Category: Asbestos-containing waste
 Disposal Method: Disposal, Land Fill
 Contact: PENINSULA TOWNHOUSE CONDO
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 1641 N FIRST ST,#285
 SAN JOSE, CA 95112
 County Santa Clara

48
 SW
 1/4-1/2
 1398 ft.

LOZANO CAR WASH
2690 W EL CAMINO REAL
MOUNTAIN VIEW, CA 94040

HAZNET S103648145
LUST N/A

Relative:
 Higher
 Actual:
 71 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Soil only
 Status: Case Closed
 Review Date: Not reported
 Workplan: 9/16/1986
 Confirm Leak: Not reported
 Prelim Assess: 9/16/1986

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

LOZANO CAR WASH (Continued)

S103648145

Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	10/7/2003		
Release Date:	8/12/2003		
Cleanup Fund Id :	Not reported		
Discover Date :	Not reported		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	Not reported		
Funding:	Not reported		
Staff Initials:	CT		
How Discovered:	Not reported		
How Stopped:	Not reported		
Interim :	Not reported		
Leak Cause:	Unknown		
Leak Source:	Not reported		
MTBE Date :	Not reported		
Max MTBE GW :	Not reported		
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected		
Priority:	Not reported		
Local Case # :	06S1W18R02f		
Beneficial:	MUN		
Staff :	BGS		
GW Qualifier :	Not reported		
Max MTBE Soil :	0.054 Parts per Million		
Soil Qualifier :	=		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	LUST		
Review Date :	Not reported		
Stop Date :	Not reported		
Work Suspended :	Not reported		
Responsible Party:	Manuel Lozano		
RP Address:	2690 W. El Camino Real		
Global Id:	T0608546580		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	1		
Mtbe Fuel:	1		
Water System Name:	Not reported		
Well Name:	Not reported		
Distance To Lust:	0		
Waste Discharge Global ID:	Not reported		
Waste Disch Assigned Name:	Not reported		
Summary :	Not reported		

LUST Region 2:

Region:	2
Case Number:	06S1W18R02f
Facility Id:	Not reported
Facility Status:	Case Closed
How Discovered:	Not reported
Leak Cause:	Unknown
Leak Source:	Not reported
Oversight Program:	LUST
Date Leak Confirmed:	Not reported
Prelim. Site Assesment Wokplan Submitted:	Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

LOZANO CAR WASH (Continued)

S103648145

Preliminary Site Assessment Began: 9/16/1986
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: 2003-10-07 00:00:00
 Region Code: 2
 Date Listed: 2003-10-02 00:00:00
 SCVWD Id: 06S1W18R02
 Oversight Agency: SCVWD

HAZNET:

Gepaid: CAC001348240
 TSD EPA ID: CAD009466392
 Gen County: Santa Clara
 Tsd County: 7
 Tons: 11.0000
 Facility Address 2: Not reported
 Waste Category: Other empty containers 30 gallons or more
 Disposal Method: Recycler
 Contact: LOZANO CAR WASH/JERRY GURLEY
 Telephone: (408) 749-9755
 Mailing Name: Not reported
 Mailing Address: 2690 W EL CAMINO REAL
 MOUNTAIN VIEW, CA 94040
 County: Santa Clara
 Gepaid: CAC001348240
 TSD EPA ID: CAD009466392
 Gen County: Santa Clara
 Tsd County: 7
 Tons: 6.0000
 Facility Address 2: Not reported
 Waste Category: Other empty containers 30 gallons or more
 Disposal Method: Not reported
 Contact: LOZANO CAR WASH/JERRY GURLEY
 Telephone: (408) 749-9755
 Mailing Name: Not reported
 Mailing Address: 2690 W EL CAMINO REAL
 MOUNTAIN VIEW, CA 94040
 County: Santa Clara

49
 ESE
 1/4-1/2
 1434 ft.

IRM COST SHARING SITE
 2520 CALIFORNIA STREET
 MOUNTAIN VIEW, CA

SLIC S102284312
 EMI N/A

Relative:
 Lower

CA STATE SLIC :
 Global Id : SL18311731
 Region : STATE
 Assigned Name : SLICSITE
 Lead Agency Contact : Not reported
 Lead Agency : Not reported
 Lead Agency Case Number : Not reported
 Responsible Party : RESOLUTION LAW GROUP
 Recent Dtw : Not reported
 Facility Status : Verification Monitoring Underway
 Substance Released : VOC

Actual:
 55 ft.

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

IRM COST SHARING SITE (Continued)

S102284312

SLIC Region 2:
 Facility ID: SL18311731
 Region: 2
 Facility Status: 8
 Date Closed: Not reported
 Local Case #: Not reported
 How Discovered: RPR
 Leak Cause: Not reported
 Leak Source: Not reported
 Date Confirmed: Not reported
 Date Prelim Site Assmnt Workplan Submitted: Not reported
 Date Preliminary Site Assessment Began: Not reported
 Date Pollution Characterization Began: Not reported
 Date Remediation Plan Submitted: Not reported
 Date Remedial Action Underway: Not reported
 Date Post Remedial Action Monitoring Began: Not reported

EMISSIONS :
 Year: 1987
 Facility ID: 971
 Air District Code: BA
 SIC Code: 7216
 Air Basin: SF
 Air District Name: BAY AREA AQMD
 Community Health Air Pollution Info System: Not reported
 Consolidated Emission Reporting Rule: Not reported
 County Code: 43
 County ID: 43
 Total Organic Hydrocarbon Gases Tons/Yr: 1
 Reactive Organic Gases Tons/Yr: 0
 Carbon Monoxide Emissions Tons/Yr: 0
 NOX - Oxides of Nitrogen Tons/Yr: 0
 SOX - Oxides of Sulphur Tons/Yr: 0
 Particulate Matter Tons/Yr: 0
 Part. Matter 10 Micrometers and Smaller Tons/Yr: 0

50
 SSW
 1/4-1/2
 1458 ft.

QUALITY TUNE UP
2580 EL CAMINO REAL
MOUNTAIN VIEW, CA 94040

LUST S104396947
 Cortese N/A

Relative:
 Higher

Actual:
 75 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency: 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported
 Workplan: 5/16/1986
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 9/30/1996
 Release Date: 5/29/1986
 Cleanup Fund Id: Not reported

Confirm Leak: Not reported
 Prelim Assess: 5/16/1986
 Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

QUALITY TUNE UP (Continued)

S104396947

Discover Date : Not reported
Enforcement Dt : Not reported
Enf Type: SEL
Enter Date : Not reported
Funding: Not reported
Staff Initials: LD
How Discovered: Not reported
How Stopped: Not reported
Interim : Not reported
Leak Cause: Not reported
Leak Source: Not reported
MTBE Date : Not reported
Max MTBE GW : Not reported
MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
Priority: Not reported
Local Case # : 06S2W20D01f
Beneficial: MUN
Staff : ZSC
GW Qualifier : =
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: LUST
Review Date : Not reported
Stop Date : Not reported
Work Suspended: Not reported
Responsible Party: Thoits Bros. Inc., et al
RP Address: 3031 Tisch Way
Global Id: T0608501080
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W20D01f
Facility Id: Not reported
Facility Status: Case Closed
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 5/16/1986
Pollution Characterization Began: 3/9/1988
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

QUALITY TUNE UP (Continued)

S104396947

LUST Region SC:
 Region: Santa Clara
 Closed Date: 1996-09-30 00:00:00
 Region Code: 2
 Date Listed: 1987-01-01 00:00:00
 SCVWD Id: 06S2W20D01
 Oversight Agency: SCVWD

CORTESE:
 Region: CORTESE
 Fac Address 2: 2580 EL CAMINO REAL

51
 NE
 1/4-1/2
 1479 ft.

**FRANCISCAN GLASS COMPANY
 100 SAN ANTONIO CIR
 MOUNTAIN VIEW, CA 94040**

**LUST S105036259
 Cortese N/A**

Relative:
 Lower
 Actual:
 44 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency: 43099L
 Case Type: Soil only
 Status: Case Closed
 Review Date: Not reported
 Workplan: 12/3/1990
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 3/5/1991
 Release Date: 10/1/1986
 Cleanup Fund Id: Not reported
 Discover Date: Not reported
 Enforcement Dt: Not reported
 Enf Type: NOR
 Enter Date: Not reported
 Funding: Not reported
 Staff Initials: CW
 How Discovered: Not reported
 How Stopped: Not reported
 Interim: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date: Not reported
 Max MTBE GW: Not reported
 MTBE Tested: Site NOT Tested for MTBE. Includes Unknown and Not Analyzed.
 Priority: Not reported
 Local Case #: 06S2W17L01f
 Beneficial: MUN
 Staff: ZSC
 GW Qualifier: Not reported
 Max MTBE Soil: Not reported
 Soil Qualifier: Not reported
 Hydr Basin #: Not reported
 Operator: Not reported
 Oversight Prgm: LUST
 Review Date: Not reported
 Stop Date: Not reported
 Confirm Leak: Not reported
 Prelim Assess: 12/3/1990
 Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

FRANCISCAN GLASS COMPANY (Continued)

S105036259

Work Suspended :Not reported
Responsible Party:unknown
RP Address: 1278 Brookings Ln.
Global Id: T0608500644
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 0
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W17L01f
Facility Id: Not reported
Facility Status: Case Closed
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 12/3/1990
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
Closed Date: 1991-03-05 00:00:00
Region Code: 2
Date Listed: 1987-01-01 00:00:00
SCVWD Id: 06S2W17L01
Oversight Agency: SCVWD

CORTESE:

Region: CORTESE
Fac Address 2: 100 SAN ANTONIO CIR

52
WSW
1/4-1/2
1497 ft.

4470 EL CAMINO REAL
LOS ALTOS, CA

CHMIRS S105665576
N/A

Relative:
Higher

CHMIRS:

OES Control Number: 00-4291
Chemical Name: Sewage / grease
Extent of Release: Not reported
Property Use: Not reported
Incident Date: Not reported
Date Completed: Not reported
Time Completed : Not reported
Agency Id Number : Not reported
Agency Incident Number : Not reported
OES Incident Number : 00-4291
Time Notified : Not reported
Surrounding Area : Not reported

Actual:
71 ft.

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

(Continued)

S105665576

Estimated Temperature :	Not reported
Property Management :	Not reported
More Than Two Substances Involved? :	Not reported
Special Studies 1 :	Not reported
Special Studies 2 :	Not reported
Special Studies 3 :	Not reported
Special Studies 4 :	Not reported
Special Studies 5 :	Not reported
Special Studies 6 :	Not reported
Responding Agency Personel # Of Injuries :	Not reported
Responding Agency Personel # Of Fatalities :	0
Resp Agncy Personel # Of Decontaminated :	Not reported
Others Number Of Decontaminated :	Not reported
Others Number Of Injuries :	Not reported
Others Number Of Fatalities :	Not reported
Vehicle Make/year :	Not reported
Vehicle License Number :	Not reported
Vehicle State :	Not reported
Vehicle Id Number :	Not reported
CA/DOT/PUC/ICC Number :	Not reported
Company Name :	Not reported
Reporting Officer Name/ID :	Not reported
Report Date :	Not reported
Comments :	Not reported
Facility Telephone Number :	Not reported
Waterway Involved :	Yes
Waterway :	Storm drain / Adobe Creek
Spill Site :	Other
Cleanup By :	Public Works
Containment :	Yes
What Happened :	Not reported
Type :	Not reported
Other :	Not reported
Chemical 1 :	Not Reported
Chemical 2 :	Not Reported
Chemical 3 :	Not Reported
Date/Time :	9/21/200003:02:23 PM
Evacuations :	0
True date :	12/31/03
Year :	2000
Agency :	City of Los Altos
BBLs :	0
Cups :	0
CUFT :	0
Gallons :	1,500
Grams :	0
Pounds :	0
Liters :	0
Ounces :	0
Pints :	0
Quarts :	0
Sheen :	0
Tons :	0
Unknown :	0
Description :	A contractor discharged a load of sewage and grease From the El Torito restaurant into the storm drain. Sewage grease mix also impacted Adobe Creek at El Camino Real

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

(Continued)

S105665576

Incident date : 9/21/2000 12:00:00 AM
 Admin Agency : Santa Clara County Health Department
 OES date : Not reported
 OES time : Not reported
 Amount : Not reported

L53 TARGET #322
 SSE 555 SHOWERS DR
 1/4-1/2 MOUNTAIN VIEW, CA 94040
 1801 ft.

HAZNET S100937119
 LUST N/A

Site 1 of 2 in cluster L

Relative:
 Higher

Actual:
 71 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency: 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported
 Workplan: 10/2/1986
 Pollution Char: Not reported
 Remed Action: 12/1/1993
 Monitoring: Not reported
 Close Date: 9/17/1997
 Release Date: 10/2/1986
 Cleanup Fund Id: Not reported
 Discover Date: Not reported
 Enforcement Dt: Not reported
 Enf Type: NOV
 Enter Date: Not reported
 Funding: Not reported
 Staff Initials: LD
 How Discovered: Not reported
 How Stopped: Not reported
 Interim: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date: 5/27/1997
 Max MTBE GW: 22 Parts per Billion
 MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
 Priority: Not reported
 Local Case #: 06S2W20C02f
 Beneficial: MUN
 Staff: ZSC
 GW Qualifier: =
 Max MTBE Soil: Not reported
 Soil Qualifier: Not reported
 Hydr Basin #: Not reported
 Operator: Not reported
 Oversight Prgm: LUST
 Review Date: Not reported
 Stop Date: Not reported
 Work Suspended: Not reported
 Responsible Party: John Pear
 RP Address: PO Box 1392

Confirm Leak: Not reported
 Prelim Assess: 10/2/1986
 Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

TARGET #322 (Continued)

S100937119

Global Id: T0608500515
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 1
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W20C02f
Facility Id: Not reported
Facility Status: Case Closed
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 10/2/1986
Pollution Characterization Began: 6/7/1993
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 12/1/1993
Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
Closed Date: 1997-09-17 00:00:00
Region Code: 2
Date Listed: 1987-01-01 00:00:00
SCVWD Id: 06S2W20C02
Oversight Agency: SCVWD

HAZNET:

Gepaid: CAL000248217
TSD EPA ID: Not reported
Gen County: San Bernardino
Tsd County: 99
Tons: 0.25
Facility Address 2: Not reported
Waste Category: Off-specification, aged, or surplus organics
Disposal Method: Not reported
Contact: ANNIECE CARTER
Telephone: (760) 602-8619
Mailing Name: Not reported
Mailing Address: 1905 ASTON AVE STE 100
CARLSBAD, CA 92008
County: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

TARGET #322 (Continued)

S100937119

Gepaid: CAL000248217
TSD EPA ID: Not reported
Gen County: San Bernardino
Tsd County: San Mateo
Tons: 0.09
Facility Address 2: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Recycler
Contact: ANNIECE CARTER
Telephone: (760) 602-8619
Mailing Name: Not reported
Mailing Address: 1905 ASTON AVE STE 100
CARLSBAD, CA 92008
County Not reported

Gepaid: CAL000248217
TSD EPA ID: Not reported
Gen County: San Bernardino
Tsd County: San Mateo
Tons: 0.26
Facility Address 2: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Treatment, Incineration
Contact: ANNIECE CARTER
Telephone: (760) 602-8619
Mailing Name: Not reported
Mailing Address: 1905 ASTON AVE STE 100
CARLSBAD, CA 92008
County Not reported

Gepaid: CAL000248217
TSD EPA ID: Not reported
Gen County: San Bernardino
Tsd County: San Mateo
Tons: 0.01
Facility Address 2: Not reported
Waste Category: Liquids with pH <UN-> 2
Disposal Method: Treatment, Incineration
Contact: ANNIECE CARTER
Telephone: (760) 602-8619
Mailing Name: Not reported
Mailing Address: 1905 ASTON AVE STE 100
CARLSBAD, CA 92008
County Not reported

Gepaid: CAL000248217
TSD EPA ID: Not reported
Gen County: San Bernardino
Tsd County: Sacramento
Tons: 0.38
Facility Address 2: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Disposal, Other
Contact: ANNIECE CARTER
Telephone: (760) 602-8619
Mailing Name: Not reported
Mailing Address: 1905 ASTON AVE STE 100
CARLSBAD, CA 92008

MAP FINDINGS

Map ID			
Direction			
Distance			
Distance (ft.)			
Elevation	Site	Database(s)	EDR ID Number EPA ID Number

TARGET #322 (Continued)

S100937119

County Not reported

[Click this hyperlink](#) while viewing on your computer to access
3 additional CA HAZNET record(s) in the EDR Site Report.

L54 SSE 1/4-1/2 1801 ft.	DIGAS COMPANY 555 SHOWERS DR MOUNTAIN VIEW, CA Site 2 of 2 in cluster L	Cortese	S102428789 N/A
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Relative: Higher	CORTESE: Region: CORTESE Fac Address 2: 555 SHOWERS DR		
Actual: 71 ft.			

55 South 1/4-1/2 1810 ft.	LOS ALTOS GARDEN SUPPLY 4730 EL CAMINO REAL LOS ALTOS, CA 94022	LUST Cortese	S102432747 N/A
--	--	-------------------------------	---------------------------------

Relative: Higher	State LUST: Cross Street: Not reported Qty Leaked: Not reported Case Number 43-2112 Reg Board: 2 Chemical: Diesel Lead Agency: Regional Board Local Agency : 43099L Case Type: Soil only Status: Case Closed Abate Method: Excavate and Dispose - remove contaminated soil and dispose in approved site Review Date: Not reported Workplan: Not reported Pollution Char: Not reported Remed Action: Not reported Monitoring: Not reported Close Date: 4/29/1996 Release Date: 12/4/1995 Cleanup Fund Id : Not reported Discover Date : 11/13/1995 Enforcement Dt : Not reported Enf Type: Not reported Enter Date : 1/8/1996 Funding: Not reported Staff Initials: UNK How Discovered: Tank Closure How Stopped: Not reported Interim : Yes Leak Cause: UNK Leak Source: UNK MTBE Date : Not reported Max MTBE GW : Not reported MTBE Tested: Not Required to be Tested. Priority: Not reported Local Case # : 43-2112 Beneficial: Not reported Staff : ZTM	Actual: 78 ft.	
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Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

LOS ALTOS GARDEN SUPPLY (Continued)

S102432747

GW Qualifier : Not reported
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Santa Clara Basin (2)
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : 5/8/1997
 Stop Date : 11/13/1995
 Work Suspended :No
 Responsible Party:BLANK RP
 RP Address: Not reported
 Global Id: T0608501940
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mtbe Fuel: 0
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : ARCHIVED 5/9/96 CONTROL NO 120-041 SRC 0904691

LUST Region 2:

Region: 2
 Case Number: 43-2112
 Facility Id: 43-2112
 Facility Status: Case Closed
 How Discovered: TC
 Leak Cause: UNK
 Leak Source: UNK
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: Not reported
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

CORTESE:

Region: CORTESE
 Fac Address 2: 4730 EL CAMINO REAL

56
 West
 1/4-1/2
 1829 ft.

UNOCAL
4350 EL CAMINO REAL
LOS ALTOS, CA 94022

HAZNET 1000167445
LUST N/A
Cortese
HIST UST

Relative:
Higher

State LUST:

Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported

Confirm Leak: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

UNOCAL (Continued)

1000167445

Workplan:	10/5/1990	Prelim Assess:	10/5/1990
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	8/21/1992		
Close Date:	11/7/1996		
Release Date:	11/8/1990		
Cleanup Fund Id :	Not reported		
Discover Date :	Not reported		
Enforcement Dt :	Not reported		
Enf Type:	SEL		
Enter Date :	Not reported		
Funding:	Not reported		
Staff Initials:	CT		
How Discovered:	Not reported		
How Stopped:	Not reported		
Interim :	Not reported		
Leak Cause:	Not reported		
Leak Source:	Not reported		
MTBE Date :	7/7/1993		
Max MTBE GW :	60 Parts per Billion		
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected		
Priority:	Not reported		
Local Case # :	06S2W18R01f		
Beneficial:	MUN		
Staff :	ZSC		
GW Qualifier :	=		
Max MTBE Soil :	Not reported		
Soil Qualifier :	=		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	LUST		
Review Date :	Not reported		
Stop Date :	Not reported		
Work Suspended :	Not reported		
Responsible Party:	Ron Bock		
RP Address:	2000 Crow Canyon Pl., Ste. 400		
Global Id:	T0608501527		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	2		
Mtbe Fuel:	1		
Water System Name:	Not reported		
Well Name:	Not reported		
Distance To Lust:	0		
Waste Discharge Global ID:	Not reported		
Waste Disch Assigned Name:	Not reported		
Summary :	Not reported		

LUST Region 2:

Region:	2
Case Number:	06S2W18R01f
Facility Id:	Not reported
Facility Status:	Case Closed
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Oversight Program:	LUST
Date Leak Confirmed:	Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

UNOCAL (Continued)

1000167445

Prelim. Site Assessment Wokplan Submitted: Not reported
 Preliminary Site Assessment Began: 10/5/1990
 Pollution Characterization Began: 9/10/1991
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: 8/21/1992

LUST Region SC:

Region: Santa Clara
 Closed Date: 1996-11-07 00:00:00
 Region Code: 2
 Date Listed: 1991-01-18 00:00:00
 SCVWD Id: 06S2W18R01
 Oversight Agency: SCVWD

HAZNET:

Gepaid: CAL000161435
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: 0.20
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Transfer Station
 Contact: HAZMAT SPECIALIST
 Telephone: (602) 728-4180
 Mailing Name: Not reported
 Mailing Address: PO BOX 52085
 PHOENIX, AZ 85072 - 2085
 County: Not reported

CORTESE:

Region: CORTESE
 Fac Address 2: 4350 EL CAMINO REAL

UST HIST:

Facility ID: 60679
 Total Tanks: 1
 Owner Address: 1 CALIFORNIA ST., SUITE 2700
 SAN FRANCISCO, CA 94111
 Tank Used for: WASTE
 Tank Num: 1
 Tank Capacity: 00000000
 Type of Fuel: Not reported
 Leak Detection: Visual
 Contact Name: FELIX BOLTON, JR.
 Facility Type: Gas Station
 Owner Name: UNION OIL CO.
 Region: STATE
 Container Num: 6115-10-1
 Year Installed: Not reported
 Tank Construction: 6 inches
 Telephone: (415) 941-0244
 Other Type: Not reported

M57
 SSW
 1/4-1/2
 1938 ft.

LAWRENCE FRUGOLI R
988 N SAN ANTONIO RD
LOS ALTOS, CA 94022

LUST U001594144
HIST UST N/A

Site 1 of 2 in cluster M

Relative:
 Higher

Actual:
 81 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency: 43099L
 Case Type: Other ground water affected

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

LAWRENCE FRUGOLI R (Continued)

U001594144

Status:	Case Closed	Confirm Leak:	Not reported
Review Date:	Not reported	Prelim Assess:	7/8/1985
Workplan:	7/8/1985	Remed Plan:	Not reported
Pollution Char:	Not reported		
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	7/10/2001		
Release Date:	6/30/1987		
Cleanup Fund Id :	Not reported		
Discover Date :	Not reported		
Enforcement Dt :	Not reported		
Enf Type:	SEL		
Enter Date :	Not reported		
Funding:	Not reported		
Staff Initials:	CT		
How Discovered:	Not reported		
How Stopped:	Not reported		
Interim :	Not reported		
Leak Cause:	Not reported		
Leak Source:	Not reported		
MTBE Date :	11/8/2000		
Max MTBE GW :	8.300000000000007 Parts per Billion		
MTBE Tested:	MTBE Detected. Site tested for MTBE & MTBE detected		
Priority:	Not reported		
Local Case # :	06S2W19A01f		
Beneficial:	MUN		
Staff :	ZSC		
GW Qualifier :	=		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	LUST		
Review Date :	Not reported		
Stop Date :	Not reported		
Work Suspended :	Not reported		
Responsible Party:	Paul Supple		
RP Address:	P.O. Box 6549		
Global Id:	T0608500189		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	2		
Mtbe Fuel:	1		
Water System Name:	Not reported		
Well Name:	Not reported		
Distance To Lust:	0		
Waste Discharge Global ID:	Not reported		
Waste Disch Assigned Name:	Not reported		
Summary :	Not reported		

LUST Region 2:	
Region:	2
Case Number:	06S2W19A01f
Facility Id:	Not reported
Facility Status:	Case Closed
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s)
EDR ID Number
EPA ID Number

LAWRENCE FRUGOLI R (Continued)

U001594144

Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assessment Wokplan Submitted: Not reported
Preliminary Site Assessment Began: 7/8/1985
Pollution Characterization Began: 10/24/1990
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
Closed Date: 2001-07-10 00:00:00
Region Code: 2
Date Listed: 1988-01-01 00:00:00
SCVWD Id: 06S2W19A01
Oversight Agency: SCVWD

UST HIST:

Facility ID: 26956
Total Tanks: 6
Owner Address: 515 SOUTH FLOWER STREET
LOS ANGELES, CA 90071
Tank Used for: PRODUCT
Tank Num: 1
Tank Capacity: 00012000
Type of Fuel: UNLEADED
Leak Detection: Stock Inventor
Contact Name: Not reported
Facility Type: Gas Station
Owner Name: ARCO PETROLEUM PRODUCTS CO.
Region: STATE
Container Num: 0000000001
Year Installed: 1983
Tank Construction: Not Reported
Telephone: (000) 000-0000
Other Type: Not reported

Facility ID: 26956
Total Tanks: 6
Owner Address: 515 SOUTH FLOWER STREET
LOS ANGELES, CA 90071
Tank Used for: PRODUCT
Tank Num: 2
Tank Capacity: 00006000
Type of Fuel: 06
Leak Detection: Stock Inventor
Contact Name: Not reported
Facility Type: Gas Station
Owner Name: ARCO PETROLEUM PRODUCTS CO.
Region: STATE
Container Num: 0000000002
Year Installed: 1971
Tank Construction: 0000240 inches
Telephone: (000) 000-0000
Other Type: Not reported

Facility ID: 26956
Total Tanks: 6
Owner Address: 515 SOUTH FLOWER STREET
LOS ANGELES, CA 90071
Tank Used for: PRODUCT
Tank Num: 3
Tank Capacity: 00006000
Type of Fuel: 06
Leak Detection: Stock Inventor
Contact Name: Not reported
Facility Type: Gas Station
Owner Name: ARCO PETROLEUM PRODUCTS CO.
Region: STATE
Container Num: 0000000003
Year Installed: 1963
Tank Construction: 0000240 inches
Telephone: (000) 000-0000
Other Type: Not reported

Facility ID: 26956
Total Tanks: 6
Owner Address: 515 SOUTH FLOWER STREET
LOS ANGELES, CA 90071
Tank Used for: PRODUCT
Tank Num: 4
Owner Name: ARCO PETROLEUM PRODUCTS CO.
Region: STATE
Container Num: 0000000004

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

LAWRENCE FRUGOLI R (Continued)

U001594144

Tank Capacity:	00004000	Year Installed:	1963
Type of Fuel:	PREMIUM	Tank Construction:	0000167 inches
Leak Detection:	Stock Inventor		
Contact Name:	Not reported	Telephone:	(000) 000-0000
Facility Type:	Gas Station	Other Type:	Not reported
Facility ID:	26956	Owner Name:	ARCO PETROLEUM PRODUCTS CO.
Total Tanks:	6	Region:	STATE
Owner Address:	515 SOUTH FLOWER STREET LOS ANGELES, CA 90071		
Tank Used for:	PRODUCT		
Tank Num:	5	Container Num:	0000000005
Tank Capacity:	00004000	Year Installed:	1963
Type of Fuel:	PREMIUM	Tank Construction:	0000167 inches
Leak Detection:	Stock Inventor		
Contact Name:	Not reported	Telephone:	(000) 000-0000
Facility Type:	Gas Station	Other Type:	Not reported
Facility ID:	26956	Owner Name:	ARCO PETROLEUM PRODUCTS CO.
Total Tanks:	6	Region:	STATE
Owner Address:	515 SOUTH FLOWER STREET LOS ANGELES, CA 90071		
Tank Used for:	PRODUCT		
Tank Num:	6	Container Num:	0000000006
Tank Capacity:	00000550	Year Installed:	1963
Type of Fuel:	WASTE OIL	Tank Construction:	0000093 inches
Leak Detection:	Stock Inventor		
Contact Name:	Not reported	Telephone:	(000) 000-0000
Facility Type:	Gas Station	Other Type:	Not reported

M58
 SSW
 1/4-1/2
 1938 ft.

ARCO
 988 SAN ANTONIO RD N
 LOS ALTOS, CA 94022

HAZNET S103677836
 Cortese N/A
 SWEEPS UST

Site 2 of 2 in cluster M

Relative:
 Higher

Actual:
 81 ft.

HAZNET:
 Gepaid: CAL000028362
 TSD EPA ID: CAD980883177
 Gen County: Santa Clara
 Tsd County: Kern
 Tons: 4.1700
 Facility Address 2: Not reported
 Waste Category: Unspecified oil-containing waste
 Disposal Method: Not reported
 Contact: ATLANTIC RICHFIELD COMPANY
 Telephone: (213) 486-0494
 Mailing Name: Not reported
 Mailing Address: PO BOX 6038
 ARTESIA, CA 90702 - 6038
 County: Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

ARCO (Continued)

S103677836

Gepaid: CAL000028362
 TSD EPA ID: CAD028409019
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: .2918
 Facility Address 2: Not reported
 Waste Category: Unspecified oil-containing waste
 Disposal Method: Treatment, Tank
 Contact: ATLANTIC RICHFIELD COMPANY
 Telephone: (213) 486-0494
 Mailing Name: Not reported
 Mailing Address: PO BOX 6038
 ARTESIA, CA 90702 - 6038
 County Santa Clara

Gepaid: CAL000028362
 TSD EPA ID: AZD982441263
 Gen County: Santa Clara
 Tsd County: 99
 Tons: 1.3500
 Facility Address 2: Not reported
 Waste Category: Other organic solids
 Disposal Method: Treatment, Incineration
 Contact: ATLANTIC RICHFIELD COMPANY
 Telephone: (213) 486-0494
 Mailing Name: Not reported
 Mailing Address: PO BOX 6038
 ARTESIA, CA 90702 - 6038
 County Santa Clara

Gepaid: CAL000028362
 TSD EPA ID: CAT080013352
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: .0834
 Facility Address 2: Not reported
 Waste Category: Aqueous solution with less than 10% total organic residues
 Disposal Method: Recycler
 Contact: ATLANTIC RICHFIELD COMPANY
 Telephone: (213) 486-0494
 Mailing Name: Not reported
 Mailing Address: PO BOX 6038
 ARTESIA, CA 90702 - 6038
 County Santa Clara

Gepaid: CAL000028362
 TSD EPA ID: CAD000242105
 Gen County: Santa Clara
 Tsd County: 0
 Tons: 1.9390
 Facility Address 2: Not reported
 Waste Category: Unspecified oil-containing waste
 Disposal Method: Transfer Station
 Contact: ATLANTIC RICHFIELD COMPANY
 Telephone: (213) 486-0494
 Mailing Name: Not reported
 Mailing Address: PO BOX 6038
 ARTESIA, CA 90702 - 6038

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

ARCO (Continued)

S103677836

County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 8 additional CA HAZNET record(s) in the EDR Site Report.

CORTESE:

Region: CORTESE
Fac Address 2: 988 SAN ANTONIO RD N

SWEEPS:

Status : A
Comp Number : 26956
Number : 2
Board Of Equalization : 44-000506
Ref Date : 02-01-92
Act Date : 01-19-93
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 1-UNL-R
Swrcb Tank Id : 43-000-026956-000001
Actv Date : 02-21-92
Capacity : 12000
Tank Use : M.V. FUEL
Stg : P
Content : REG UNLEADED
Number Of Tanks : 6

Status : A
Comp Number : 26956
Number : 2
Board Of Equalization : 44-000506
Ref Date : 02-01-92
Act Date : 01-19-93
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 2-UNL-R
Swrcb Tank Id : 43-000-026956-000002
Actv Date : 02-21-92
Capacity : 12000
Tank Use : M.V. FUEL
Stg : P
Content : REG UNLEADED
Number Of Tanks : Not reported

Status : A
Comp Number : 26956
Number : 2
Board Of Equalization : 44-000506
Ref Date : 02-01-92
Act Date : 01-19-93
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 3-UNL-P
Swrcb Tank Id : 43-000-026956-000003
Actv Date : 02-21-92
Capacity : 12000
Tank Use : M.V. FUEL
Stg : P

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

ARCO (Continued)

S103677836

Content : PRM UNLEADED
Number Of Tanks : Not reported

Status : A
Comp Number : 26956
Number : 2
Board Of Equalization : 44-000506
Ref Date : 02-01-92
Act Date : 01-19-93
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 4
Swrcb Tank Id : 43-000-026956-000004
Actv Date : 07-01-85
Capacity : 4000
Tank Use : M.V. FUEL
Stg : P

Content : REG UNLEADED
Number Of Tanks : Not reported

Status : A
Comp Number : 26956
Number : 2
Board Of Equalization : 44-000506
Ref Date : 02-01-92
Act Date : 01-19-93
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 5
Swrcb Tank Id : 43-000-026956-000005
Actv Date : 07-01-85
Capacity : 4000
Tank Use : M.V. FUEL
Stg : P

Content : REG UNLEADED
Number Of Tanks : Not reported

Status : A
Comp Number : 26956
Number : 2
Board Of Equalization : 44-000506
Ref Date : 02-01-92
Act Date : 01-19-93
Created Date : 02-29-88
Tank Status : A
Owner Tank Id : 6
Swrcb Tank Id : 43-000-026956-000006
Actv Date : 07-01-85
Capacity : 550
Tank Use : OIL
Stg : W

Content : WASTE OIL
Number Of Tanks : Not reported

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

Database(s) EDR ID Number
 EPA ID Number

59 **IMR INC.**
 SSW **960 NORTH SAN ANTONIO RD**
 1/4-1/2 **LOS ALTOS, CA 94022**
 2105 ft.

HAZNET **S103969799**
CHMIRS **N/A**

Relative:
Higher

Actual:
83 ft.

HAZNET:
 Gepaid: CAL000156780
 TSD EPA ID: CAD070148432
 Gen County: Santa Clara
 Tsd County: 1
 Tons: .0625
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Recycler
 Contact: CORPORATION IMR INC
 Telephone: (415) 941-6679
 Mailing Name: Not reported
 Mailing Address: 960 NORTH SAN ANTONIO RD
 LOS ALTOS, CA 94022
 County Santa Clara

CHMIRS:
 OES Control Number: 00-2469
 Chemical Name: transformer oil no pcbs
 Extent of Release: Not reported
 Property Use: Not reported
 Incident Date: Not reported
 Date Completed: Not reported
 Time Completed : Not reported
 Agency Id Number : Not reported
 Agency Incident Number : Not reported
 OES Incident Number : 00-2469
 Time Notified : Not reported
 Surrounding Area : Not reported
 Estimated Temperature : Not reported
 Property Management : Not reported
 More Than Two Substances Involved? : Not reported
 Special Studies 1 : Not reported
 Special Studies 2 : Not reported
 Special Studies 3 : Not reported
 Special Studies 4 : Not reported
 Special Studies 5 : Not reported
 Special Studies 6 : Not reported
 Responding Agency Personel # Of Injuries : Not reported
 Responding Agency Personel # Of Fatalities : 0
 Resp Agncy Personel # Of Decontaminated : Not reported
 Others Number Of Decontaminated : Not reported
 Others Number Of Injuries : Not reported
 Others Number Of Fatalities : Not reported
 Vehicle Make/year : Not reported
 Vehicle License Number : Not reported
 Vehicle State : Not reported
 Vehicle Id Number : Not reported
 CA/DOT/PUC/ICC Number : Not reported
 Company Name : Not reported
 Reporting Officer Name/ID : Not reported
 Report Date : Not reported
 Comments : Not reported
 Facility Telephone Number : Not reported
 Waterway Involved : No

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

IMR INC. (Continued)

S103969799

Waterway : Not reported
 Spill Site : Road
 Cleanup By : Reporting Party
 Containment : Yes
 What Happened : Not reported
 Type : Not reported
 Other : Not reported
 Chemical 1 : Not Reported
 Chemical 2 : Not Reported
 Chemical 3 : Not Reported
 Date/Time : 6/2/200005:39:55 PM
 Evacuations : 0
 True date : 12/31/03
 Year : 2000
 Agency : PG&E
 BBLS : 0
 Cups : 0
 CUFT : 0
 Gallons : 26 gal
 Grams : 0
 Pounds : 0
 Liters : 0
 Ounces : 0
 Pints : 0
 Quarts : 0
 Sheen : 0
 Tons : 0
 Unknown : 0
 Description : Pole broke on its own.
 Incident date : 6/2/200012:00:00 AM
 Admin Agency : Santa Clara County Health Department
 OES date : Not reported
 OES time : Not reported
 Amount : Not reported

**N60
 SSW
 1/4-1/2
 2465 ft.**

**UNOCAL #4918
 895 N SAN ANTONIO RD
 LOS ALTOS, CA 94022**

**LUST S103880863
 N/A**

Site 1 of 3 in cluster N

**Relative:
 Higher
 Actual:
 87 ft.**

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43000
 Case Type: Other ground water affected
 Status: Pollution Characterization
 Review Date: Not reported
 Workplan: 8/17/1992
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: Not reported
 Release Date: 6/30/1992
 Cleanup Fund Id : Not reported

Confirm Leak: Not reported
 Prelim Assess: 8/17/1992
 Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

UNOCAL #4918 (Continued)

S103880863

Discover Date : Not reported
Enforcement Dt : Not reported
Enf Type: SEL
Enter Date : Not reported
Funding: Not reported
Staff Initials: MJ
How Discovered: Not reported
How Stopped: Not reported
Interim : Not reported
Leak Cause: Not reported
Leak Source: Not reported
MTBE Date : 9/15/2004
Max MTBE GW : 2 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
Priority: Not reported
Local Case # : 06S2W20E01f
Beneficial: MUN
Staff : ZSC
GW Qualifier : =
Max MTBE Soil : Not reported
Soil Qualifier : Not reported
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: LUST
Review Date : Not reported
Stop Date : Not reported
Work Suspended :Not reported
Responsible Party:ROBERT BOUST
RP Address: 2000 CROW CANYON PLACE, SUITE 400
Global Id: T0608500150
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 2
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W20E01f
Facility Id: Not reported
Facility Status: Pollution Characterization
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 8/17/1992
Pollution Characterization Began: 8/20/1992
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

UNOCAL #4918 (Continued)

S103880863

LUST Region SC:

Region: Santa Clara
 Closed Date: Not reported
 Region Code: 2
 Date Listed: 1992-12-14 00:00:00

SCVWD Id: 06S2W20E01
 Oversight Agency: SCCDEH

**N61
 SSW
 1/4-1/2
 2465 ft.**

**UNOCAL
 895 SAN ANTONIO RD N
 LOS ALTOS, CA 94202**

**Cortese S105708738
 N/A**

Site 2 of 3 in cluster N

**Relative:
 Higher**

CORTESE:

Region: CORTESE
 Fac Address 2: 895 SAN ANTONIO RD N

**Actual:
 87 ft.**

**N62
 SSW
 1/4-1/2
 2483 ft.**

**BRUSIE PROPERTY
 67 DEL MONTE
 LOS ALTOS, CA 94022**

**LUST S101303614
 Cortese N/A**

Site 3 of 3 in cluster N

**Relative:
 Higher**

State LUST:

Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: 0
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Soil only
 Status: Case Closed
 Review Date: Not reported
 Workplan: Not reported
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 8/30/1994
 Release Date: 1/1/1991
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: Not reported
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: CW
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : Not reported
 Max MTBE GW : Not reported
 MTBE Tested: Not Required to be Tested.
 Priority: Not reported
 Local Case # : 06S2W19H01f
 Beneficial: MUN
 Staff : ZSC

**Actual:
 87 ft.**

Confirm Leak: Not reported
 Prelim Assess: Not reported
 Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

BRUSIE PROPERTY (Continued)

S101303614

GW Qualifier : Not reported
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended : Not reported
 Responsible Party: Warren Brusie
 RP Address: 67 Del Monte Avenue
 Global Id: T0608569452
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mtbe Fuel: 0
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

LUST Region 2:

Region: 2
 Case Number: 06S2W19H01F
 Facility Id: Not reported
 Facility Status: Case Closed
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: Not reported
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: 1994-08-30 00:00:00
 Region Code: 2
 Date Listed: 1992-10-22 00:00:00
 SCVWD Id: 06S2W19H01
 Oversight Agency: SCVWD

CORTESE:

Region: CORTESE
 Fac Address 2: 67 DEL MONTE

O63 PLESSEY MICRO SCIENCE INC
 ESE 2274 MORA DR
 1/2-1 MOUNTAIN VIEW, CA 94040
 2809 ft.

Relative:
 Lower

Actual:
 54 ft.

Site 1 of 4 in cluster O

Cal-Sites 1000386389
 RCRA-SQG CAD009440371
 FINDS
 HAZNET
 AWP
 CERC-NFRAP
 CA WDS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

MAP FINDINGS

PLESSEY MICRO SCIENCE INC (Continued)

EDR ID Number
 EPA ID Number

Database(s)

1000386389

CERCLIS-NFRAP Classification Data:

Federal Facility: Not a Federal Facility
 Non NPL Code: NFRAP
 NPL Status: Not on the NPL

CERCLIS-NFRAP Assessment History:

Assessment: DISCOVERY	Completed: 08/01/1980
Assessment: PRELIMINARY ASSESSMENT	Completed: 10/01/1986
Assessment: PRELIMINARY ASSESSMENT	Completed: 07/01/1988
Assessment: SITE INSPECTION	Completed: 03/01/1990
Assessment: ARCHIVE SITE	Completed: 09/01/1994

RCRAInfo:

Owner: PLESSEY INCORPORATED
 (415) 555-1212
 EPA ID: CAD009440371
 Contact: ENVIRONMENTAL MANAGER
 (415) 968-7215
 Classification: Small Quantity Generator
 TSD Activities: Not reported
 Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:
 RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

CAL-SITES:

Facility ID: 43360069
 Status: AWP - ANNUAL WORKPLAN (AWP) - ACTIVE SITE
 Status Date: 01/01/1984
 Lead: DTSC
 Region: 2 - BERKELEY
 Branch: NC - NORTH COAST
 File Name: Not reported
 Status Name: ANNUAL WORKPLAN - ACTIVE SITE
 Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL Not reported
 NPL: Not Listed
 SIC: 36 MANU - ELECTRONIC & OTHER ELECTRIC EQUIP
 Facility Type: RP
 Type Name: RESPONSIBLE PARTY
 Staff Member Responsible for Site: RSUNGA
 Supervisor Responsible for Site: Not reported
 Region Water Control Board: SF - SAN FRANCISCO BAY
 Access: Controlled
 Cortese: C
 Hazardous Ranking Score: Not reported
 Date Site Hazard Ranked: Not reported
 Groundwater Contamination: Confirmed
 No. of Contamination Sources: 2
 Lat/Long: Not reported
 Lat/long Method: Not reported
 State Assembly District Code: 22
 State Senate District: 13

[Click this hyperlink](#) while viewing on your computer to access additional CAL-SITES detail in the EDR Site Report.

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

PLESSEY MICRO SCIENCE INC (Continued)

1000386389

HAZNET:

Gepaid: CAD009440371
TSD EPA ID: CAT000646117
Gen County: Santa Clara
Tsd County: Kings
Tons: 12.6420
Facility Address 2: Not reported
Waste Category: Contaminated soil from site clean-ups
Disposal Method: Disposal, Land Fill
Contact: PLESSEY INCORPORATED
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE
MOUNTAIN VIEW, CA 94040
County Santa Clara

Gepaid: CAD009440371
TSD EPA ID: CAT000646117
Gen County: Santa Clara
Tsd County: Kings
Tons: .0000
Facility Address 2: Not reported
Waste Category: Contaminated soil from site clean-ups
Disposal Method: Not reported
Contact: PLESSEY INCORPORATED
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE
MOUNTAIN VIEW, CA 94040
County Santa Clara

Gepaid: CAD009440371
TSD EPA ID: CAT000646117
Gen County: Santa Clara
Tsd County: Kings
Tons: 19.1820
Facility Address 2: Not reported
Waste Category: Drilling mud
Disposal Method: Treatment, Tank
Contact: PLESSEY INCORPORATED
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE
MOUNTAIN VIEW, CA 94040
County Santa Clara

Gepaid: CAD009440371
TSD EPA ID: CAD043260702
Gen County: Santa Clara
Tsd County: San Mateo
Tons: 5.4210
Facility Address 2: Not reported
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Contact: PLESSEY INCORPORATED
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 2274 MORA DRIVE

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

PLESSEY MICRO SCIENCE INC (Continued)

1000386389

MOUNTAIN VIEW, CA 94040
 County Santa Clara
 Gepaid: CAD009440371
 TSD EPA ID: CAT000646117
 Gen County: Santa Clara
 Tsd County: Kings
 Tons: .1750
 Facility Address 2: Not reported
 Waste Category: Contaminated soil from site clean-ups
 Disposal Method: Disposal, Land Fill
 Contact: PLESSEY INCORPORATED
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 2274 MORA DRIVE
 MOUNTAIN VIEW, CA 94040
 County Santa Clara

Click this hyperlink while viewing on your computer to access
 1 additional CA HAZNET record(s) in the EDR Site Report.

AWP Facility ID: 43360069
 Facility Type: responsible party
 Site Access Controlled : Controlled
 Region Code : 2
 Region : BERKELEY
 SMBR Branch Unit: NORTH COAST
 SMBR Branch Code : NC
 Site Name. : Not reported
 Current Status Date : 19/84/0101
 Current Status : ANNUAL WORKPLAN - ACTIVE SITE
 Lead Agency Code : DTSC
 Lead Agency : DEPT OF TOXIC SUBSTANCES CONTROL
 NPL : No
 Tier Of AWP Site : Not reported
 Source Of Funding : C
 Responsible Staff Member : RSUNGA
 Supervisor Responsible : Not reported
 Facility SIC : MANU - ELECTRONIC & OTHER ELECTRIC EQUIP
 SIC Code : 36
 RWQCB Associated With Site SAN FRANCISCO BAY
 RWQCB Code : SF
 Site Listed HWS List : Not reported
 Hazard Ranking Score : Not reported
 Date Site Hazard Ranked : Not reported
 Groundwater Contamination : Confirmed
 # Of Contamination Sources : 2
 Lat/long Method : Not reported
 Description Of Entity : Not reported
 State Assembly Distt Code : 22
 State Senate District : 13
 Lat/long : 0° 0' 0" / 0° 0' 0"

WDS:

Facility ID: San Francisco Bay 438379001	Facility Telephone (415) 899-1600
Facility Contact Susan Gahry (PES)	SIC Code 2: Not reported
SIC Code: 3573	
Agency Name: MARCONI PLC	
Agency Address: 5900 Landerbrook DR. Ste. 300	

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s)
 EDR ID Number
 EPA ID Number

PLESSEY MICRO SCIENCE INC (Continued)

1000386389

Cleveland 44124
 Agency Contact: Cliff Petriella Agency Phone: (440) 460-3727
 Design Flow: 0.18000 Million Gal/Day Baseline Flow: 0.18000 Million Gal/Day
 Facility Type: Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
 Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
 Agency Type: Private
 Waste Type: Contaminated Ground Water - Hazardous/Influent or Solid Wastes that contain toxic, corrosive, ignitable or reactive substances and must be managed according to applicable DOHS standards.
 Threat to Water: Moderate Threat to Water Quality. A violation could have a major adverse impact on receiving biota, can cause aesthetic impairment to a significant human population, or render unusable a potential domestic or municipal water supply. Awsthetic impairment would include nuisance from a waste treatment facility.
 Complexity: Category B - Any facility having a physical, chemical, or biological waste treatment system (except for septic systems with subsurface disposal), or any Class II or III disposal site, or facilities without treatment systems that are complex, such as marinas with petroleum products, solid wastes, and sewage pump out facilities.
 Reclamation: No reclamation requirements associated with this facility.
 POTW: The facility is not a POTW.
 NPDES Number: CAG912003 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
 Subregion: 2

O64
 ESE
 1/2-1
 2809 ft.

PLESSEY MICRO SCIENCES
2274 MORA DRIVE
MOUNTAIN VIEW, CA 94040

CA BOND EXP. PLAN S100833251
N/A

Site 2 of 4 in cluster O

Relative:
 Lower

Actual:
 54 ft.

BEP:
 Site Description : From about the mid-1960s to 1981, Plessey manufactured electronic components. Chemical processes used included plating and etching. Wastewater was drained to underground storage tanks where material or waste was neutralized and stored prior to disposal.
 Hazardous Waste Desc : Wastes include perchloroethylene (PCE), trichloroethylene (TCE), chromic acid and xylene.
 Threat To Public Health & Env : Depth of the shallowest aquifer is about 32 feet. Ground water contamination and its potential impact on drinking water supplies is the primary concern.
 Site Activity Status : Plessey Micro Sciences, Inc., retained a contractor and completed a preliminary investigation in June, 1987. Result of the investigation indicated ground water contamination by perchloroethylene, trichloroethylene and methylene chloride. A Phase II RI report was submitted September, 1988. It appears that further investigation will be required before the FS and RAP can be Started.
 Project Revenue Source Co. : Plessey, Inc.
 PRS Company Address : 325 Westchester Avenue
 White Plains, NY 10604
 Project Revenue Source Desc : DHS has issued a remedial action order and Plessey has stipulated to comply with this order. DHS has budgeted \$50,000 for oversight and monitoring of cleanup efforts. DHS will recover 100 percent of direct costs plus staff costs and overhead related to the project. The responsible parties will pay all costs associated with remedial investigations and cleanup activities.
 Responsible Party : RESPONSIBLE PARTY-LEAD SITE CLEANUP WORKPLAN

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

O65 PLESSEY MICRO SCIENCE
ESE 2274 MORA
1/2-1 MOUNTAIN VIEW, CA 94040
2809 ft.

HAZNET S103981838
Cortese N/A

Site 3 of 4 in cluster O

Relative:
Lower

Actual:
54 ft.

HAZNET:

Gepaid: CAL000088792
 TSD EPA ID: CAD003963592
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: .0625
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Recycler
 Contact: JOHN DOGLIETTO
 Telephone: (650) 965-3570
 Mailing Name: Not reported
 Mailing Address: 2274 MORA DR
 MOUNTAIN VIEW, CA 94040 - 1549
 County Santa Clara

Gepaid: CAL000088792
 TSD EPA ID: CAD009452657
 Gen County: Santa Clara
 Tsd County: San Mateo
 Tons: .0175
 Facility Address 2: Not reported
 Waste Category: Other empty containers 30 gallons or more
 Disposal Method: Disposal, Other
 Contact: JOHN DOGLIETTO
 Telephone: (650) 965-3570
 Mailing Name: Not reported
 Mailing Address: 2274 MORA DR
 MOUNTAIN VIEW, CA 94040 - 1549
 County Santa Clara

Gepaid: CAL000088792
 TSD EPA ID: CAD070148432
 Gen County: Santa Clara
 Tsd County: 1
 Tons: .1251
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Treatment, Incineration
 Contact: JOHN DOGLIETTO
 Telephone: (650) 965-3570
 Mailing Name: Not reported
 Mailing Address: 2274 MORA DR
 MOUNTAIN VIEW, CA 94040 - 1549
 County Santa Clara

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

PLESSEY MICRO SCIENCE (Continued)

S103981838

Gepaid: CAL000088792
 TSD EPA ID: CAT080010101
 Gen County: Santa Clara
 Tsd County: San Diego
 Tons: .2293
 Facility Address 2: Not reported
 Waste Category: Unspecified solvent mixture Waste
 Disposal Method: Transfer Station
 Contact: JOHN DOGLIETTO
 Telephone: (650) 965-3570
 Mailing Name: Not reported
 Mailing Address: 2274 MORA DR
 MOUNTAIN VIEW, CA 94040 - 1549

County Santa Clara

Gepaid: CAL000088792
 TSD EPA ID: CAD070148432
 Gen County: Santa Clara
 Tsd County: 1
 Tons: .1251
 Facility Address 2: Not reported
 Waste Category: Photochemicals/photoprocessing waste
 Disposal Method: Treatment, Incineration
 Contact: JOHN DOGLIETTO
 Telephone: (650) 965-3570
 Mailing Name: Not reported
 Mailing Address: 2274 MORA DR
 MOUNTAIN VIEW, CA 94040 - 1549

County Santa Clara

CORTESE:
 Region: CORTESE
 Fac Address 2: Not reported

O66 SYMTRON CORP.
ESE 22352245 MORA DR
1/2-1 MOUNTAIN VIEW, CA 94040
2922 ft.

Cortese S105025102
 N/A

Relative: Site 4 of 4 in cluster O
Lower

CORTESE:
 Region: CORTESE
 Fac Address 2: Not reported

67 ERICHSEN RESIDENCE
SSW 107 DEL MONTE AVE
1/2-1 LOS ALTOS, CA 94022
2957 ft.

LUST S103723182
Cortese N/A

Relative: State LUST:
Higher Cross Street: Not reported
 Qty Leaked: Not reported
Actual: Case Number: Not reported
94 ft. Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Soil only
 Status: Case Closed

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

ERICHSEN RESIDENCE (Continued)

S103723182

Review Date:	Not reported	Confirm Leak:	Not reported
Workplan:	2/13/1997	Prelim Assess:	2/13/1997
Pollution Char:	Not reported	Remed Plan:	Not reported
Remed Action:	Not reported		
Monitoring:	Not reported		
Close Date:	1/11/1999		
Release Date:	4/11/1997		
Cleanup Fund Id :	Not reported		
Discover Date :	Not reported		
Enforcement Dt :	Not reported		
Enf Type:	Not reported		
Enter Date :	Not reported		
Funding:	Not reported		
Staff Initials:	PT		
How Discovered:	Not reported		
How Stopped:	Not reported		
Interim :	Not reported		
Leak Cause:	Not reported		
Leak Source:	Not reported		
MTBE Date :	Not reported		
Max MTBE GW :	Not reported		
MTBE Tested:	Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.		
Priority:	Not reported		
Local Case # :	06S2W19H02f		
Beneficial:	MUN		
Staff :	ZSC		
GW Qualifier :	Not reported		
Max MTBE Soil :	Not reported		
Soil Qualifier :	Not reported		
Hydr Basin #:	Not reported		
Operator :	Not reported		
Oversight Prgm:	LUST		
Review Date :	Not reported		
Stop Date :	Not reported		
Work Suspended :	Not reported		
Responsible Party:	Wallace Erichsen		
RP Address:	107 Del Monte Ave		
Global Id:	T0608502121		
Org Name:	Not reported		
Contact Person:	Not reported		
MTBE Conc:	0		
Mtbe Fuel:	1		
Water System Name:	Not reported		
Well Name:	Not reported		
Distance To Lust:	0		
Waste Discharge Global ID:	Not reported		
Waste Disch Assigned Name:	Not reported		
Summary :	Not reported		

LUST Region 2:	
Region:	2
Case Number:	06S2W19H02f
Facility Id:	Not reported
Facility Status:	Case Closed
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Oversight Program:	LUST

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

ERICHSEN RESIDENCE (Continued)

S103723182

Date Leak Confirmed: Not reported
 Prelim. Site Assessment Workplan Submitted: Not reported
 Preliminary Site Assessment Began: 2/13/1997
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: 1999-01-11 00:00:00 SCVWD Id: 06S2W19H02
 Region Code: 2 Oversight Agency: SCVWD
 Date Listed: 1998-09-14 00:00:00

CORTESE:

Region: CORTESE
 Fac Address 2: 107 DEL MONTE AVE

68
 WNW
 1/2-1
 3323 ft.

PADDLESFORD OLDSMOBILE
4230 EL CAMINO REAL
PALO ALTO, CA

LUST S100234840
Cortese N/A

Relative:
Higher

Actual:
57 ft.

State LUST:

Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency: 43099L
 Case Type: Soil only
 Status: Case Closed
 Review Date: Not reported Confirm Leak: Not reported
 Workplan: 2/4/1985 Prelim Assess: 2/4/1985
 Pollution Char: Not reported Remed Plan: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 1/13/2004
 Release Date: 7/1/1985
 Cleanup Fund Id: Not reported
 Discover Date: 2/19/1985
 Enforcement Dt: Not reported
 Enf Type: NOR
 Enter Date: Not reported
 Funding: Not reported
 Staff Initials: MS
 How Discovered: Tank Closure
 How Stopped: Not reported
 Interim: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date: Not reported
 Max MTBE GW: Not reported
 MTBE Tested: Site NOT Tested for MTBE. Includes Unknown and Not Analyzed.
 Priority: Not reported
 Local Case #: 06S2W18L01f
 Beneficial: MUN
 Staff: ZSC
 GW Qualifier: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

PADDLESFORD OLDSMOBILE (Continued)

S100234840

Max MTBE Soil : Not reported
 Soil Qualifier : =
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended :Not reported
 Responsible Party:unknown
 RP Address: 1278 Brookings Ln.
 Global Id: T0608501021
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mtbe Fuel: 1
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

LUST Region 2:
 Region: 2
 Case Number: 06S2W18L01f
 Facility Id: Not reported
 Facility Status: Case Closed
 How Discovered: TC
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: 2/4/1985
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:
 Region: Santa Clara
 Closed Date: 2004-01-13 00:00:00
 Region Code: 2
 Date Listed: 1988-10-31 00:00:00
 SCVWD Id: 06S2W18L01
 Oversight Agency: SCVWD

CORTESE:
 Region: CORTESE
 Fac Address 2: 4230 EL CAMINO REAL

69
 WNW
 1/2-1
 3485 ft.

**HYATT RICKEY'S
 4219 EL CAMINO REAL
 PALO ALTO, CA**

**HAZNET S101693042
 LUST N/A
 Cortese**

Relative:
 Equal

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline

Actual:
 56 ft.

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

HYATT RICKEY'S (Continued)

S101693042

Lead Agency: Local Agency
Local Agency : 43099L
Case Type: Other ground water affected
Status: Case Closed
Review Date: Not reported
Workplan: 1/29/1992
Pollution Char: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: 12/3/2004
Release Date: 1/1/1996
Cleanup Fund Id : Not reported
Discover Date : Not reported
Enforcement Dt : Not reported
Enf Type: SEL
Enter Date : Not reported
Funding: Not reported
Staff Initials: DH
How Discovered: Not reported
How Stopped: Not reported
Interim : Not reported
Leak Cause: Not reported
Leak Source: Not reported
MTBE Date : 4/14/1998
Max MTBE GW : 220 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
Priority: Not reported
Local Case # : 06S2W18L02f
Beneficial: MUN
Staff : ZSC
GW Qualifier : =
Max MTBE Soil : Not reported
Soil Qualifier : =
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: LUST
Review Date : Not reported
Stop Date : Not reported
Work Suspended :Not reported
Responsible Party Tom Riegelman HyattHotelCorp
RP Address: Madison Plaza/200 Madison St
Global Id: T0608501005
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 2
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W18L02f
Facility Id: Not reported
Facility Status: Pollution Characterization

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

HYATT RICKEY'S (Continued)

S101693042

How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assessment Wokplan Submitted: Not reported
 Preliminary Site Assessment Began: 1/29/1992
 Pollution Characterization Began: 3/4/1992
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: 2004-12-03 00:00:00
 Region Code: 2
 Date Listed: 1997-03-06 00:00:00
 SCVWD Id: 06S2W18L02
 Oversight Agency: SCVWD

HAZNET:

Gepaid: CAC000027631
 TSD EPA ID: CAD990794133
 Gen County: Santa Clara
 Tsd County: San Joaquin
 Tons: 4.2140
 Facility Address 2: Not reported
 Waste Category: Asbestos-containing waste
 Disposal Method: Disposal, Land Fill
 Contact: Not reported
 Telephone: (000) 000-0000
 Mailing Name: Not reported
 Mailing Address: 200 W MADISON ST
 CHICAGO, IL 60606
 County: Santa Clara

CORTESE:

Region: CORTESE
 Fac Address 2: 4219 EL CAMINO REAL

70
 SE
 1/2-1
 3637 ft.

WALTER'S FLOORS
5084 EL CAMINO REAL
LOS ALTOS, CA

LUST S103472901
Cortese N/A

Relative:
Higher

Actual:
84 ft.

State LUST:

Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Soil only
 Status: Case Closed
 Review Date: Not reported
 Workplan: Not reported
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 4/12/1996
 Release Date: 12/14/1992
 Confirm Leak: Not reported
 Prelim Assess: Not reported
 Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

WALTER'S FLOORS (Continued)

S103472901

Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: Not reported
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: CT
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : Not reported
 Max MTBE GW : Not reported
 MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
 Priority: Not reported
 Local Case # : 06S2W20G01f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : Not reported
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended :Not reported
 Responsible Party:Jim Azevedo
 RP Address: P.O. Box 820
 Global Id: T0608501552
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mtbe Fuel: 1
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

LUST Region 2:

Region: 2
 Case Number: 06S2W20G01f
 Facility Id: Not reported
 Facility Status: Case Closed
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: Not reported
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s)
EDR ID Number
EPA ID Number

WALTER'S FLOORS (Continued)

S103472901

LUST Region SC:

Region: Santa Clara
Closed Date: 1996-04-12 00:00:00
Region Code: 2
Date Listed: 1993-01-01 00:00:00
SCVWD Id: 06S2W20G01
Oversight Agency: SCVWD

CORTESE:

Region: CORTESE
Fac Address 2: 5084 EL CAMINO REAL

71
East
1/2-1
4160 ft.

SHELL SERV STATION MT VIEW
110 N RENGSTORFF
MOUNTAIN VIEW, CA 94040

Relative:
Lower

Actual:
54 ft.

Notify 65 1000288537
RCRA-SQG CAD980675961
FINDS
HAZNET
LUST
Cortese
CA FID UST
HIST UST
SWEEPS UST

RCRAInfo:

Owner: NOT REQUIRED
(415) 555-1212
EPA ID: CAD980675961
Contact: Not reported
Classification: Small Quantity Generator
TSDF Activities: Not reported
Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:
RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

State LUST:

Cross Street: Not reported
Qty Leaked: Not reported
Case Number: Not reported
Reg Board: 2
Chemical: Gasoline
Lead Agency: Local Agency
Local Agency : 43099L
Case Type: Other ground water affected
Status: Case Closed
Review Date: Not reported
Workplan: 1/14/1983
Pollution Char: Not reported
Remed Action: Not reported
Monitoring: Not reported
Close Date: 4/11/2005
Release Date: 1/14/1989
Cleanup Fund Id : Not reported
Discover Date : Not reported
Enforcement Dt : Not reported
Enf Type: SEL
Enter Date : Not reported
Funding: Not reported
Staff Initials: LD
Confirm Leak: Not reported
Prelim Assess: 1/14/1983
Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SHELL SERV STATION MT VIEW (Continued)

1000288537

How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : 7/13/1999
 Max MTBE GW : 36000 Parts per Billion
 MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
 Priority: Not reported
 Local Case # : 06S2W17R01f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : =
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended : Not reported
 Responsible Party: Carol Campagna
 RP Address: 20945 S. Wilmington Ave
 Global Id: T0608501243
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 2
 Mtb Fuel: 1
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

LUST Region 2:

Region: 2
 Case Number: 06S2W17R01f
 Facility Id: Not reported
 Facility Status: Pollution Characterization
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: 1/14/1983
 Pollution Characterization Began: 11/10/1988
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: Not reported
 Region Code: 2
 Date Listed: 1990-01-01 00:00:00
 SCVWD Id: 06S2W17R01
 Oversight Agency: SCVWD

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

SHELL SERV STATION MT VIEW (Continued)

1000288537

HAZNET:

Gepaid: CAD980675961
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Contra Costa
Tons: 0.50
Facility Address 2: Not reported
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Recycler
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: PO BOX 5500
SAN BRUNO, CA 94066 - 1415
County: Not reported

Gepaid: CAD980675961
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Los Angeles
Tons: 0.68
Facility Address 2: Not reported
Waste Category: Tank bottom waste
Disposal Method: Treatment, Tank
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: PO BOX 5500
SAN BRUNO, CA 94066 - 1415
County: Not reported

Gepaid: CAL000005400
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: Alameda
Tons: 2.18
Facility Address 2: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Contact: SONDRA BIENVENU-RDC SUPERVISOR
Telephone: (713) 241-2258
Mailing Name: Not reported
Mailing Address: PO BOX 4453
HOUSTON, TX 77210 - 4453
County: Not reported

Gepaid: CAL000005400
TSD EPA ID: CAD980887418
Gen County: Santa Clara
Tsd County: 1
Tons: 2.7522
Facility Address 2: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Contact: EQUILON ENTERPRISES LLC
Telephone: (713) 241-2258
Mailing Name: Not reported
Mailing Address: P O BOX 4453

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SHELL SERV STATION MT VIEW (Continued)

1000288537

HOUSTON, TX 77210 - 4453
 County Santa Clara
 Gepaid: CAL000005400
 TSD EPA ID: CAD980887418
 Gen County: Santa Clara
 Tsd County: 1
 Tons: 3.7113
 Facility Address 2: Not reported
 Waste Category: Waste oil and mixed oil
 Disposal Method: Recycler
 Contact: EQUILON ENTERPRISES LLC
 Telephone: (713) 241-2258
 Mailing Name: Not reported
 Mailing Address: P O BOX 4453
 HOUSTON, TX 77210 - 4453
 County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 7 additional CA HAZNET record(s) in the EDR Site Report.

NOTIFY 65:

Date Reported: Not reported Staff Initials: Not reported
 Board File Number: Not reported
 Facility Type: Not reported
 Discharge Date: Not reported
 Incident Description: 91351

CORTESE:

Region: CORTESE
 Fac Address 2: 110 RENGSTORFF AVE N

FID:

Facility ID:	43001282	Regulate ID:	00056732
Reg By:	Active Underground Storage Tank Location		
Cortese Code:	Not reported	SIC Code:	Not reported
Status:	Active	Facility Tel:	(415) 964-8529
Mail To:	Not reported		
	110 N RENGSTORFF AVE		
	MOUNTAIN VIEW, CA 94040		
Contact:	Not reported	Contact Tel:	Not reported
DUNS No:	Not reported	NPDES No:	Not reported
Creation:	10/22/93	Modified:	00/00/00
EPA ID:	Not reported		
Comments:	Not reported		

UST HIST:

Facility ID:	56732	Owner Name:	SHELL OIL COMPANY
Total Tanks:	4	Region:	STATE
Owner Address:	P.O. BOX 4848		
	ANAHEIM, CA 92803		
Tank Used for:	PRODUCT		
Tank Num:	1	Container Num:	1
Tank Capacity:	00010000	Year Installed:	1983
Type of Fuel:	UNLEADED	Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor, GW Monitoring Well		
Contact Name:	SHELL OIL COMPANY	Telephone:	(415) 964-8529
Facility Type:	Gas Station	Other Type:	Not reported
Facility ID:	56732	Owner Name:	SHELL OIL COMPANY

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SHELL SERV STATION MT VIEW (Continued)

1000288537

Total Tanks: 4
 Owner Address: P.O. BOX 4848
 ANAHEIM, CA 92803
 Tank Used for: PRODUCT
 Tank Num: 2
 Tank Capacity: 00010000
 Type of Fuel: REGULAR
 Leak Detection: Stock Inventor, GW Monitoring Well
 Contact Name: SHELL OIL COMPANY
 Facility Type: Gas Station

Region: STATE

Facility ID: 56732
 Total Tanks: 4
 Owner Address: P.O. BOX 4848
 ANAHEIM, CA 92803
 Tank Used for: PRODUCT
 Tank Num: 3
 Tank Capacity: 00010000
 Type of Fuel: PREMIUM
 Leak Detection: Stock Inventor, GW Monitoring Well
 Contact Name: SHELL OIL COMPANY
 Facility Type: Gas Station

Container Num: 2
 Year Installed: 1983
 Tank Construction: 1/4 inches

Telephone: (415) 964-8529
 Other Type: Not reported

Owner Name: SHELL OIL COMPANY
 Region: STATE

Facility ID: 56732
 Total Tanks: 4
 Owner Address: P.O. BOX 4848
 ANAHEIM, CA 92803
 Tank Used for: PRODUCT
 Tank Num: 4
 Tank Capacity: 00010000
 Type of Fuel: DIESEL
 Leak Detection: Stock Inventor, GW Monitoring Well
 Contact Name: SHELL OIL COMPANY
 Facility Type: Gas Station

Container Num: 3
 Year Installed: 1983
 Tank Construction: 1/4 inches

Telephone: (415) 964-8529
 Other Type: Not reported

Owner Name: SHELL OIL COMPANY
 Region: STATE

Container Num: 4
 Year Installed: 1983
 Tank Construction: 1/4 inches

Telephone: (415) 964-8529
 Other Type: Not reported

SWEEPS:

Status : A
 Comp Number : 56732
 Number : 9
 Board Of Equalization : 44-000074
 Ref Date : 07-01-85
 Act Date : Not reported
 Created Date : 10-13-88
 Tank Status : A
 Owner Tank Id : 1
 Swrcb Tank Id : 43-005-056732-000001
 Actv Date : 09-26-91
 Capacity : 12000
 Tank Use : M.V. FUEL
 Stg : P
 Content : REG UNLEADED
 Number Of Tanks : 4

Status : A
 Comp Number : 56732
 Number : 9
 Board Of Equalization : 44-000074
 Ref Date : 07-01-85

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

SHELL SERV STATION MT VIEW (Continued)

1000288537

Act Date : Not reported
 Created Date : 10-13-88
 Tank Status : A
 Owner Tank Id : 2
 Swrcb Tank Id : 43-005-056732-000002
 Actv Date : 01-06-94
 Capacity : 12000
 Tank Use : M.V. FUEL
 Stg : P
 Content : SUPER UNLEAD
 Number Of Tanks : Not reported

Status : A
 Comp Number : 56732
 Number : 9
 Board Of Equalization : 44-000074
 Ref Date : 07-01-85
 Act Date : Not reported
 Created Date : 10-13-88
 Tank Status : A
 Owner Tank Id : 3
 Swrcb Tank Id : 43-005-056732-000003
 Actv Date : 01-06-94
 Capacity : 12000
 Tank Use : M.V. FUEL
 Stg : P
 Content : SUPER UNLEAD
 Number Of Tanks : Not reported

Status : A
 Comp Number : 56732
 Number : 9
 Board Of Equalization : 44-000074
 Ref Date : 07-01-85
 Act Date : Not reported
 Created Date : 10-13-88
 Tank Status : A
 Owner Tank Id : 4
 Swrcb Tank Id : 43-005-056732-000004
 Actv Date : 09-26-91
 Capacity : 12000
 Tank Use : M.V. FUEL
 Stg : P
 Content : DIESEL
 Number Of Tanks : Not reported

72
 SSW
 1/2-1
 4673 ft.

156 ASHBY LN
 LOS ALTOS, CA 94014

CHMIRS S105670655
 N/A

Relative:
 Higher

CHMIRS:

OES Control Number: 01-6568
 Chemical Name: Mineral oil;;
 Extent of Release: Not reported
 Property Use: Not reported
 Incident Date: Not reported
 Date Completed: Not reported
 Time Completed : Not reported

Actual:
 117 ft.

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Site

Database(s)
EDR ID Number
EPA ID Number

(Continued)

S105670655

Agency Id Number : Not reported
Agency Incident Number : Not reported
OES Incident Number : 01-6568
Time Notified : Not reported
Surrounding Area : Not reported
Estimated Temperature : Not reported
Property Management : Not reported
More Than Two Substances Involved? : Not reported
Special Studies 1 : Not reported
Special Studies 2 : Not reported
Special Studies 3 : Not reported
Special Studies 4 : Not reported
Special Studies 5 : Not reported
Special Studies 6 : Not reported
Responding Agency Personnel # Of Injuries : Not reported
Responding Agency Personnel # Of Fatalities : 0
Resp Agency Personnel # Of Decontaminated : Not reported
Others Number Of Decontaminated : Not reported
Others Number Of Injuries : Not reported
Others Number Of Fatalities : Not reported
Vehicle Make/year : Not reported
Vehicle License Number : Not reported
Vehicle State : Not reported
Vehicle Id Number : Not reported
CA/DOT/PUC/ICC Number : Not reported
Company Name : Not reported
Reporting Officer Name/ID : Not reported
Report Date : Not reported
Comments : Not reported
Facility Telephone Number : Not reported
Waterway Involved : No
Waterway : Not reported
Spill Site : Road
Cleanup By : Reporting Party
Containment : Yes
What Happened : Not reported
Type : Not reported
Other : Not reported
Chemical 1 : Not Reported
Chemical 2 : Not Reported
Chemical 3 : Not Reported
Date/Time : 11/13/200106:48:40 AM
Evacuations : 0
True date : 12/31/03
Year : 2001
Agency : PG&E
BBLS : 0
Cups : 0
CUFT : 0
Gallons : 1
Grams : 0
Pounds : 0
Liters : 0
Ounces : 0
Pints : 0
Quarts : 0
Sheen : 0

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

(Continued)

S105670655

Tons : 0
 Unknown : 0.000000
 Description : A transformer failed and aught fire and oil spilled on the ground.
 Incident date : 11/12/200112:00:00 AM
 Admin Agency : Santa Clara County Health Department
 OES date : Not reported
 OES time : Not reported
 Amount : Not reported

P73
 NNE
 1/2-1
 4740 ft.

TOYOTA OF PALO ALTO
 690 SAN ANTONIO RD
 PALO ALTO, CA 94306

RCRA-SQG 1000342897
 FINDS CAD981659212
 HAZNET
 LUST
 Cortese
 CA FID UST
 HIST UST
 SWEEPS UST

Site 1 of 4 in cluster P

Relative:
 Lower

Actual:
 20 ft.

RCRAInfo:
 Owner: NOT REQUIRED
 (415) 555-1212
 EPA ID: CAD981659212
 Contact: Not reported
 Classification: Small Quantity Generator
 TSD Activities: Not reported
 Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site:
 HAZARDOUS WASTE TRACKING SYSTEM-DATAMART
 RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

State LUST:

Cross Street:	Not reported	
Qty Leaked:	Not reported	
Case Number:	Not reported	
Reg Board:	2	
Chemical:	Gasoline	
Lead Agency:	Local Agency	
Local Agency :	43099L	
Case Type:	Other ground water affected	
Status:	Case Closed	
Review Date:	Not reported	Confirm Leak: Not reported
Workplan:	2/5/1992	Prelim Assess: 2/5/1992
Pollution Char:	Not reported	Remed Plan: Not reported
Remed Action:	Not reported	
Monitoring:	Not reported	
Close Date:	8/31/1999	
Release Date:	2/5/1992	
Cleanup Fund Id :	Not reported	
Discover Date :	Not reported	
Enforcement Dt :	Not reported	
Enf Type:	NOR	
Enter Date :	Not reported	
Funding:	Not reported	
Staff Initials:	CK	

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

TOYOTA OF PALO ALTO (Continued)

1000342897

How Discovered: Not reported
How Stopped: Not reported
Interim : Not reported
Leak Cause: Not reported
Leak Source: Not reported
MTBE Date : 10/2/1996
Max MTBE GW : 5 Parts per Billion
MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
Priority: Not reported
Local Case # : 06S2W17B05f
Beneficial: MUN
Staff : ZSC
GW Qualifier : =
Max MTBE Soil : Not reported
Soil Qualifier : =
Hydr Basin #: Not reported
Operator : Not reported
Oversight Prgm: LUST
Review Date : Not reported
Stop Date : Not reported
Work Suspended :Not reported
Responsible Party:Fred Haeckl
RP Address: 10572 Blandor Way
Global Id: T0608500976
Org Name: Not reported
Contact Person: Not reported
MTBE Conc: 1
Mtbe Fuel: 1
Water System Name: Not reported
Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W17B05f
Facility Id: Not reported
Facility Status: Case Closed
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 2/5/1992
Pollution Characterization Began: 9/8/1992
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
Closed Date: 1999-08-31 00:00:00
Region Code: 2
Date Listed: 1992-10-08 00:00:00
SCVWD Id: 06S2W17B05
Oversight Agency: SCVWD

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

TOYOTA OF PALO ALTO (Continued)

1000342897

HAZNET:

Gepaid: CAD981659212
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Sacramento
 Tons: 0.02
 Facility Address 2: Not reported
 Waste Category: Aqueous solution with less than 10% total organic residues
 Disposal Method: Transfer Station
 Contact: SHONN COUNNYER/SERVICE MGR
 Telephone: (415) 494-2100
 Mailing Name: Not reported
 Mailing Address: 690 SAN ANTONIO RD
 PALO ALTO, CA 94306 - 4711
 County: Not reported

Gepaid: CAD981659212
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Sacramento
 Tons: 0.91
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Transfer Station
 Contact: SHONN COUNNYER/SERVICE MGR
 Telephone: (415) 494-2100
 Mailing Name: Not reported
 Mailing Address: 690 SAN ANTONIO RD
 PALO ALTO, CA 94306 - 4711
 County: Not reported

Gepaid: CAD981659212
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.41
 Facility Address 2: Not reported
 Waste Category: Unspecified oil-containing waste
 Disposal Method: Transfer Station
 Contact: SHONN COUNNYER/SERVICE MGR
 Telephone: (415) 494-2100
 Mailing Name: Not reported
 Mailing Address: 690 SAN ANTONIO RD
 PALO ALTO, CA 94306 - 4711
 County: Not reported

Gepaid: CAD981659212
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.60
 Facility Address 2: Not reported
 Waste Category: Other organic solids
 Disposal Method: Transfer Station
 Contact: SHONN COUNNYER/SERVICE MGR
 Telephone: (415) 494-2100
 Mailing Name: Not reported
 Mailing Address: 690 SAN ANTONIO RD

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

TOYOTA OF PALO ALTO (Continued)

1000342897

County PALO ALTO, CA 94306 - 4711
 County Not reported
 Gepaid: CAD981659212
 TSD EPA ID: CAD093459485
 Gen County: Santa Clara
 Tsd County: Fresno
 Tons: .0498
 Facility Address 2: Not reported
 Waste Category: Unspecified solvent mixture Waste
 Disposal Method: Transfer Station
 Contact: BERNARD L MAGNUSSEY PRES
 Telephone: (415) 494-2100
 Mailing Name: Not reported
 Mailing Address: 690 SAN ANTONIO RD
 PALO ALTO, CA 94306 - 4711
 County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access 56 additional CA HAZNET record(s) in the EDR Site Report.

CORTESE:

Region: CORTESE
 Fac Address 2: 690 SAN ANTONIO RD

FID:

Facility ID: 43001465 Regulate ID: 00002316
 Reg By: Active Underground Storage Tank Location
 Cortese Code: Not reported SIC Code: Not reported
 Status: Active Facility Tel: (415) 494-2100
 Mail To: Not reported
 690 SAN ANTONIO RD
 PALO ALTO, CA 94306
 Contact: Not reported Contact Tel: Not reported
 DUNs No: Not reported NPDES No: Not reported
 Creation: 10/22/93 Modified: 00/00/00
 EPA ID: Not reported
 Comments: Not reported

UST HIST:

Facility ID: 2316 Owner Name: TOYOTA OF PALO ALTO
 Total Tanks: 2 Region: STATE
 Owner Address: 690 SAN ANTONIO RD,
 PALO ALTO, CA 94306
 Tank Used for: PRODUCT
 Tank Num: 1 Container Num: 01
 Tank Capacity: 00001000 Year Installed: 1972
 Type of Fuel: UNLEADED Tank Construction: Not Reported
 Leak Detection: Stock Inventor, None
 Contact Name: ROLF VAN KEMPEN Telephone: (415) 494-2100
 Facility Type: Other Other Type: AUTO DLR
 Facility ID: 2316 Owner Name: TOYOTA OF PALO ALTO
 Total Tanks: 2 Region: STATE
 Owner Address: 690 SAN ANTONIO RD,
 PALO ALTO, CA 94306
 Tank Used for: WASTE
 Tank Num: 2 Container Num: 02
 Tank Capacity: 00000500 Year Installed: 1972

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

TOYOTA OF PALO ALTO (Continued)

1000342897

Type of Fuel:	WASTE OIL	Tank Construction:	Not Reported
Leak Detection:	Stock Inventor, None		
Contact Name:	ROLF VAN KEMPEN	Telephone:	(415) 494-2100
Facility Type:	Other	Other Type:	AUTO DLR

SWEEPS:

Status : A
 Comp Number : 2316
 Number : 9
 Board Of Equalization : 44-026038
 Ref Date : 07-01-85
 Act Date : Not reported
 Created Date : 02-29-88
 Tank Status : A
 Owner Tank Id : 1
 Swrcb Tank Id : 43-006-002316-000001
 Actv Date : 07-01-85
 Capacity : 1000
 Tank Use : M.V. FUEL
 Stg : P
 Content : REG UNLEADED
 Number Of Tanks : 2

Status : A
 Comp Number : 2316
 Number : 9
 Board Of Equalization : 44-026038
 Ref Date : 07-01-85
 Act Date : Not reported
 Created Date : 02-29-88
 Tank Status : A
 Owner Tank Id : 2
 Swrcb Tank Id : 43-006-002316-000002
 Actv Date : 07-01-85
 Capacity : 500
 Tank Use : OIL
 Stg : W
 Content : WASTE OIL
 Number Of Tanks : Not reported

P74 ARCO
 NNE 699 SAN ANTONIO RD
 1/2-1 PALO ALTO, CA
 4795 ft.

HAZNET S101309093
 LUST N/A
 Cortese

Site 2 of 4 in cluster P

Relative:
 Lower

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported
 Workplan: 12/1/1984
 Pollution Char: Not reported

Actual:
 20 ft.

Confirm Leak: Not reported
 Prelim Assess: 12/1/1984
 Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

ARCO (Continued)

S101309093

Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 12/6/2004
 Release Date: 3/11/1985
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: NOR
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: CT
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : 5/19/2003
 Max MTBE GW : 77 Parts per Billion
 MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
 Priority: Not reported
 Local Case # : 06S2W17B02f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : =
 Max MTBE Soil : Not reported
 Soil Qualifier : =
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended: Not reported
 Responsible Party: Paul Supple
 RP Address: P.O. Box 6549
 Global Id: T0608500183
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 2
 Mtbe Fuel: 1
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

LUST Region 2:

Region: 2
 Case Number: 06S2W17B02f
 Facility Id: Not reported
 Facility Status: Pollution Characterization
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: 12/1/1984

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

ARCO (Continued)

S101309093

Pollution Characterization Began: 3/28/1985
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: 2004-12-06 00:00:00
 Region Code: 2
 Date Listed: 1986-01-01 00:00:00
 SCVWD Id: 06S2W17B02
 Oversight Agency: SCVWD

HAZNET:

Gepaid: CAL000244158
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: 0.20
 Facility Address 2: Not reported
 Waste Category: Aqueous solution with less than 10% total organic residues
 Disposal Method: Not reported
 Contact: JACK OMAN
 Telephone: (714) 670-5402
 Mailing Name: Not reported
 Mailing Address: PO BOX 6038
 ARTESIA, CA 90702 - 6038
 County: Not reported

Gepaid: CAL000244158
 TSD EPA ID: Not reported
 Gen County: Santa Clara
 Tsd County: Los Angeles
 Tons: 0.60
 Facility Address 2: Not reported
 Waste Category: Aqueous solution with less than 10% total organic residues
 Disposal Method: Recycler
 Contact: JACK OMAN
 Telephone: (714) 670-5402
 Mailing Name: Not reported
 Mailing Address: PO BOX 6038
 ARTESIA, CA 90702 - 6038
 County: Not reported

Gepaid: CAL000244158
 TSD EPA ID: CAT080013352
 Gen County: Santa Clara
 Tsd County: Santa Clara
 Tons: 0.83
 Facility Address 2: Not reported
 Waste Category: Aqueous solution with less than 10% total organic residues
 Disposal Method: Recycler
 Contact: JACK OMAN WASTE SPECIALIST
 Telephone: (714) 670-3958
 Mailing Name: Not reported
 Mailing Address: PO BOX 80249
 RCHO STA MARG, CA 92688
 County: Santa Clara

CORTESE:

Region: CORTESE
 Fac Address 2: 699 SAN ANTONIO RD

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Distance (ft.)			
Elevation	Site	Database(s)	

P75 NNE 1/2-1 4805 ft.	MOBIL 4201 MIDDLEFIELD RD PALO ALTO, CA 94303	HAZNET LUST Cortese	S104164321 N/A
---	--	--	---------------------------------

Relative: Site 3 of 4 in cluster P

Lower

Actual:
20 ft.

State LUST:

Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency: 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported
 Workplan: 8/1/1986
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 12/2/1998
 Release Date: 12/6/1985
 Cleanup Fund Id: Not reported
 Discover Date: Not reported
 Enforcement Dt: Not reported
 Enf Type: NOR
 Enter Date: Not reported
 Funding: Not reported
 Staff Initials: LD
 How Discovered: Not reported
 How Stopped: Not reported
 Interim: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date: 4/25/1996
 Max MTBE GW: 790 Parts per Billion
 MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
 Priority: Not reported
 Local Case #: 06S2W17B01f
 Beneficial: MUN
 Staff: ZSC
 GW Qualifier: =
 Max MTBE Soil: Not reported
 Soil Qualifier: =
 Hydr Basin #: Not reported
 Operator: Not reported
 Oversight Prgm: LUST
 Review Date: Not reported
 Stop Date: Not reported
 Work Suspended: Not reported
 Responsible Party: Cherine Foutch
 RP Address: 2063 Main Street, Suite 501
 Global Id: T0608500936
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 2
 Mtbe Fuel: 1
 Water System Name: Not reported

Confirm Leak: Not reported
 Prelim Assess: 8/1/1986
 Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

MOBIL (Continued)

S104164321

Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:
Region: 2
Case Number: 06S2W17B01f
Facility Id: Not reported
Facility Status: Case Closed
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 8/1/1986
Pollution Characterization Began: 3/29/1988
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: Not reported

LUST Region SC:
Region: Santa Clara
Closed Date: 1998-12-02 00:00:00
Region Code: 2
Date Listed: 1986-01-01 00:00:00
SCVWD Id: 06S2W17B01
Oversight Agency: SCVWD

HAZNET:
Gepaid: CAL922305658
TSD EPA ID: CAD009452657
Gen County: Santa Clara
Tsd County: San Mateo
Tons: 9.7409
Facility Address 2: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Contact: JIFFY LUBE INTERNATIONAL INC
Telephone: (713) 546-8637
Mailing Name: Not reported
Mailing Address: PO BOX 2967
HOUSTON, TX 77252 - 2967

County Santa Clara
Gepaid: CAL922305658
TSD EPA ID: CAD009452657
Gen County: Santa Clara
Tsd County: San Mateo
Tons: 8.3772
Facility Address 2: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Contact: JIFFY LUBE INTERNATIONAL INC
Telephone: (713) 546-8637
Mailing Name: Not reported
Mailing Address: PO BOX 2967
HOUSTON, TX 77252 - 2967
County Santa Clara

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

MOBIL (Continued)

S104164321

Gepaid: CAL922305658
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: San Mateo
Tons: 6.17
Facility Address 2: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Contact: ELLEN THOMSON
Telephone: (713) 546-8147
Mailing Name: Not reported
Mailing Address: PO BOX 2967
HOUSTON, TX 77252 - 2967

County Not reported

Gepaid: CAL922305658
TSD EPA ID: CAD009452657
Gen County: Santa Clara
Tsd County: San Mateo
Tons: 11.9720
Facility Address 2: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Contact: JIFFY LUBE INTERNATIONAL INC
Telephone: (713) 546-8637
Mailing Name: Not reported
Mailing Address: PO BOX 2967
HOUSTON, TX 77252 - 2967

County Santa Clara

Gepaid: CAL922305658
TSD EPA ID: CAD009452657
Gen County: Santa Clara
Tsd County: San Mateo
Tons: .5212
Facility Address 2: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Not reported
Contact: JIFFY LUBE INTERNATIONAL INC
Telephone: (713) 546-8637
Mailing Name: Not reported
Mailing Address: PO BOX 2967
HOUSTON, TX 77252 - 2967

County Santa Clara

[Click this hyperlink](#) while viewing on your computer to access
9 additional CA HAZNET record(s) in the EDR Site Report.

CORTESE:
Region: CORTESE
Fac Address 2: 4201 MIDDLEFIELD RD

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

P76 LEE'S AUTO SERVICE
 NNE 705 SAN ANTONIO RD
 1/2-1 PALO ALTO, CA
 4860 ft.

HAZNET S101309094
 LUST N/A
 Cortese

Site 4 of 4 in cluster P

Relative:
 Lower

Actual:
 19 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43000
 Case Type: Other ground water affected
 Status: Remedial action (cleanup) Underway
 Review Date: Not reported
 Workplan: 5/27/1988
 Pollution Char: Not reported
 Remed Action: 7/1/2004
 Monitoring: Not reported
 Close Date: Not reported
 Release Date: 6/30/1988
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: SEL
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: LL
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : 6/9/2004
 Max MTBE GW : 17 Parts per Billion
 MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
 Priority: Not reported
 Local Case # : 06S2W17B04f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : =
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended Not reported
 Responsible Party William Hurley, Trustee
 RP Address: 685 West Third Street
 Global Id: T0608500588
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 2
 Mtbe Fuel: 1
 Water System Name: Not reported

Confirm Leak: Not reported
 Prelim Assess: 5/27/1988
 Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s)
EDR ID Number
EPA ID Number

LEE'S AUTO SERVICE (Continued)

S101309094

Well Name: Not reported
Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W17B04f
Facility Id: Not reported
Facility Status: Remedial action (cleanup) Underway
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assessment Wokplan Submitted: Not reported
Preliminary Site Assessment Began: 5/27/1988
Pollution Characterization Began: 5/27/1988
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: 7/1/2004
Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
Closed Date: Not reported
Region Code: 2
Date Listed: 1989-01-01 00:00:00
SCVWD Id: 06S2W17B04
Oversight Agency: SCCDEH

HAZNET:

Gepaid: CAL000205681
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: San Bernardino
Tons: 0.16
Facility Address 2: Not reported
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Contact: D SMITH OP & ENV SPECIALIST
Telephone: (559) 583-3398
Mailing Name: Not reported
Mailing Address: 685 W THIRD ST
HANFORD, CA 93230
County: Not reported

Gepaid: CAL000205681
TSD EPA ID: Not reported
Gen County: Santa Clara
Tsd County: San Bernardino
Tons: 0.04
Facility Address 2: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Contact: D SMITH OP & ENV SPECIALIST
Telephone: (559) 583-3398
Mailing Name: Not reported
Mailing Address: 685 W THIRD ST
HANFORD, CA 93230
County: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

LEE'S AUTO SERVICE (Continued)

S101309094

CORTESE:
 Region: CORTESE
 Fac Address 2: 705 SAN ANTONIO RD

77
 NNE
 1/2-1
 4937 ft.

SHERMAN'S AUTO
 710 SAN ANTONIO RD
 PALO ALTO, CA 94301

LUST S101303814
 Cortese N/A

Relative:
 Lower

Actual:
 19 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported
 Workplan: 11/18/1985
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 4/15/1999
 Release Date: 11/18/1985
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: NOR
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: LD
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : 3/19/1998
 Max MTBE GW : 160 Parts per Billion
 MTBE Tested: MTBE Detected. Site tested for MTBE & MTBE detected
 Priority: Not reported
 Local Case # : 06S2W17B03f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : =
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended: Not reported
 Responsible Party: Helen Sherman
 RP Address: 1741 Linnet Lane
 Global Id: T0608501321
 Org Name: Not reported

Confirm Leak: Not reported
 Prelim Assess: 11/18/1985
 Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

MAP FINDINGS

EDR ID Number
 EPA ID Number

SHERMAN'S AUTO (Continued)

S101303814

Contact Person: Not reported
 MTBE Conc: 1
 Mtbe Fuel: 1
 Water System Name: Not reported
 Well Name: Not reported
 Distance To LUST: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : Not reported

LUST Region 2:

Region: 2
 Case Number: 06S2W17B03f
 Facility Id: Not reported
 Facility Status: Case Closed
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: 11/18/1985
 Pollution Characterization Began: 12/6/1991
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: 1999-04-15 00:00:00
 Region Code: 2
 Date Listed: 1986-01-01 00:00:00
 SCVWD Id: 06S2W17B03
 Oversight Agency: SCVWD

CORTESE:

Region: CORTESE
 Fac Address 2: 710 SAN ANTONIO RD

78
 NE
 1/2-1
 5047 ft.

VK FOREIGN CAR SERVICE
 2490 OLD MIDDLEFIELD WY
 MOUNTAIN VIEW, CA 94043

HAZNET S100473714
 LUST N/A
 Cortese

Relative:
 Lower

Actual:
 21 ft.

State LUST:

Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number: 43-1830
 Reg Board: 2
 Chemical: Waste Oil
 Lead Agency: Regional Board
 Local Agency : 43099L
 Case Type: Soil only
 Status: Case Closed
 Abate Method: No Action Taken - no action has as yet been taken at the site
 Review Date: Not reported
 Workplan: Not reported
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 7/20/1994
 Release Date: 11/1/1987
 Confirm Leak: Not reported
 Prelim Assess: Not reported
 Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

VK FOREIGN CAR SERVICE (Continued)

S100473714

Cleanup Fund Id : Not reported
 Discover Date : 11/1/1987
 Enforcement Dt : Not reported
 Enf Type: Not reported
 Enter Date : 11/1/1987
 Funding: Federal Funds
 Staff Initials: UNK
 How Discovered: Tank Closure
 How Stopped: Not reported
 Interim : No
 Leak Cause: Structure Failure
 Leak Source: Tank
 MTBE Date : Not reported
 Max MTBE GW : Not reported
 MTBE Tested: Not Required to be Tested.
 Priority: Not reported
 Local Case # : 43-1830
 Beneficial: Not reported
 Staff : ZTM
 GW Qualifier : Not reported
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Santa Clara Basin (2
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : 4/19/1988
 Stop Date : 11/1/1987
 Work Suspended :No
 Responsible Party:BLANK RP
 RP Address: Not reported
 Global Id: T0608501757
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mtbe Fuel: 0
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : ARCHIVED 5/17/96 CONTROL NO 120-071 SRC 0904721
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number : Not reported
 Reg Board: 2
 Chemical: 0
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Soil only
 Status: Case Closed
 Review Date: Not reported
 Workplan: Not reported
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: Not reported
 Close Date: 7/20/1994
 Confirm Leak: Not reported
 Prelim Assess: Not reported
 Remed Plan: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

VK FOREIGN CAR SERVICE (Continued)

S100473714

Release Date: 1/1/1988
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: Not reported
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: CW
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : Not reported
 Max MTBE GW : Not reported
 MTBE Tested: Not Required to be Tested.
 Priority: Not reported
 Local Case # : 06S2W17A03f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : Not reported
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended :Not reported
 Responsible PartyMike Meissner
 RP Address: 2490 Old Middlefield Way
 Global Id: T0608597627
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mtbe Fuel: 0
 Water System Name: Not reported
 Well Name: Not reported
 Distance To Lust: 0
 Waste Discharge Global ID: Not reported
 Waste Disch Assigned Name: Not reported
 Summary : ARCHIVED 5/17/96 CONTROL NO 120-071 SRC 0904721

LUST Region 2:

Region: 2
 Case Number: 06S2W17A03f
 Facility Id: Not reported
 Facility Status: Case Closed
 How Discovered: Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assesment Wokplan Submitted: Not reported
 Preliminary Site Assesment Began: Not reported
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
 EPA ID Number

VK FOREIGN CAR SERVICE (Continued)

S100473714

Date Remediation Action Underway: Not reported
 Region: 2
 Case Number: 43-1830
 Facility Id: 43-1830
 Facility Status: Case Closed
 How Discovered: TC
 Leak Cause: Structure Failure
 Leak Source: Tank
 Oversight Program: LUST
 Date Leak Confirmed: Not reported
 Prelim. Site Assessment Wokplan Submitted: Not reported
 Preliminary Site Assessment Began: Not reported
 Pollution Characterization Began: Not reported
 Pollution Remediation Plan Submitted: Not reported
 Date Remediation Action Underway: Not reported
 Date Remediation Action Underway: Not reported

LUST Region SC:

Region: Santa Clara
 Closed Date: 1994-07-20 00:00:00
 Region Code: 2
 Date Listed: 1989-01-01 00:00:00
 SCVWD Id: 06S2W17A03
 Oversight Agency: SCVWD

HAZNET:

Gepaid: CAL000012470
 TSD EPA ID: CAT080031628
 Gen County: San Bernardino
 Tsd County: Kern
 Tons: .2502
 Facility Address 2: Not reported
 Waste Category: Waste oil and mixed oil
 Disposal Method: Recycler
 Contact: KARI W PRAGER
 Telephone: (650) 966-1183
 Mailing Name: Not reported
 Mailing Address: 2490 OLD MIDDLEFIELD WAY
 MOUNTAIN VIEW, CA 94043 - 2317
 County: San Bernardino
 Gepaid: CAL000012470
 TSD EPA ID: Not reported
 Gen County: San Bernardino
 Tsd County: San Mateo
 Tons: 0.41
 Facility Address 2: Not reported
 Waste Category: Unspecified organic liquid mixture
 Disposal Method: Recycler
 Contact: KARI PRAGER/ OWNER
 Telephone: (650) 966-1183
 Mailing Name: Not reported
 Mailing Address: 2490 OLD MIDDLEFIELD WAY
 MOUNTAIN VIEW, CA 94043 - 2317
 County: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

VK FOREIGN CAR SERVICE (Continued)

S100473714

Gepaid: CAL000012470
TSD EPA ID: CAT080031628
Gen County: San Bernardino
Tsd County: Kern
Tons: .1959
Facility Address 2: Not reported
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Contact: KARI W PRAGER
Telephone: (650) 966-1183
Mailing Name: Not reported
Mailing Address: 2490 OLD MIDDLEFIELD WAY
MOUNTAIN VIEW, CA 94043 - 2317

County San Bernardino

Gepaid: CAL000012470
TSD EPA ID: CAD009452657
Gen County: San Bernardino
Tsd County: San Mateo
Tons: .3793
Facility Address 2: Not reported
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Recycler
Contact: KARI W PRAGER
Telephone: (650) 966-1183
Mailing Name: Not reported
Mailing Address: 2490 OLD MIDDLEFIELD WAY
MOUNTAIN VIEW, CA 94043 - 2317

County San Bernardino

Gepaid: CAL000012470
TSD EPA ID: CA0000084517
Gen County: San Bernardino
Tsd County: San Bernardino
Tons: 0.07
Facility Address 2: Not reported
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Contact: KARI PRAGER/ OWNER
Telephone: (650) 966-1183
Mailing Name: Not reported
Mailing Address: 2490 OLD MIDDLEFIELD WAY
MOUNTAIN VIEW, CA 94043 - 2317

County San Bernardino

[Click this hyperlink](#) while viewing on your computer to access 5 additional CA HAZNET record(s) in the EDR Site Report.

CORTESE:
Region: CORTESE
Fac Address 2: 2490 OLD MIDDLEFIELD WY

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation Site

Database(s) EDR ID Number
 EPA ID Number

79 **BUDGET RENT A CAR**
NE **2452 OLD MIDDLEFIELD WY**
1/2-1 **MOUNTAIN VIEW, CA 94043**
5242 ft.

HAZNET **S100931224**
LUST **N/A**
Cortese

Relative:
Lower

Actual:
21 ft.

State LUST:
 Cross Street: Not reported
 Qty Leaked: Not reported
 Case Number Not reported
 Reg Board: 2
 Chemical: Gasoline
 Lead Agency: Local Agency
 Local Agency : 43099L
 Case Type: Other ground water affected
 Status: Case Closed
 Review Date: Not reported
 Workplan: 2/8/1988
 Pollution Char: Not reported
 Remed Action: Not reported
 Monitoring: 11/21/1991
 Close Date: 6/23/1994
 Release Date: 2/12/1988
 Cleanup Fund Id : Not reported
 Discover Date : Not reported
 Enforcement Dt : Not reported
 Enf Type: NOR
 Enter Date : Not reported
 Funding: Not reported
 Staff Initials: CW
 How Discovered: Not reported
 How Stopped: Not reported
 Interim : Not reported
 Leak Cause: Not reported
 Leak Source: Not reported
 MTBE Date : Not reported
 Max MTBE GW : Not reported
 MTBE Tested: Site NOT Tested for MTBE.Includes Unknown and Not Analyzed.
 Priority: Not reported
 Local Case # : 06S2W17A01f
 Beneficial: MUN
 Staff : ZSC
 GW Qualifier : =
 Max MTBE Soil : Not reported
 Soil Qualifier : Not reported
 Hydr Basin #: Not reported
 Operator : Not reported
 Oversight Prgm: LUST
 Review Date : Not reported
 Stop Date : Not reported
 Work Suspended : Not reported
 Responsible Party: Craig Kouris
 RP Address: 200 N. Michigan
 Global Id: T0608500270
 Org Name: Not reported
 Contact Person: Not reported
 MTBE Conc: 0
 Mtbe Fuel: 1
 Water System Name: Not reported
 Well Name: Not reported

Confirm Leak: Not reported
 Prelim Assess: 2/8/1988
 Remed Plan: Not reported

Map ID
Direction
Distance
Distance (ft.)
Elevation Site

MAP FINDINGS

Database(s) EDR ID Number
EPA ID Number

BUDGET RENT A CAR (Continued)

S100931224

Distance To Lust: 0
Waste Discharge Global ID: Not reported
Waste Disch Assigned Name: Not reported
Summary : Not reported

LUST Region 2:

Region: 2
Case Number: 06S2W17A01f
Facility Id: Not reported
Facility Status: Case Closed
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Oversight Program: LUST
Date Leak Confirmed: Not reported
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 2/8/1988
Pollution Characterization Began: 2/27/1991
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Remediation Action Underway: 11/21/1991

LUST Region SC:

Region: Santa Clara
Closed Date: 1994-06-23 00:00:00
Region Code: 2
Date Listed: 1989-01-01 00:00:00
SCVWD Id: 06S2W17A01
Oversight Agency: SCVWD

HAZNET:

Gepaid: CAL000079460
TSD EPA ID: CAD980887418
Gen County: Santa Clara
Tsd County: 1
Tons: .2919
Facility Address 2: Not reported
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: Transfer Station
Contact: BUDGET RENT A CAR SYSTEMS INC
Telephone: (000) 000-0000
Mailing Name: Not reported
Mailing Address: 2452 OLD MIDDLEFIELD WAY
MOUNTAIN VIEW, CA 94043 - 2317
County: Santa Clara

CORTESE:

Region: CORTESE
Fac Address 2: 2452 OLD MIDDLEFIELD WY

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
MOUNTAIN VIEW	1000106267	ALL CAR AUTO PAINTING	903 CALIFORNIA DR	94040	RCRA-SQG, FINDS
MOUNTAIN VIEW	S106085685	COMSTOCK APTS	2290 CALIFORNIA ST STE 19	94040	HAZNET
MOUNTAIN VIEW	1008341526	HIGHWAY 101 AND MOFFETT BLVD	HIGHWAY 101/85/MOFFETT BLVD	94043	CERCLIS
MOUNTAIN VIEW	S104541848	NASA AMES RESEARCH CENTER	MOFFETT FIELD		LUST
MOUNTAIN VIEW	S107145599	PARKER AUTOMOTIVE	250 SAN ANTONIO RD STE B	94040	HAZNET
MOUNTAIN VIEW	S105512837	J.C. PENNEY	SAN ANTONIO AT ALMA ST RD	94043	LUST
MOUNTAIN VIEW	1003878434	MOUNTAIN VIEW LDFL	SHORELINE REG PK STIERLIN RD	94040	CERC-NFRAP
MOUNTAIN VIEW	1003879361	CAMELLIA PARK	333 STIERLEN RD	94040	CERC-NFRAP

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL RECORDS

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/01/05	Source: EPA
Date Data Arrived at EDR: 08/03/05	Telephone: N/A
Date Made Active in Reports: 08/22/05	Last EDR Contact: 08/03/05
Number of Days to Update: 19	Next Scheduled EDR Contact: 10/31/05
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 8
Telephone: 303-312-6774

EPA Region 4
Telephone 404-562-8033

Proposed NPL: Proposed National Priority List Sites

Date of Government Version: 04/27/05	Source: EPA
Date Data Arrived at EDR: 05/04/05	Telephone: N/A
Date Made Active in Reports: 05/16/05	Last EDR Contact: 08/05/05
Number of Days to Update: 12	Next Scheduled EDR Contact: 10/31/05
	Data Release Frequency: Quarterly

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/01/05	Source: EPA
Date Data Arrived at EDR: 08/03/05	Telephone: N/A
Date Made Active in Reports: 08/22/05	Last EDR Contact: 08/03/05
Number of Days to Update: 19	Next Scheduled EDR Contact: 10/31/05
	Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/91
Date Data Arrived at EDR: 02/02/94
Date Made Active in Reports: 03/30/94
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/22/05
Next Scheduled EDR Contact: 11/21/05
Data Release Frequency: No Update Planned

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 09/19/05
Date Data Arrived at EDR: 10/21/05
Date Made Active in Reports: 10/27/05
Number of Days to Update: 6

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 09/20/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Quarterly

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 08/22/05
Date Data Arrived at EDR: 09/20/05
Date Made Active in Reports: 10/27/05
Number of Days to Update: 37

Source: EPA
Telephone: 703-413-0223
Last EDR Contact: 09/20/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Quarterly

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/28/05
Date Data Arrived at EDR: 07/05/05
Date Made Active in Reports: 08/08/05
Number of Days to Update: 34

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/06/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Quarterly

RCRA: Resource Conservation and Recovery Act Information

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 08/11/05	Source: EPA
Date Data Arrived at EDR: 08/23/05	Telephone: 800-424-9346
Date Made Active in Reports: 10/06/05	Last EDR Contact: 08/23/05
Number of Days to Update: 44	Next Scheduled EDR Contact: 10/24/05
	Data Release Frequency: Quarterly

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/04	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/27/05	Telephone: 202-260-2342
Date Made Active in Reports: 03/24/05	Last EDR Contact: 07/25/05
Number of Days to Update: 56	Next Scheduled EDR Contact: 10/24/05
	Data Release Frequency: Annually

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/27/05	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 07/22/05	Telephone: 202-366-4555
Date Made Active in Reports: 09/01/05	Last EDR Contact: 07/22/05
Number of Days to Update: 41	Next Scheduled EDR Contact: 10/17/05
	Data Release Frequency: Annually

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/02/05	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/12/05	Telephone: 703-603-8867
Date Made Active in Reports: 10/06/05	Last EDR Contact: 10/03/05
Number of Days to Update: 55	Next Scheduled EDR Contact: 01/02/06
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/10/05	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/11/05	Telephone: 703-603-8867
Date Made Active in Reports: 04/06/05	Last EDR Contact: 07/05/05
Number of Days to Update: 54	Next Scheduled EDR Contact: 10/03/05
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 10/01/03	Source: USGS
Date Data Arrived at EDR: 11/12/03	Telephone: 703-692-8801
Date Made Active in Reports: 11/21/03	Last EDR Contact: 08/09/05
Number of Days to Update: 9	Next Scheduled EDR Contact: 11/07/05
	Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/04	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 06/29/05	Telephone: 202-528-4285
Date Made Active in Reports: 08/08/05	Last EDR Contact: 06/29/05
Number of Days to Update: 40	Next Scheduled EDR Contact: 10/03/05
	Data Release Frequency: Varies

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 08/18/05	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/18/05	Telephone: 202-566-2777
Date Made Active in Reports: 10/06/05	Last EDR Contact: 08/11/05
Number of Days to Update: 49	Next Scheduled EDR Contact: 12/12/05
	Data Release Frequency: Semi-Annually

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/14/04	Source: Department of Justice, Consent Decree Library
Date Data Arrived at EDR: 02/15/05	Telephone: Varies
Date Made Active in Reports: 04/25/05	Last EDR Contact: 07/25/05
Number of Days to Update: 69	Next Scheduled EDR Contact: 10/24/05
	Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 06/08/05	Source: EPA
Date Data Arrived at EDR: 07/11/05	Telephone: 703-416-0223
Date Made Active in Reports: 08/08/05	Last EDR Contact: 07/06/05
Number of Days to Update: 28	Next Scheduled EDR Contact: 10/03/05
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized. In 1978, 24 inactive uranium mill tailings sites in Oregon, Idaho, Wyoming, Utah, Colorado, New Mexico, Texas, North Dakota, South Dakota, Pennsylvania, and on Navajo and Hopi tribal lands, were targeted for cleanup by the Department of Energy.

Date of Government Version: 12/29/04	Source: Department of Energy
Date Data Arrived at EDR: 01/07/05	Telephone: 505-845-0011
Date Made Active in Reports: 03/14/05	Last EDR Contact: 09/19/05
Number of Days to Update: 66	Next Scheduled EDR Contact: 12/19/05
	Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/85	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/09/04	Telephone: 800-424-9346
Date Made Active in Reports: 09/17/04	Last EDR Contact: 05/23/95
Number of Days to Update: 39	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/03	Source: EPA
Date Data Arrived at EDR: 07/13/05	Telephone: 202-566-0250
Date Made Active in Reports: 08/17/05	Last EDR Contact: 09/19/05
Number of Days to Update: 35	Next Scheduled EDR Contact: 12/19/05
	Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/02	Source: EPA
Date Data Arrived at EDR: 04/27/04	Telephone: 202-260-5521
Date Made Active in Reports: 05/21/04	Last EDR Contact: 07/18/05
Number of Days to Update: 24	Next Scheduled EDR Contact: 10/17/05
	Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/15/05	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 07/25/05	Telephone: 202-566-1667
Date Made Active in Reports: 08/22/05	Last EDR Contact: 09/19/05
Number of Days to Update: 28	Next Scheduled EDR Contact: 12/19/05
	Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/15/05
Date Data Arrived at EDR: 07/25/05
Date Made Active in Reports: 08/22/05
Number of Days to Update: 28

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 09/19/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Quarterly

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 01/03/05
Date Made Active in Reports: 01/25/05
Number of Days to Update: 22

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/18/05
Next Scheduled EDR Contact: 10/17/05
Data Release Frequency: Annually

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 08/30/05
Date Data Arrived at EDR: 09/13/05
Date Made Active in Reports: 10/27/05
Number of Days to Update: 44

Source: EPA
Telephone: 202-564-3887
Last EDR Contact: 08/25/05
Next Scheduled EDR Contact: 11/07/05
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/14/05
Date Data Arrived at EDR: 07/22/05
Date Made Active in Reports: 08/22/05
Number of Days to Update: 31

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 07/05/05
Next Scheduled EDR Contact: 10/03/05
Data Release Frequency: Quarterly

MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/12/05
Date Data Arrived at EDR: 09/27/05
Date Made Active in Reports: 11/14/05
Number of Days to Update: 48

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 09/27/05
Next Scheduled EDR Contact: 12/26/05
Data Release Frequency: Semi-Annually

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 09/29/05
Date Data Arrived at EDR: 10/04/05
Date Made Active in Reports: 11/14/05
Number of Days to Update: 41

Source: EPA
Telephone: N/A
Last EDR Contact: 09/29/05
Next Scheduled EDR Contact: 01/02/06
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95	Source: EPA
Date Data Arrived at EDR: 07/03/95	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/95	Last EDR Contact: 09/06/05
Number of Days to Update: 35	Next Scheduled EDR Contact: 12/05/05
	Data Release Frequency: No Update Planned

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/03	Source: EPA/NTIS
Date Data Arrived at EDR: 06/17/05	Telephone: 800-424-9346
Date Made Active in Reports: 08/04/05	Last EDR Contact: 09/12/05
Number of Days to Update: 48	Next Scheduled EDR Contact: 12/12/05
	Data Release Frequency: Biennially

STATE AND LOCAL RECORDS

AWP: Annual Workplan Sites

Known Hazardous Waste Sites. California DTSC's Annual Workplan (AWP), formerly BEP, identifies known hazardous substance sites targeted for cleanup.

Date of Government Version: 08/08/05	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 08/29/05	Telephone: 916-323-3400
Date Made Active in Reports: 09/21/05	Last EDR Contact: 08/29/05
Number of Days to Update: 23	Next Scheduled EDR Contact: 11/28/05
	Data Release Frequency: Annually

CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database.

Date of Government Version: 08/08/05	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 08/29/05	Telephone: 916-323-3400
Date Made Active in Reports: 09/21/05	Last EDR Contact: 08/29/05
Number of Days to Update: 23	Next Scheduled EDR Contact: 11/28/05
	Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/95	Source: State Water Resources Control Board
Date Data Arrived at EDR: 08/30/95	Telephone: 916-227-4364
Date Made Active in Reports: 09/26/95	Last EDR Contact: 08/01/05
Number of Days to Update: 27	Next Scheduled EDR Contact: 10/31/05
	Data Release Frequency: No Update Planned

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/01/89
Date Data Arrived at EDR: 07/27/94
Date Made Active in Reports: 08/02/94
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/94
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NFA: No Further Action Determination

This category contains properties at which DTSC has made a clear determination that the property does not pose a problem to the environment or to public health.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/29/05
Next Scheduled EDR Contact: 11/28/05
Data Release Frequency: Quarterly

NFE: Properties Needing Further Evaluation

This category contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process. PEA in Progress indicates properties where DTSC is currently conducting a PEA. PEA Required indicates properties where DTSC has determined a PEA is required, but not currently underway.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 09/21/05
Number of Days to Update: 23

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/29/05
Next Scheduled EDR Contact: 11/28/05
Data Release Frequency: Quarterly

REF: Unconfirmed Properties Referred to Another Agency

This category contains properties where contamination has not been confirmed and which were determined as not requiring direct DTSC Site Mitigation Program action or oversight. Accordingly, these sites have been referred to another state or local regulatory agency.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/29/05
Next Scheduled EDR Contact: 11/28/05
Data Release Frequency: Quarterly

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/29/05
Next Scheduled EDR Contact: 11/28/05
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/01
Date Data Arrived at EDR: 02/28/01
Date Made Active in Reports: 03/29/01
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-576-2220
Last EDR Contact: 08/22/05
Next Scheduled EDR Contact: 11/21/05
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 2: Fuel Leak List

Date of Government Version: 09/30/04
Date Data Arrived at EDR: 10/20/04
Date Made Active in Reports: 11/19/04
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 07/11/05
Next Scheduled EDR Contact: 10/10/05
Data Release Frequency: Quarterly

LUST REG 3: Leaking Underground Storage Tank Database

Date of Government Version: 05/19/03
Date Data Arrived at EDR: 05/19/03
Date Made Active in Reports: 06/02/03
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 08/15/05
Next Scheduled EDR Contact: 11/14/05
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/04
Date Data Arrived at EDR: 09/07/04
Date Made Active in Reports: 10/12/04
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 09/27/05
Next Scheduled EDR Contact: 12/26/05
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Date of Government Version: 10/01/05
Date Data Arrived at EDR: 10/20/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 11

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 10/20/05
Next Scheduled EDR Contact: 01/02/06
Data Release Frequency: Quarterly

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/03
Date Data Arrived at EDR: 09/10/03
Date Made Active in Reports: 10/07/03
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 916-542-5424
Last EDR Contact: 09/06/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Date of Government Version: 06/07/05
Date Data Arrived at EDR: 06/07/05
Date Made Active in Reports: 06/29/05
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-346-7491
Last EDR Contact: 07/08/05
Next Scheduled EDR Contact: 10/03/05
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Date of Government Version: 02/26/04
Date Data Arrived at EDR: 02/26/04
Date Made Active in Reports: 03/24/04
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-346-7491
Last EDR Contact: 09/27/05
Next Scheduled EDR Contact: 12/26/05
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/14/05
Date Data Arrived at EDR: 02/15/05
Date Made Active in Reports: 03/28/05
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-4130
Last EDR Contact: 08/08/05
Next Scheduled EDR Contact: 11/07/05
Data Release Frequency: Varies

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/01
Date Data Arrived at EDR: 04/23/01
Date Made Active in Reports: 05/21/01
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 07/18/05
Next Scheduled EDR Contact: 10/17/05
Data Release Frequency: No Update Planned

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/12/05
Date Data Arrived at EDR: 09/13/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 23

Source: Integrated Waste Management Board
Telephone: 916-341-6320
Last EDR Contact: 09/13/05
Next Scheduled EDR Contact: 12/12/05
Data Release Frequency: Quarterly

CA WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 09/19/05
Date Data Arrived at EDR: 09/20/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 16

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 09/20/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Quarterly

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/00
Date Data Arrived at EDR: 04/10/00
Date Made Active in Reports: 05/10/00
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 09/06/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

Date of Government Version: 04/01/01
Date Data Arrived at EDR: 05/29/01
Date Made Active in Reports: 07/26/01
Number of Days to Update: 58

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-9100
Last EDR Contact: 07/26/05
Next Scheduled EDR Contact: 10/24/05
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 10/10/05
Date Data Arrived at EDR: 10/10/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 21

Source: State Water Resources Control Board
Contact: Mountain View City Fire Department, (650) 903-682
Contact: Santa Clara County Environmental Health, (408) 918-1973
Contact: Santa Clara County Fire Department, (408) 378-4010
Last EDR Contact: 10/10/05
Next Scheduled EDR Contact: 01/09/06
Data Release Frequency: Quarterly

SLIC: Statewide SLIC Cases

The Spills, Leaks, Investigations, and Cleanups (SLIC) listings includes unauthorized discharges from spills and leaks, other than from underground storage tanks or other regulated sites.

Date of Government Version: 10/10/05
Date Data Arrived at EDR: 10/10/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 21

Source: State Water Resources Control Board
Contact: Mountain View City Fire Department, (650) 903-682
Contact: Santa Clara County Environmental Health, (408) 918-1973
Contact: Santa Clara County Fire Department, (408) 378-4010
Last EDR Contact: 10/10/05
Next Scheduled EDR Contact: 01/09/06
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 10/10/05
Date Data Arrived at EDR: 10/10/05
Date Made Active in Reports: 11/18/05
Number of Days to Update: 39

Source: SWRCB
Contact: Mountain View City Fire Department, (650) 903-682
Contact: Santa Clara County Environmental Health, (408) 918-1973
Contact: Santa Clara County Fire Department, (408) 378-4010
Last EDR Contact: 10/10/05
Next Scheduled EDR Contact: 01/09/06
Data Release Frequency: Semi-Annually

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/94
Date Data Arrived at EDR: 09/05/95
Date Made Active in Reports: 09/29/95
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/98
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/90
Date Data Arrived at EDR: 01/25/91
Date Made Active in Reports: 02/12/91
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/01
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 10/03/05
Date Data Arrived at EDR: 10/10/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 21

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 10/10/05
Next Scheduled EDR Contact: 01/09/06
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AST: Aboveground Petroleum Storage Tank Facilities
Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/05
Date Data Arrived at EDR: 08/25/05
Date Made Active in Reports: 09/30/05
Number of Days to Update: 36

Source: State Water Resources Control Board
Telephone: 916-341-5712
Last EDR Contact: 08/16/05
Next Scheduled EDR Contact: 10/31/05
Data Release Frequency: Quarterly

SLIC REG 1: Active Toxic Site Investigations

Date of Government Version: 04/03/03
Date Data Arrived at EDR: 04/07/03
Date Made Active in Reports: 04/25/03
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/22/05
Next Scheduled EDR Contact: 11/21/05
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 09/30/04
Date Data Arrived at EDR: 10/20/04
Date Made Active in Reports: 11/19/04
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 07/11/05
Next Scheduled EDR Contact: 10/10/05
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 08/19/05
Date Data Arrived at EDR: 08/22/05
Date Made Active in Reports: 09/21/05
Number of Days to Update: 30

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 08/15/05
Next Scheduled EDR Contact: 11/14/05
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Any contaminated site that impacts groundwater or has the potential to impact groundwater.

Date of Government Version: 11/17/04
Date Data Arrived at EDR: 11/18/04
Date Made Active in Reports: 01/04/05
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/25/05
Next Scheduled EDR Contact: 10/24/05
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Unregulated sites that impact groundwater or have the potential to impact groundwater.

Date of Government Version: 04/01/05
Date Data Arrived at EDR: 04/05/05
Date Made Active in Reports: 04/21/05
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 07/08/05
Next Scheduled EDR Contact: 10/03/05
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Date of Government Version: 05/24/05
Date Data Arrived at EDR: 05/25/05
Date Made Active in Reports: 06/16/05
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 07/05/05
Next Scheduled EDR Contact: 10/03/05
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 6L: SLIC Sites

Date of Government Version: 09/07/04
Date Data Arrived at EDR: 09/07/04
Date Made Active in Reports: 10/12/04
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 09/06/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

Date of Government Version: 11/24/04
Date Data Arrived at EDR: 11/29/04
Date Made Active in Reports: 01/04/05
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/22/05
Next Scheduled EDR Contact: 11/21/05
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Date of Government Version: 07/01/04
Date Data Arrived at EDR: 08/10/04
Date Made Active in Reports: 09/08/04
Number of Days to Update: 29

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 07/05/05
Next Scheduled EDR Contact: 10/03/05
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

Date of Government Version: 09/28/05
Date Data Arrived at EDR: 09/29/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 32

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 09/26/05
Next Scheduled EDR Contact: 11/28/05
Data Release Frequency: Annually

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1980's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/94
Date Data Arrived at EDR: 07/07/05
Date Made Active in Reports: 08/11/05
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/05
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/03
Date Data Arrived at EDR: 05/18/04
Date Made Active in Reports: 06/25/04
Number of Days to Update: 38

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 08/22/05
Next Scheduled EDR Contact: 11/21/05
Data Release Frequency: Varies

NOTIFY 65: Proposition 65 Records

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/93
Date Data Arrived at EDR: 11/01/93
Date Made Active in Reports: 11/19/93
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 07/19/05
Next Scheduled EDR Contact: 10/17/05
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 10/03/05	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 10/03/05	Telephone: 916-323-3400
Date Made Active in Reports: 10/31/05	Last EDR Contact: 10/03/05
Number of Days to Update: 28	Next Scheduled EDR Contact: 01/02/06
	Data Release Frequency: Semi-Annually

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 08/08/05	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 08/29/05	Telephone: 916-323-3400
Date Made Active in Reports: 09/21/05	Last EDR Contact: 08/29/05
Number of Days to Update: 23	Next Scheduled EDR Contact: 11/28/05
	Data Release Frequency: Quarterly

CLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 04/18/05	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 04/18/05	Telephone: 916-327-4498
Date Made Active in Reports: 05/06/05	Last EDR Contact: 07/05/05
Number of Days to Update: 18	Next Scheduled EDR Contact: 10/03/05
	Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 11/07/05	Source: Los Angeles Water Quality Control Board
Date Data Arrived at EDR: 11/07/05	Telephone: 213-576-6726
Date Made Active in Reports: 11/29/05	Last EDR Contact: 11/07/05
Number of Days to Update: 22	Next Scheduled EDR Contact: 01/23/06
	Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/03	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 10/11/05	Telephone: 916-255-1136
Date Made Active in Reports: 10/31/05	Last EDR Contact: 08/23/05
Number of Days to Update: 20	Next Scheduled EDR Contact: 11/07/05
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/03	Source: California Air Resources Board
Date Data Arrived at EDR: 07/19/05	Telephone: 916-322-2990
Date Made Active in Reports: 08/11/05	Last EDR Contact: 07/19/05
Number of Days to Update: 23	Next Scheduled EDR Contact: 10/17/05
	Data Release Frequency: Varies

TRIBAL RECORDS

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 10/01/03	Source: USGS
Date Data Arrived at EDR: 11/12/03	Telephone: 202-208-3710
Date Made Active in Reports: 11/21/03	Last EDR Contact: 08/09/05
Number of Days to Update: 9	Next Scheduled EDR Contact: 11/07/05
	Data Release Frequency: Semi-Annually

INDIAN LUST: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 09/07/05	Source: EPA Region 10
Date Data Arrived at EDR: 09/08/05	Telephone: 206-553-2857
Date Made Active in Reports: 10/31/05	Last EDR Contact: 08/25/05
Number of Days to Update: 53	Next Scheduled EDR Contact: 11/21/05
	Data Release Frequency: Varies

INDIAN LUST: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 06/02/05	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/03/05	Telephone: 415-972-3372
Date Made Active in Reports: 07/01/05	Last EDR Contact: 08/25/05
Number of Days to Update: 28	Next Scheduled EDR Contact: 11/21/05
	Data Release Frequency: Varies

INDIAN UST: Underground Storage Tanks on Indian Land

Date of Government Version: 04/18/05	Source: EPA Region 9
Date Data Arrived at EDR: 05/16/05	Telephone: 415-972-3368
Date Made Active in Reports: 05/31/05	Last EDR Contact: 08/25/05
Number of Days to Update: 15	Next Scheduled EDR Contact: 11/21/05
	Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Underground Tanks

Date of Government Version: 06/28/05	Source: Alameda County Environmental Health Services
Date Data Arrived at EDR: 06/28/05	Telephone: 510-567-6700
Date Made Active in Reports: 07/26/05	Last EDR Contact: 06/28/05
Number of Days to Update: 28	Next Scheduled EDR Contact: 10/24/05
	Data Release Frequency: Semi-Annually

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/16/05
Date Data Arrived at EDR: 08/16/05
Date Made Active in Reports: 09/01/05
Number of Days to Update: 16

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/25/05
Next Scheduled EDR Contact: 10/24/05
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/29/05
Date Data Arrived at EDR: 08/30/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 37

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 08/29/05
Next Scheduled EDR Contact: 11/28/05
Data Release Frequency: Semi-Annually

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/17/05
Date Data Arrived at EDR: 10/18/05
Date Made Active in Reports: 11/29/05
Number of Days to Update: 42

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 10/18/05
Next Scheduled EDR Contact: 02/06/06
Data Release Frequency: Semi-Annually

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing

Kern County Sites and Tanks Listing.

Date of Government Version: 10/10/05
Date Data Arrived at EDR: 10/12/05
Date Made Active in Reports: 11/18/05
Number of Days to Update: 37

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 09/26/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Quarterly

LOS ANGELES COUNTY:

List of Solid Waste Facilities

Date of Government Version: 02/01/05
Date Data Arrived at EDR: 02/18/05
Date Made Active in Reports: 03/28/05
Number of Days to Update: 38

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 08/18/05
Next Scheduled EDR Contact: 11/14/05
Data Release Frequency: Varies

City of El Segundo Underground Storage Tank

Date of Government Version: 08/29/05
Date Data Arrived at EDR: 08/29/05
Date Made Active in Reports: 09/28/05
Number of Days to Update: 30

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 08/29/05
Next Scheduled EDR Contact: 11/14/05
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

City of Long Beach Underground Storage Tank

Date of Government Version: 03/28/03
Date Data Arrived at EDR: 10/23/03
Date Made Active in Reports: 11/26/03
Number of Days to Update: 34

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 08/22/05
Next Scheduled EDR Contact: 11/21/05
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Date of Government Version: 08/16/05
Date Data Arrived at EDR: 09/14/05
Date Made Active in Reports: 09/28/05
Number of Days to Update: 14

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 08/15/05
Next Scheduled EDR Contact: 11/14/05
Data Release Frequency: Semi-Annually

City of Los Angeles Landfills

Date of Government Version: 03/01/05
Date Data Arrived at EDR: 03/18/05
Date Made Active in Reports: 04/08/05
Number of Days to Update: 21

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 09/13/05
Next Scheduled EDR Contact: 12/12/05
Data Release Frequency: Varies

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 08/31/05
Date Data Arrived at EDR: 10/26/05
Date Made Active in Reports: 11/29/05
Number of Days to Update: 34

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 11/14/05
Next Scheduled EDR Contact: 02/13/06
Data Release Frequency: Semi-Annually

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/25/05
Date Data Arrived at EDR: 05/27/05
Date Made Active in Reports: 07/01/05
Number of Days to Update: 35

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 08/15/05
Next Scheduled EDR Contact: 11/14/05
Data Release Frequency: Annually

San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 12/31/98
Date Data Arrived at EDR: 07/07/99
Date Made Active in Reports: N/A
Number of Days to Update: 35

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 07/06/99
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 08/08/05
Date Data Arrived at EDR: 08/26/05
Date Made Active in Reports: 09/28/05
Number of Days to Update: 33

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 08/01/05
Next Scheduled EDR Contact: 10/31/05
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NAPA COUNTY:

Sites With Reported Contamination

Date of Government Version: 09/28/05
Date Data Arrived at EDR: 09/29/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 32

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/26/05
Next Scheduled EDR Contact: 12/26/05
Data Release Frequency: Semi-Annually

Closed and Operating Underground Storage Tank Sites

Date of Government Version: 09/28/05
Date Data Arrived at EDR: 09/29/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 32

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/26/05
Next Scheduled EDR Contact: 12/26/05
Data Release Frequency: Annually

ORANGE COUNTY:

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 09/01/05
Date Data Arrived at EDR: 09/19/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 17

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 09/09/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 09/01/05
Date Data Arrived at EDR: 09/19/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 42

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 09/09/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Quarterly

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 09/01/05
Date Data Arrived at EDR: 09/19/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 17

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 09/09/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Annually

PLACER COUNTY:

Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 10/12/05
Date Data Arrived at EDR: 10/12/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 19

Source: Placer County Health and Human Services
Telephone: 530-889-7312
Last EDR Contact: 09/19/05
Next Scheduled EDR Contact: 12/19/05
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 09/15/05	Source: Department of Public Health
Date Data Arrived at EDR: 09/16/05	Telephone: 951-358-5055
Date Made Active in Reports: 10/06/05	Last EDR Contact: 07/18/05
Number of Days to Update: 20	Next Scheduled EDR Contact: 10/17/05
	Data Release Frequency: Quarterly

Underground Storage Tank Tank List

Date of Government Version: 09/15/05	Source: Health Services Agency
Date Data Arrived at EDR: 11/02/05	Telephone: 951-358-5055
Date Made Active in Reports: 11/18/05	Last EDR Contact: 10/17/05
Number of Days to Update: 16	Next Scheduled EDR Contact: 01/16/06
	Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS - Contaminated Sites

Date of Government Version: 08/19/05	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 09/02/05	Telephone: 916-875-8406
Date Made Active in Reports: 10/06/05	Last EDR Contact: 08/26/05
Number of Days to Update: 34	Next Scheduled EDR Contact: 10/31/05
	Data Release Frequency: Quarterly

ML - Regulatory Compliance Master List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 07/25/05	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 08/19/05	Telephone: 916-875-8406
Date Made Active in Reports: 09/13/05	Last EDR Contact: 08/05/05
Number of Days to Update: 25	Next Scheduled EDR Contact: 10/31/05
	Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 09/20/05	Source: San Bernardino County Fire Department Hazardous Materials Division
Date Data Arrived at EDR: 09/20/05	Telephone: 909-387-3041
Date Made Active in Reports: 10/06/05	Last EDR Contact: 09/06/05
Number of Days to Update: 16	Next Scheduled EDR Contact: 12/05/05
	Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Solid Waste Facilities

San Diego County Solid Waste Facilities.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/01/00
Date Data Arrived at EDR: 12/13/01
Date Made Active in Reports: 01/15/02
Number of Days to Update: 33

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 08/22/05
Next Scheduled EDR Contact: 11/21/05
Data Release Frequency: Varies

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 05/16/05
Date Data Arrived at EDR: 05/18/05
Date Made Active in Reports: 06/16/05
Number of Days to Update: 29

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 07/08/05
Next Scheduled EDR Contact: 10/03/05
Data Release Frequency: Quarterly

SAN FRANCISCO COUNTY:

Local Oversight Facilities

Date of Government Version: 09/07/05
Date Data Arrived at EDR: 09/08/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 28

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 09/06/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Quarterly

Underground Storage Tank Information

Date of Government Version: 09/07/05
Date Data Arrived at EDR: 09/08/05
Date Made Active in Reports: 10/20/05
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 09/06/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Quarterly

SAN MATEO COUNTY:

Fuel Leak List

Date of Government Version: 08/11/05
Date Data Arrived at EDR: 08/12/05
Date Made Active in Reports: 09/13/05
Number of Days to Update: 32

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 07/11/05
Next Scheduled EDR Contact: 10/10/05
Data Release Frequency: Semi-Annually

Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 08/17/05
Date Data Arrived at EDR: 08/17/05
Date Made Active in Reports: 09/21/05
Number of Days to Update: 35

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 07/11/05
Next Scheduled EDR Contact: 10/10/05
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SANTA CLARA COUNTY:

Fuel Leak Site Activity Report

Date of Government Version: 03/29/05
Date Data Arrived at EDR: 03/30/05
Date Made Active in Reports: 04/21/05
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 09/27/05
Next Scheduled EDR Contact: 12/26/05
Data Release Frequency: Semi-Annually

Hazardous Material Facilities

Date of Government Version: 09/13/05
Date Data Arrived at EDR: 09/13/05
Date Made Active in Reports: 10/06/05
Number of Days to Update: 23

Source: City of San Jose Fire Department
Telephone: 408-277-4659
Last EDR Contact: 09/06/05
Next Scheduled EDR Contact: 12/05/05
Data Release Frequency: Annually

SOLANO COUNTY:

Leaking Underground Storage Tanks

Date of Government Version: 10/13/05
Date Data Arrived at EDR: 10/31/05
Date Made Active in Reports: 11/29/05
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/12/05
Next Scheduled EDR Contact: 12/12/05
Data Release Frequency: Quarterly

Underground Storage Tanks

Date of Government Version: 06/28/05
Date Data Arrived at EDR: 06/28/05
Date Made Active in Reports: 07/26/05
Number of Days to Update: 28

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/12/05
Next Scheduled EDR Contact: 12/12/05
Data Release Frequency: Quarterly

SONOMA COUNTY:

Leaking Underground Storage Tank Sites

Date of Government Version: 10/01/05
Date Data Arrived at EDR: 10/24/05
Date Made Active in Reports: 10/31/05
Number of Days to Update: 7

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 10/24/05
Next Scheduled EDR Contact: 01/23/06
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Date of Government Version: 01/29/04
Date Data Arrived at EDR: 01/29/04
Date Made Active in Reports: 02/23/04
Number of Days to Update: 25

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 07/18/05
Next Scheduled EDR Contact: 10/03/05
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

VENTURA COUNTY:

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 08/01/05	Source: Environmental Health Division
Date Data Arrived at EDR: 09/20/05	Telephone: 805-654-2813
Date Made Active in Reports: 10/06/05	Last EDR Contact: 09/09/05
Number of Days to Update: 16	Next Scheduled EDR Contact: 11/21/05
	Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 08/30/05	Source: Environmental Health Division
Date Data Arrived at EDR: 09/26/05	Telephone: 805-654-2813
Date Made Active in Reports: 10/31/05	Last EDR Contact: 09/13/05
Number of Days to Update: 35	Next Scheduled EDR Contact: 12/12/05
	Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 09/28/05	Source: Environmental Health Division
Date Data Arrived at EDR: 10/27/05	Telephone: 805-654-2813
Date Made Active in Reports: 11/18/05	Last EDR Contact: 10/12/05
Number of Days to Update: 22	Next Scheduled EDR Contact: 01/09/06
	Data Release Frequency: Quarterly

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 08/30/05	Source: Ventura County Environmental Health Division
Date Data Arrived at EDR: 09/29/05	Telephone: 805-654-2813
Date Made Active in Reports: 10/31/05	Last EDR Contact: 09/13/05
Number of Days to Update: 32	Next Scheduled EDR Contact: 12/12/05
	Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Date of Government Version: 07/19/05	Source: Yolo County Department of Health
Date Data Arrived at EDR: 08/08/05	Telephone: 530-666-8646
Date Made Active in Reports: 08/30/05	Last EDR Contact: 07/18/05
Number of Days to Update: 22	Next Scheduled EDR Contact: 10/17/05
	Data Release Frequency: Annually

EDR PROPRIETARY HISTORICAL DATABASES

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: PennWell Corporation

Telephone: (800) 823-6277

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

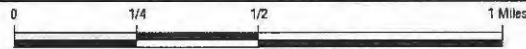
STREET AND ADDRESS INFORMATION

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TOPOGRAPHIC MAP - 1564570.1s



- County Boundary
- Major Roads
- Contour Lines
- Waterways
- Railroads



TARGET PROPERTY:	San Antonio Center	CUSTOMER:	LandAmerica Assessment Corpora
ADDRESS:	414 San Antonio Road	CONTACT:	Monica J. Rushing
CITY/STATE/ZIP:	Mountain View CA 94040	INQUIRY #:	1564570.1s
LAT/LONG:	37.4048 / 122.1116	DATE:	November 30, 2005 11:02 am

EXHIBIT C-2
GENERAL PUBLIC RECORDS

NOT APPLICABLE FOR THIS REPORT

APPENDIX D

INTERVIEW RECORDS

RECORD OF COMMUNICATION		
Site Name: San Antonio Center		Location: Mountain View
Communication with: Judy Beggs		Of: Site Contact
Location: Mountain View		Phone: 408-556-0200
Communication via: Telephone	Recorded By: John Geare	Of: LAC
At: 3 PM		On: 11/23/05
Re: Subject Property		
Summary of Communication: Arrange Site Visit		Conclusions/Required: None

RECORD OF COMMUNICATION		
Site Name: San Antonio Center		Location: Mountain View
Communication with: Staff		Of: Mountain View Public Library
Location: Mountain View		Phone: 650-903-6335
Communication via: In Person	Recorded By: John Geare	Of: LAC
At: 3 PM		On: 11/29/05
Re: Subject Property		
Summary of Communication: Access to Haines and Polk Business Directories		Conclusions/Required: None

RECORD OF COMMUNICATION		
Site Name: San Antonio Center		Location: Mountain View
Communication with: Gary Leinweber		Of: City of Mountain View Fire Department
Location: Mountain View		Phone: 650-
Communication via: In Person	Recorded By: John Geare	Of: LAC
At: 4 PM		On: 11/28/05
Re: Subject Property		
Summary of Communication: No indication of problems		Conclusions/Required: None

RECORD OF COMMUNICATION		
Site Name: San Antonio Center		Location: Mountain View
Communication with: Staff		Of: City of Mountain View Building Department
Location: Mountain View		Phone: 650-903-6313
Communication via: Person	Recorded By: John Geare	Of: LAC
At: Time		On: 11/28/05
Re: 1 PM		
Summary of Communication: Historical Building Files		Conclusions/Required: None

RECORD OF COMMUNICATION		
Site Name: San Antonio Center		Location: Mountain View
Communication with: Staff		Of: Santa Clara County Assessors Offices
Location: San Jose		Phone: 650-
Communication via: Telephone	Recorded By: Johu Geare	Of: LAC
At: T9 AM		On: 11/29/05
Re: Subject Property		
Summary of Communication: Assessors Number, no liens, etc.		Conclusions/Required: None

APPENDIX E

CLIENT PROVIDED DOCUMENTATION

NOT APPLICABLE FOR THIS REPORT

APPENDIX F

OTHER SUPPORTING DOCUMENTATION

NOT APPLICABLE FOR THIS REPORT

APPENDIX G

QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

JOHN C. GEARE
Professional Associate

Education: B.A. in Environmental Studies and Planning, California
State University, Sonoma
Graduate Studies in Ecology, University of California, Davis

Registration(s): USEPA Certified Asbestos Consultant
HAZWOPER 40 Hour Certified
California EPA Registered Environmental Assessor

Years of Experience: 14

Summary of Professional Experience

Mr. Geare has more than 14 years experience in performing Environmental Site Assessments.

Mr. Geare has completed over 750 Phase I Assessments for a wide range of property types including electrical utility facilities, agricultural chemical distribution facilities, hotels, commercial, retail and industrial properties. In addition, he conducted a county-wide environmental health and safety analysis for the Department of Health Services in Santa Cruz County.

Prior to joining LAC, Mr. Geare provided technical, logistic and planning support for a disc drive manufacturer. His duties included material and engineering support for three offshore locations in the Philippines, Singapore and Thailand. He was the lead engineering liaison for two factory transfers from Scotts Valley to Asia. He performed engineering and manufacturing planning and shipping support for overseas and domestic production, verified inventory, provided troubleshooting for engineering and production departments.

M. EVANS HOWELL, MS, REA

Vice President

Education: B.S. Earth and Planetary Sciences, Northeast Louisiana University
M.S. Environmental Science, California State University, Fullerton

Registration(s): Registered Environmental Assessor, 06257
Former Cal-OSHA Asbestos Consultant 95-1618
AHERA Certified Asbestos Inspector
Supervisor, Hazardous Materials Handling and Response
Hazardous Materials Handling and Response Certificate

Years of Experience: 12

Summary of Professional Experience

Mr. Howell has 12 years of experience in the environmental assessment field. He has a strong background in providing environmental due diligence for real estate going through securitization, as well as the performance of Phase I - III ESAs, asbestos studies, and lead-based paint surveys.

Previously, Mr. Howell was vice president of a national environmental firm, where he managed environmental site assessments, characterizations, asbestos abatement and monitoring, remediations and underground storage tank removals. Mr. Howell also conducted aquifer analyses and computer modeling of soil and groundwater systems as well as provided asbestos building audits and removal specifications.

Mr. Howell was also principal of his own firm, located in Southern California, where he was responsible for the overall technical and business management of the firm. He also managed projects in environmental site assessment, characterization, asbestos abatement and monitoring, remediation and underground storage tank removal. Mr. Howell also analyzed airborne particulates in clean rooms and investigated worker complaints of respiratory distress.

For a national geoscience company Mr. Howell served as a senior environmental scientist and managed environmental Phase I and II environmental site assessments for residential, commercial, industrial and vacant properties, including large portfolio property site assessments for substantial fiduciary clients. He also performed asbestos-related services, including investigations, abatement and ongoing monitoring.

As a managing partner of another environmental services firm, Mr. Howell handled business management, client interface and technical projects. As an environmental scientist with another firm Mr. Howell conducted surface and subsurface geologic and hydrogeologic investigations, as well as underground storage tank removal and site closures. He also handled disposal and remediation of hazardous materials and managed projects involving toxic and chemically affected soil and groundwater.

As a hydrogeologist for the Bolsa Chica Conservancy in Huntington Beach, California Mr. Howell performed hydrogeological evaluations of numerous sites and conducted surface and subsurface geologic and hydrogeologic investigations.

Project Experience

- *Column Financial/DLJ* - Client Point Contact and Program Manager for nationwide multi-site services. Manage Phase I, II and III Environmental Site Assessments, asbestos surveys, asbestos abatement design, and asbestos abatement monitoring. Perform in house QA/QC on all reports issued to the client. Conducted over 250 environmental studies to support pooled collateral property undergoing securitization.
- *Wells Fargo Bank* - Client Point Contact for ongoing performance of Phase I-II environmental site assessments, asbestos surveys, lead-based paint surveys. Manage all phases of report management and client interaction with Wells Fargo's Real Estate Technical Services Group for more than 1,000 projects over the past 6 years.
- *AmSouth Bank* - National Client Point Contact for ongoing performance of Phase I-II environmental site assessments, asbestos surveys, lead-based paint surveys. Manage all phases of report management and client interaction with AmSouth Bank's Credit Administration Support Services group located in Birmingham, Alabama for the past 3 years.
- *Holliday, Fenoglio & Fowler* - Client Point Contact for southeast environmental site services. Currently manage Phase I Environmental Site Assessments, asbestos surveys, asbestos abatement design, and asbestos abatement monitoring. Perform in house QA/QC on all reports issued to the client.
- *JP Morgan* - Functioned as regional Project Manager, managing multiple site portfolios ranging from 150 to 250 properties. Services included Phase I, II, & III ESAs, asbestos surveys, operations and maintenance plans, on multiple sites statewide. Oversaw program development, QA/QC, and submittal production.

The land referred to in this survey is situated in the County of Santa Clara, City of Mountain View, State of California, and is described as follows:

PARCEL ONE:

Beginning at an iron pipe set at the point of intersection of the Southeasterly line of San Antonio Avenue (50.00 feet in width) with the Southeasterly prolongation of the center line of Miller Avenue; thence South 25° 36' West along said Southeasterly line of San Antonio Avenue 4.15 feet to an iron pipe set at the Northernmost corner of Lot 3, as said lot is shown upon the map hereinafter referred to; thence South 64° 17' 58" East along a Northeasterly line of said Lot 3, for a distance of 200.00 feet to a PK Nail in concrete base of fence post and the true point of beginning of the parcel of land to be described; thence from said true point of beginning of the parcel of land to be described; thence from said true point of beginning South 56° 43' 04" East along a line which is drawn at right angles to the Southeasterly line of Lot 4, as said lot is shown upon the map hereinafter referred to, for a distance of 457.69 feet to a point on said Southeasterly line of Lot 4; thence North 33° 16' 56" East along said last named line 424.09 feet to an iron pipe set at the Easternmost corner of said Lot 4; thence North 64° 17' 58" West along the Northeasterly line of said Lot 4, for a distance of 710.28 feet to an iron pipe set at the Northernmost corner of said Lot 4 on said Southeasterly line of San Antonio Avenue; thence South 25° 36' West along said Southeasterly line of San Antonio Avenue 40.00 feet to an iron pipe set at the Westernmost corner of said Lot 4; thence along the general westerly line of said Lot 4, for the following courses and distances: South 64° 17' 58" East 300.00 feet to an iron pipe, South 25° 36' West 100.00 feet to an iron pipe, North 64° 17' 58" West 100.00 feet to an iron pipe and South 25° 36' West 148.21 feet to the Northwesterly common corner for said Lots 3 and 4; thence South 25° 36' West along a Northwesterly line of said Lot 3, for a distance of 71.79 feet to the true point of beginning, a portion of Lots 3 and 4; as said lots are shown upon that certain map entitled "Record of Survey property of Thoits Bros. Inc., Edward D. Thoits, Trustee and Warren R. Thoits, Trustee being a portion of the Rancho Rincon De San Francisquito in the City of Mountain View, Santa Clara County, California" which map was filed for record on February 4, 1957 in Book 78 of Maps, page 20.

PARCEL TWO:

A non-exclusive easement and right of way for the passage, ingress and egress of motor vehicles and pedestrians over that certain strip of land 30 feet wide and lying 15 feet either side measured at right angles to the following described center line:

PRIVATE RIGHT OF WAY

Commencing on the Easterly sideline of San Antonio Avenue at the most Northerly corner of the 12 1/2 acre parcel described as Parcel 2 in the Deed from Alice F. Maxwell to E.C. Thoits et al, dated January 22, 1949 and recorded January 26, 1949 in Book 1737 of Official Records, page 233, Santa Clara County Records; thence along the Northeasterly boundary of said 12 1/2 acre parcel, South 64° 17' 58" East 315 feet; thence South 25° 36' West and parallel to the Easterly sideline of San Antonio Avenue 143.26 feet; thence south 50° 21' 41" West 49.81 feet; thence South 33° 16' 56" West to the point of intersection with the Southwesterly boundary of the above described Parcel One which said point of intersection is the true point of beginning of this description; thence south 33° 16' 56" West and parallel to the Southeasterly boundary of the aforementioned 12 1/2 acre parcel of land distant therefrom measured at right angles 387.30 feet to a point that lies 15 feet Southwesterly measured at right angles to the common boundary between Lots No. 1 and No. 2 as shown upon that certain Record of Survey Map filed February 4, 1957 in Book 78 of Maps, page 20, Santa Clara County Records.

EXCEPTING THEREFROM that portion of said private right of way lying within the boundaries of that certain 1.089 parcel of land particularly described as follows:

Beginning at an iron pipe set on the Southeasterly line of San Antonio Avenue (50.00 feet in width) distant thereon South 25° 36' West 518.52 feet from an iron pipe set at the point of intersection thereof with the Southeasterly prolongation of the center line of Miller Avenue and from which point of beginning a concrete monument bears South 69° 43' 23" East 0.27 feet; thence from said point of beginning South 25° 36' West along said Southeasterly line of San Antonio Avenue 100.00 feet to an iron pipe; thence at right angles South 64° 24' East 400.00 feet; thence at right angles North 25° 36' East 137.27 feet to a point which bears South 69° 43' 23" East from the point of beginning; thence North 69° 43' 23" West 401.73 feet to the point of beginning.

PARCEL THREE:

A non-exclusive easement for the parking of motor vehicles upon the following described parcels of land:

PARKING AREA 1

Commencing at the point of intersection of the Northeasterly line of the San Francisco-San Jose Road (state highway) now known as El Camino Real as said line was established by the deed from Nellie Ricconi, also known as Nellie F. Ricconi, a widow, to the State of California, dated December 11, 1929, recorded January 16, 1930 in Book 491 of Official Records, page 562, Santa Clara County Records; with the Southeasterly line of that certain 12.45 acre tract of land described as Parcel One in the deed from Alice F. Maxwell to E.C. Thoits et al, dated January 22, 1949, recorded January 26, 1949 in Book 1737 Official Records, page 233, Santa Clara County Records, running thence North 56° 12' 02" West along the said Northeasterly line of San Francisco-San Jose Road 239.79 feet to the true point of beginning, thence continuing along the Northeasterly line of the San Francisco-San Jose Road North 56° 12' 02" West 123.92 feet; thence on a curve to the right with a radius of 75 feet from a tangent to the last named course through a central angle of 81° 48' 02" and a curve length of 107.08 feet; thence on a line parallel to the center line of San Antonio Avenue and distant therefrom 60 feet, measured at right angles, North 25° 36' East 382.17 feet; thence South 56° 43' 04" East, and parallel to the Northeasterly sideline of Lot 1, as shown on that Record of Survey Map filed in Book 78 of Maps, page 20 in the office of the Recorder of the County of Santa Clara, 248.64 feet; thence South 33° 16' 56" West and parallel to the Southeasterly sideline of the aforementioned 12.45 acre parcel, 444.84 feet, more or less, to the true point of beginning.

PARKING AREA 2

Commencing at a point on the Southeasterly sideline of San Antonio Avenue, which point lies South 25° 36' West and along said Southeasterly sideline, 4.15 feet from the intersection of the prolongation Southeasterly of the centerline of Miller Avenue with the aforesaid Southeasterly sideline of San Antonio Avenue as said point and intersection are shown on that certain record of Survey Map recorded in Book 78 of Maps, page 20, Santa Clara County Records, and which point also lies South 25° 36' West and along the aforesaid Southeasterly sideline of San Antonio Avenue 360 feet from the Northernmost corner of that certain 12 1/2 acre tract of land described as Parcel 2 in the Deed from Alice F. Maxwell to E.C. Thoits et al, dated January 22, 1949 and recorded January 26, 1949 in Book 1737 Official Records, page 233, Santa Clara County Records; running thence South 64° 17' 58" East and parallel with the Northeasterly line of said 12 1/2 acre tract 35 feet to the true point of beginning; thence continuing along the same line South 64° 17' 58" East 165 feet; thence South 56° 43' 04" East 55.39 feet; thence South 33° 16' 56" West and parallel to the Southeasterly boundary of said 12 1/2 acre tract, 966.42 feet; thence North 56° 43' 04" West 91.53 feet; thence along a line parallel to the center line of San Antonio Avenue and distant therefrom 60 feet, measured at right angles North 25° 36' East 953.21 feet to the true point of beginning.

EXCEPTING THEREFROM that portion of said private right of way lying within the boundaries of that certain 1.089 parcel of land particularly described as follows:

Beginning at an iron pipe set on the Southeasterly line of San Antonio Avenue (50.00 feet in width) distant thereon South 25° 36' West 518.52 feet from an iron pipe set at the point of intersection thereof with the Southeasterly prolongation of the center line of Miller Avenue and from which point of beginning a concrete monument bears South 69° 43' 23" East 0.27 feet; thence from said point of beginning South 25° 36' West along said Southeasterly line of San Antonio Avenue, 100.00 feet to an iron pipe; thence at right angles South 64° 24' East 400.00 feet; thence at right angles North 25° 36' East 137.27 feet to a point which bears South 69° 43' 23" East from the point of beginning; thence North 69° 43' 23" West 401.73 feet to the point of beginning.

PARKING SPACE TABLE		
TYPE OF SPACE	TOTAL EXISTING	REQUIRED BY ZONING
REGULAR	157	NOT APPLICABLE*
HANDICAP	4	NOT APPLICABLE*
TOTAL	161	NOT APPLICABLE*

* PART OF SAN ANTONIO MALL PRECISE PLAN

SURVEYOR'S STATEMENT*

TO ARCHON FINANCIAL, L.P., ITS SUCCESSORS AND ASSIGNS, COLLIERIES INTERNATIONAL, AND FIRST AMERICAN TITLE COMPANY:

THIS IS TO STATE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WAS ORIGINALLY PREPARED ON AUGUST 28, 1997 AND WAS REVISED AGAIN, WITH AN "ON THE GROUND SURVEY" ON DECEMBER 19, 2005, UNDER THE UNDERSIGNED'S SUPERVISION AND IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA, ACSM AND NSPS IN 1999, AND INCLUDES ITEMS 2, 3, 4, 6, 7(A), (B) AND (C), 8, 9, 10, 11(A) AND (B), 13, 14 AND 16 OF TABLE A THEREOF. PURSUANT TO ACCURACY STANDARDS AS ADOPTED BY ALTA, NSPS, AND ACSM AND IN EFFECT ON THE DATE OF THIS CERTIFICATION, THE UNDERSIGNED FURTHER CERTIFIES THAT PROPER FIELD PROCEDURES, INSTRUMENTATION, AND ADEQUATE SURVEY PERSONNEL WERE EMPLOYED TO ACHIEVE RESULTS COMPARABLE TO THOSE OUTLINED IN THE "MINIMUM ANGEL DISTANCE, AND CLOSURE REQUIREMENTS FOR SURVEY MEASUREMENTS WHICH CONTROL LAND BOUNDARIES FOR ALTA/ACSM LAND TITLE SURVEYS."

Mark A. Helton
MARK A. HELTON



LICENSE NO. 7078

WITHIN THE STATE OF CALIFORNIA

DATE OF SURVEY: 12-22-05

DATE OF LAST REVISION: 12-22-05

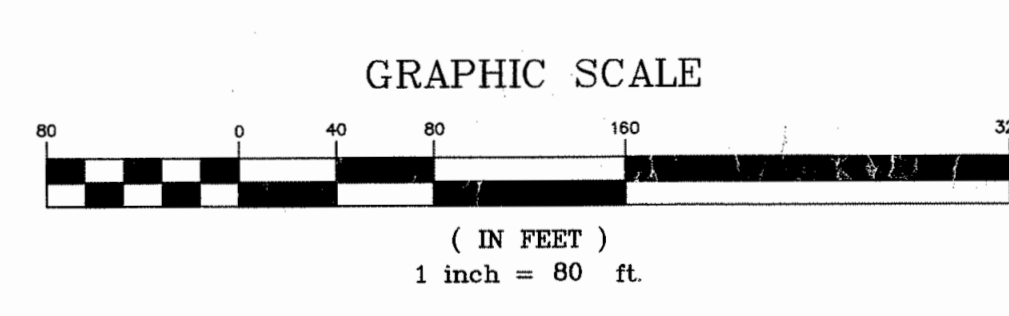
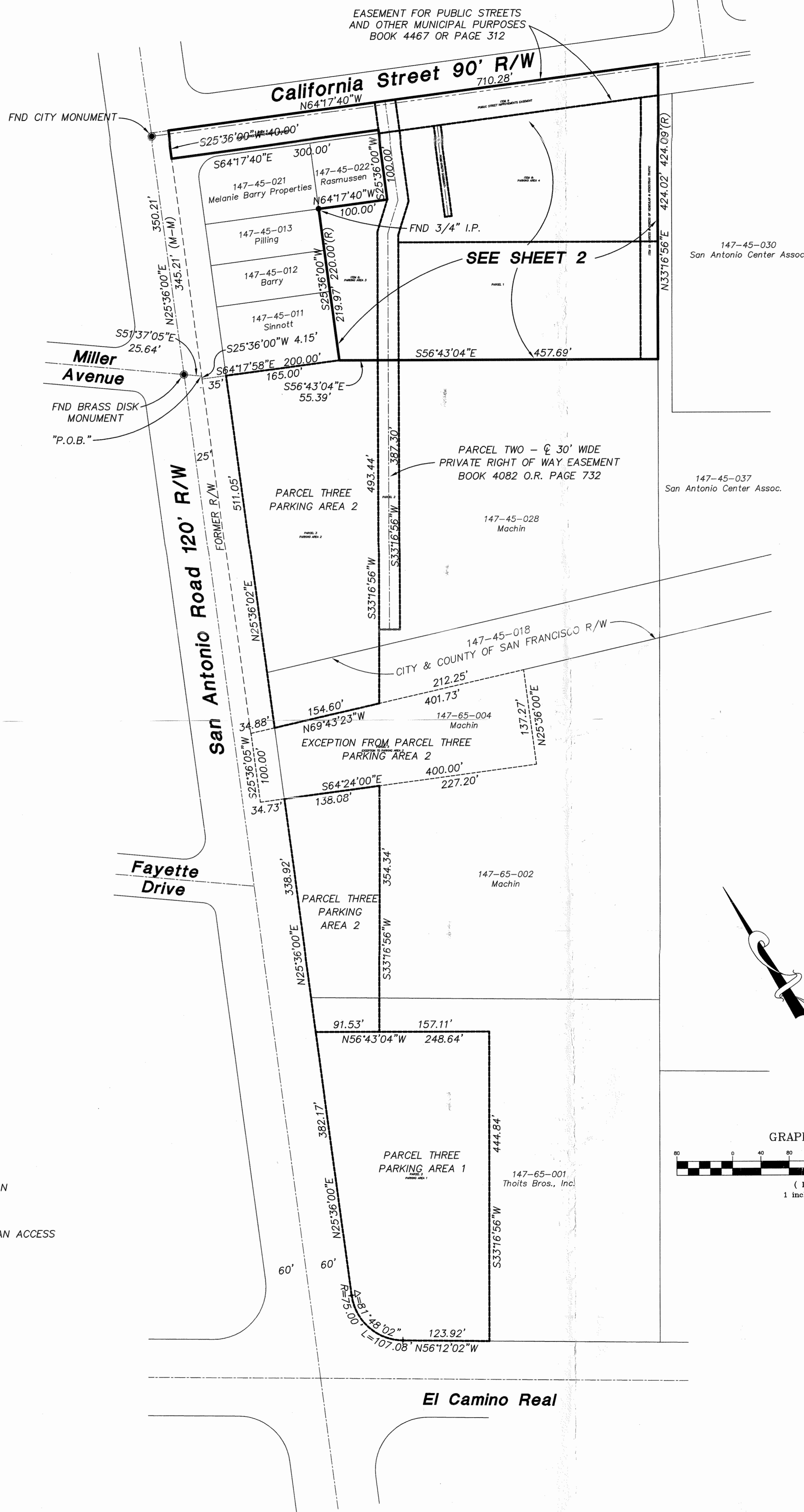
*THE USE OF THE WORD CERTIFY OR CERTIFICATION BY A LICENSED LAND SURVEYOR OR REGISTERED CIVIL ENGINEER IN THE PRACTICE OF PROFESSIONAL ENGINEERING OR LAND SURVEYING OR THE PREPARATION OF MAPS, PLATS, REPORTS, DESCRIPTIONS, OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION, AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

NOTES:

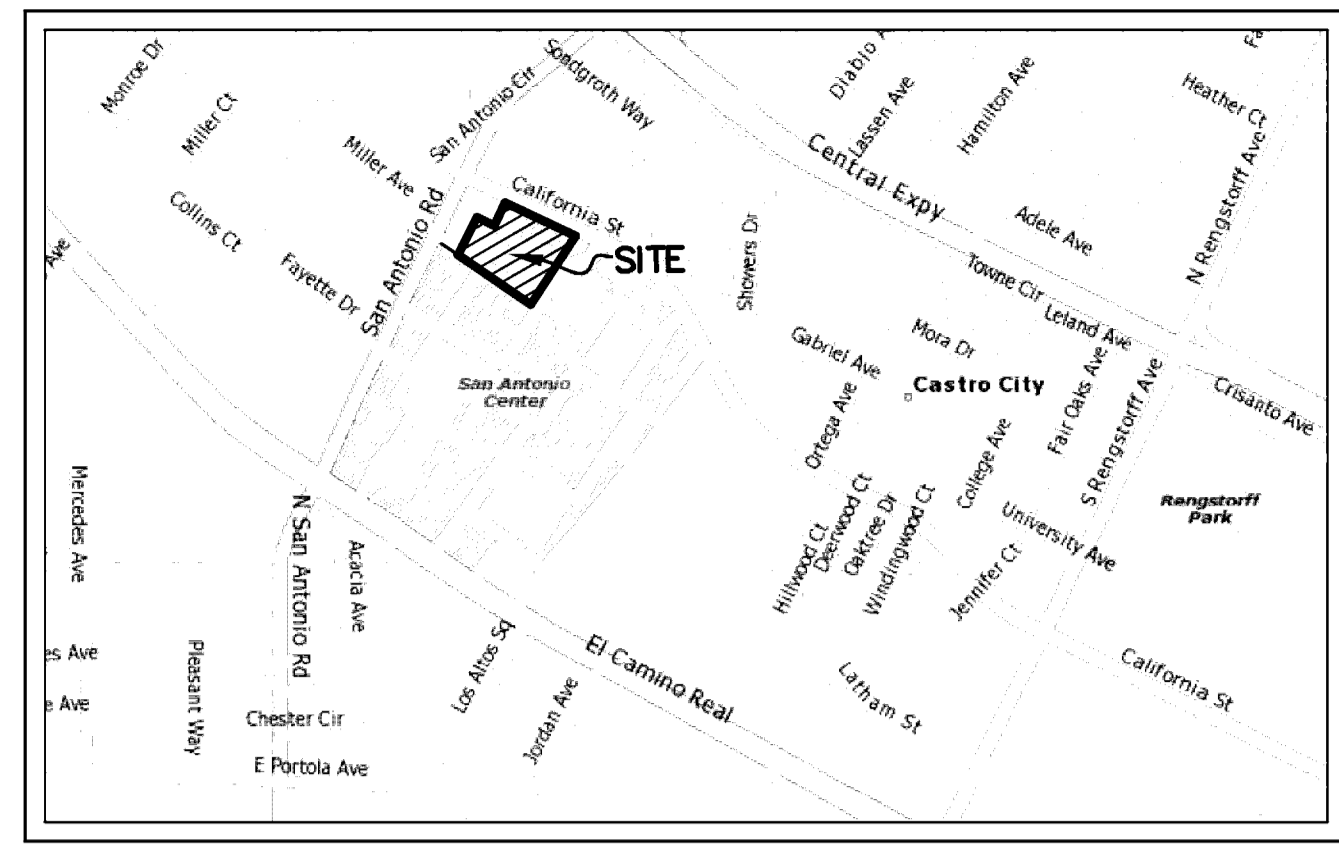
1. THE PROPERTY DESCRIBED ON THIS SURVEY DOES NOT LIE WITHIN A SPECIAL FOOD HAZARD AREA ("SFHA") AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY; THE PROPERTY LIES WITHIN ZONE(S) X OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS COMMUNITY PANEL NO. 060347 0002 C, BEARING AN EFFECTIVE DATE OF JULY 4, 1988.
2. THIS SURVEY IS BASED UPON THE PRELIMINARY REPORT PREPARED BY FIRST AMERICAN TITLE COMPANY, DATED NOVEMBER 9, 2005, ORDER NO. NCS-202182-SC.
3. THIS PROPERTY IS LOCATED IN THE SAN ANTONIO SHOPPING CENTER. THEREFORE, THIS SITE IS NOT IN A PARTICULAR ZONING DISTRICT, BUT RATHER IS ZONED IN ACCORDANCE WITH THE "CITY OF MOUNTAIN VIEW SAN ANTONIO CENTER PRECISE PLAN", WHICH WAS ADOPTED BY THE CITY OF MOUNTAIN VIEW ON NOVEMBER 29, 1988, BY RESOLUTION NO. 14888.
4. THIS PROPERTY HAS DIRECT ACCESS TO CALIFORNIA STREET, A PUBLIC RIGHT OF WAY.

NON-PLOTTABLE EASEMENTS, AGREEMENTS AND RESTRICTIONS:

- | | |
|-------------------------|--|
| BOOK 844 O.R. PAGE 698 | RECIPROCAL PARKING AGREEMENT |
| BOOK 844 O.R. PAGE 721 | GRANT OF CONSENT TO DEVELOPMENT PLAN |
| BOOK L444 O.R. PAGE 671 | AGREEMENT OF COOPERATION |
| BOOK L562 O.R. PAGE 480 | AGREEMENT REGARDING MUTUAL PEDESTRIAN ACCESS |



SCALE 1"=80'	DRAWN BY E.T.	DESIGNED BY M.H.	CHECKED BY M.H.
REVISIONS			
DATE			
GK Giuliani & Kull, Inc. Engineers • Planners • Surveyors 4880 Stevens Creek Blvd, Suite 205 San Jose, CA 95129 (408) 615-4000 Fax (408) 615-4004 Auburn • San Jose • Oakland			
SAN ANTONIO CENTER WESTERN INVESTMENT TRUST MOUNTAIN VIEW, CALIFORNIA			
ALTA / ACSM LAND TITLE SURVEY			
SHEET			
1			
OF			
2			
DATE			
12/21/05			
JOB NO.			
97147			



VICINITY MAP N.T.S.

MAP NOTES

PROPERTY ADDRESS: 405 SAN ANTONIO ROAD, MOUNTAIN VIEW, CA
ASSESSOR'S PARCEL No.: 148-22-008
FLOOD ZONE DESIGNATION: ZONE X
LAND AREA: 3.591 ACRES±
ZONING DESIGNATION: PLANNED COMMUNITY/PRECISE PLAN P(9)
BUILDING SETBACKS: PER CITY OF MOUNTAIN VIEW, PRECISE PLAN P(9)
EXTERIOR DIMENSIONS OF THE BUILDING ENVELOPE WAS MEASURED AT GROUND LEVEL.
BUILDING AREA = 45,873 SQ. FT.± (BASED ON THE BUILDING ENVELOPE)
BUILDING HEIGHT = 23'±
PARKING SPACE COUNT: 160 STANDARD
1 HANDICAP
THERE IS NO OBSERVABLE EVIDENCE OF CURRENT EARTH MOVING WORK ON THE DAY OF THE FIELD SURVEY.

REFERENCED TITLE INSURANCE POLICY

TITLE COMPANY: FIRST AMERICAN TITLE INSURANCE COMPANY
NATIONAL COMMERCIAL SERVICES
1737 NORTH FIRST STREET, SUITE 500
SAN JOSE, CA 95112
TITLE REPORT NO.: NCS-413797-5C
TITLE REPORT DATE: AUGUST 5, 2011
ESCROW OFFICER: LIZ ZANKICH
NATURE OF TITLE: FEE SIMPLE AS TO PARCEL ONE, AN EASEMENT AS TO PARCELS TWO THRU FIVE
TITLE VESTED IN: MACHADO-SAN ANTONIO PARTNERS, LLC

SURVEYOR'S CERTIFICATE

TO: MACHADO-SAN ANTONIO PARTNERS, LLC and FIRST AMERICAN TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 11(a), 13, 14, 15, 16, 17, 18, 19 and 20(a) OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 26, 2011.

DATE OF PLAT OR MAP: 09-02-2011

Signature of Davis Thresh, P.L.S. No. 6868
DAVIS THRESH, P.L.S. NO. 6868
LICENSE EXPIRES 09-30-2012



PROPERTY DESCRIPTION

Real property in the City of Mountain View, County of Santa Clara, State of California, described as follows:

PARCEL ONE: BEGINNING AT AN IRON PIPE SET AT THE POINT OF INTERSECTION OF THE SOUTHEASTERLY LINE OF SAN ANTONIO AVENUE (50.00 FEET IN WIDTH) WITH THE SOUTHEASTERLY PROLONGATION OF THE CENTER LINE OF MILLER AVENUE; THENCE SOUTH 25° 36' WEST ALONG SAID SOUTHEASTERLY LINE OF SAN ANTONIO AVENUE 4.15 FEET TO AN IRON PIPE SET AT THE NORTHERNMOST CORNER OF LOT 3, AS SAID LOT IS SHOWN UPON THE MAP HERINAFTER REFERRED TO AS "THE MAP"; THENCE SOUTH 64° 17' 58" EAST ALONG A NORTHEASTERLY LINE OF SAID LOT 3, FOR A DISTANCE OF 200.00 FEET TO A PK NAIL IN CONCRETE BASE OF FENCE POST AND THE TRUE POINT OF BEGINNING OF THE PARCEL OF LAND TO BE DESCRIBED; THENCE FROM SAID TRUE POINT OF BEGINNING OF THE PARCEL OF LAND TO BE DESCRIBED; THENCE FROM SAID TRUE POINT OF BEGINNING SOUTH 56° 43'04" EAST ALONG A LINE WHICH IS DRAWN AT RIGHT ANGLES TO THE SOUTHEASTERLY LINE OF LOT 4, AS SAID LOT IS SHOWN UPON THE MAP HERINAFTER REFERRED TO, FOR A DISTANCE OF 457.69 FEET TO A POINT ON SAID SOUTHEASTERLY LINE OF LOT 4, THENCE NORTH 33° 16' 56" EAST ALONG SAID LAST NAMED LINE 424.09 FEET TO AN IRON PIPE SET AT THE EASTERNMOST CORNER OF SAID LOT 4; THENCE NORTH 64° 17' 58" WEST ALONG THE NORTHEASTERLY LINE OF SAID LOT 4, FOR A DISTANCE OF 71.28 FEET TO AN IRON PIPE SET AT THE NORTHERNMOST CORNER OF SAID LOT 4 ON SAID SOUTHEASTERLY LINE OF SAN ANTONIO AVENUE; THENCE SOUTH 25° 36' WEST ALONG SAID SOUTHEASTERLY LINE OF SAN ANTONIO AVENUE 40.00 FEET TO AN IRON PIPE SET AT THE WESTERNMOST CORNER OF SAID LOT 4; THENCE ALONG THE GENERAL WESTERLY LINE OF SAID LOT 4, FOR THE FOLLOWING COURSES AND DISTANCES; SOUTH 64° 17' 58" EAST 300.00 FEET TO AN IRON PIPE, SOUTH 25° 36' WEST 100.00 FEET TO AN IRON PIPE, NORTH 64° 17' 58" WEST 100.00 FEET TO AN IRON PIPE AND SOUTH 25° 36' WEST 148.21 FEET TO THE WESTERLY COMMON CORNER FOR SAID LOTS 3 AND 4; THENCE SOUTH 25° 36' WEST ALONG A NORTHWESTERLY LINE OF SAID LOT 3, FOR A DISTANCE OF 71.79 FEET TO THE TRUE POINT OF BEGINNING, A PORTION OF LOTS 3 AND 4, AS SAID LOTS ARE SHOWN UPON THAT CERTAIN MAP ENTITLED "RECORD OF SURVEY PROPERTY OF THOITS BROS. INC., EDWARD D. THOITS, TRUSTEE AND WARREN R. THOITS, TRUSTEE BEING A PORTION OF THE RANCHO RINCON DE SAN FRANCISCO IN THE CITY OF MOUNTAIN VIEW, SANTA CLARA COUNTY, CALIFORNIA" WHICH MAP WAS FILED FOR RECORD ON FEBRUARY 4, 1957 IN BOOK 78 OF MAPS, PAGE 20.

PARCEL TWO: A NON-EXCLUSIVE EASEMENT AND RIGHT OF WAY FOR THE PASSAGE, INGRESS AND EGRESS OF MOTOR VEHICLES AND PEDESTRIANS OVER THAT CERTAIN STRIP OF LAND 30 FEET WIDE AND LYING 15 FEET EITHER SIDE MEASURED AT RIGHT ANGLES TO THE FOLLOWING DESCRIBED CENTER LINE.

PRIVATE RIGHT OF WAY COMMENCING ON THE EASTERLY SIDELINE OF SAN ANTONIO AVENUE AT THE MOST NORTHERLY CORNER OF THE 12 1/2 ACRE PARCEL DESCRIBED AS PARCEL 2 IN THE DEED FROM ALICE F. MAXWELL TO E.C. THOITS ET AL. DATED JANUARY 22, 1949 AND RECORDED JANUARY 26, 1949 IN BOOK 1437 OF OFFICIAL RECORDS, PAGE 233, SANTA CLARA COUNTY RECORDS; THENCE ALONG THE NORTHEASTERLY BOUNDARY OF SAID 12 1/2 ACRE PARCEL, SOUTH 64° 17' 58" EAST 315 FEET; THENCE SOUTH 25° 36' WEST AND PARALLEL TO THE EASTERLY SIDELINE OF SAN ANTONIO AVENUE 143.26 FEET; THENCE SOUTH 50° 21' 41" WEST 49.81 FEET; THENCE SOUTH 33° 16' 56" WEST TO THE POINT OF INTERSECTION WITH THE WESTERLY BOUNDARY OF THE ABOVE DESCRIBED PARCEL ONE WHICH SAID POINT OF INTERSECTION IS THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE SOUTH 33° 16' 56" WEST AND PARALLEL TO THE SOUTHEASTERLY BOUNDARY OF THE AFOREMENTIONED 12 1/2 ACRE PARCEL OF LAND DISTANT THEREFROM MEASURED AT RIGHT ANGLES 387.30 FEET TO A POINT THAT LIES 15 FEET SOUTHWESTERLY MEASURED AT RIGHT ANGLES TO THE COMMON BOUNDARY BETWEEN LOTS NO. 1 AND NO. 2 AS SHOWN UPON THAT CERTAIN RECORD OF SURVEY MAP FILED FEBRUARY 4, 1957 IN BOOK 78 OF MAPS, PAGE 20, SANTA CLARA RECORDS.

EXCEPTING THEREFROM THAT PORTION OF SAID PRIVATE RIGHT OF WAY LYING WITHIN THE BOUNDARIES OF THAT CERTAIN 1.089 PARCEL OF LAND PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT AN IRON PIPE SET ON THE SOUTHEASTERLY LINE OF SAN ANTONIO AVENUE (50.00 FEET IN WIDTH) DISTANT THEREON SOUTH 25° 36' WEST 518.52 FEET FROM AN IRON PIPE SET AT THE POINT OF INTERSECTION THEREOF WITH THE SOUTHEASTERLY PROLONGATION OF THE CENTER LINE OF MILLER AVENUE AND FROM WHICH POINT OF BEGINNING A CONCRETE MONUMENT BEARS SOUTH 69° 43' 23" EAST 0.27 FEET; THENCE FROM SAID POINT OF BEGINNING SOUTH 25° 36' WEST ALONG SAID SOUTHEASTERLY LINE OF SAN ANTONIO AVENUE 100.00 FEET TO AN IRON PIPE; THENCE AT RIGHT ANGLES SOUTH 64° 24' EAST 400.00 FEET; THENCE AT RIGHT ANGLES NORTH 25° 36' EAST 137.27 FEET TO A POINT WHICH BEARS SOUTH 69° 43' 23" EAST FROM THE POINT OF BEGINNING; THENCE NORTH 69° 43' 23" WEST 401.73 FEET TO THE POINT OF BEGINNING.

PARCEL THREE: A NON-EXCLUSIVE EASEMENT FOR THE PARKING OF MOTOR VEHICLES UPON THE FOLLOWING DESCRIBED PARCELS OF LAND; PARKING AREA 1 COMMENCING AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY LINE OF THE SAN FRANCISCO-SAN JOSE ROAD (STATE HIGHWAY) NOW KNOWN AS EL CAMINO REAL AS SAID LINE WAS ESTABLISHED BY THE DEED FROM NELLIE RICCOMI, ALSO KNOWN AS NELLIE F. RICCOMI, A WIDOW, CALIFORNIA, DATED DECEMBER 11, 1928, RECORDED JANUARY 16, 1930 IN BOOK 491 OF OFFICIAL RECORDS, PAGE 562, SANTA CLARA COUNTY RECORDS; WITH THE SOUTHEASTERLY LINE OF THAT CERTAIN 12.45 ACRE TRACT OF LAND DESCRIBED AS PARCEL ONE IN THE DEED FROM ALICE F. MAXWELL TO E.C. THOITS ET AL. DATED JANUARY 22, 1949, RECORDED JANUARY 26, 1949 IN BOOK 1737 OFFICIAL RECORDS, PAGE 233, SANTA CLARA COUNTY RECORDS, RUNNING THENCE NORTH 56° 12' 02" WEST ALONG THE SAID NORTHEASTERLY LINE OF SAN FRANCISCO-SAN JOSE ROAD 239.79 FEET TO THE TRUE POINT OF BEGINNING, THENCE CONTINUING ALONG THE NORTHEASTERLY LINE OF THE SAN FRANCISCO-SAN JOSE ROAD NORTH 58° 12' 02" WEST 123.92 FEET; THENCE ON A CURVE TO THE RIGHT WITH A RADIUS OF 75 FEET FROM A TANGENT TO THE LAST NAMED COURSE THROUGH A CENTRAL ANGLE OF 81° 48' 02" AND A CURVE LENGTH OF 107.08 FEET; THENCE ON A LINE PARALLEL TO THE CENTER LINE OF SAN ANTONIO AVENUE AND DISTANT THEREFROM 60 FEET, MEASURED AT RIGHT ANGLES, NORTH 23° 36' EAST 382.17 FEET; THENCE SOUTH 66° 43' 04" EAST, AND PARALLEL TO THE NORTHEASTERLY SIDELINE OF LOT 1, AS SHOWN ON THAT RECORD OF SURVEY MAP FILED IN BOOK 78 OF MAPS, PAGE 20 IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, 248.64 FEET; THENCE SOUTH 33° 16' 56" WEST AND PARALLEL TO THE SOUTHEASTERLY SIDELINE OF THE AFOREMENTIONED 12.45 ACRE PARCEL, 444.84 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

PARCEL FOUR: RIGHTS AND EASEMENTS AS GRANTED IN THAT CERTAIN INSTRUMENT ENTITLED "COVENANTS BETWEEN LANDOWNERS" RECORDED MAY 26, 1958 IN BOOK 4082, PAGE 741, OFFICIAL RECORDS.

PARCEL FIVE: RIGHTS AND EASEMENTS AS GRANTED IN THAT CERTAIN INSTRUMENT ENTITLED "RECIPROCAL PARKING AGREEMENT" RECORDED APRIL 11, 1974 IN BOOK 0844, PAGE 698, OFFICIAL RECORDS.

EXCEPTIONS FROM COVERAGE

- 1. General and special taxes and assessments for the fiscal year 2011-2012, a lien not yet due or payable. NOT PLOTTABLE.
2. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code. NOT PLOTTABLE.
3. The terms and provisions contained in the document entitled "Deed" recorded January 21, 1952 in Book 2352, Page 558 of Official Records.
4. An easement for non-exclusive easement of right of way for the passageway, ingress and egress of pedestrians and motor vehicles and incidental purposes, recorded May 26, 1958 in Book 4082, Page 717 in favor of T.B.I. Properties, Inc. and May 26, 1958 in Book 4082, Page 732, both of Official Records. In Favor of: San Antonio Development Co., a limited partnership Affects: As described therein PLOTTED.
5. An easement for non-exclusive easement and license to park motor vehicles and incidental purposes, recorded May 26, 1958 in Book 4082, Page 717 in favor of T.B.I. Properties, Inc. and May 26, 1958 in Book 4082, Page 732, both of Official Records. In Favor of: San Antonio Development Co., a limited partnership Affects: As described therein PLOTTED.
6. Terms and conditions in the deeds recorded May 26, 1958 in book 4082, Page 717 and May 26, 1958 in Book 4082, Page 732 official Records, as follows: "The easements granted hereunder and those excepted and reserved hereunder shall each expire on March 31, 2008 or the date of the termination of the initial or any renewal term of the existing lease, as the same may be amended, pertaining to the portion of the above mentioned balance of grantors land adjoining the parcel conveyed hereunder, whichever is the later dated, the said lease being May 5, 1953 between the grantor hereunder as lessor and Northcutt Lumber Company as lessee and a memorandum of which was recorded May 29, 1953 in Book 2654 Official Records of Santa Clara County, California, at Page 61" Said matter affects Parcel Three and Four and the easements shown in the last two items. TERMS AND PROVISIONS, NOT PLOTTABLE.
7. Covenants, conditions, restrictions and easements in the document recorded May 26, 1958 in Book 4082, Page 741 of Official Records, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, national origin, sexual orientation, marital status, ancestry, source of income or disability, to the extent such covenant conditions or restrictions violate Title 42, Section 3604(c), of the United States Codes. Local restrictions under state and federal law on the age of occupants in senior housing or housing for older persons shall not be construed as restrictions based on familial status. TERMS AND PROVISIONS, NOT PLOTTABLE.
8. An easement for public street and other municipal purposes and incidental purposes, recorded July 1, 1959 in Book 4467, Page 312 of Official Records. In Favor of: City of Mountain View California street PLOTTED.
9. The terms and provisions contained in the document entitled "Reciprocal Parking Agreement" recorded April 11, 1974 in Book 0844, Page 698 of Official Records. Which, among other things, provides: for the development of a unified shopping area with common exits, entrances, parking areas and walkways. Additional rights or limitations affecting said land provided in the above instrument as follows: A) Building and Competition Restrictions Assignment of REA Interest in favor of J.C. Penney Company, Inc., a Delaware corporation recorded September 24, 1984 in Book 1907, Page 421, Official Records. TERMS AND PROVISIONS, NOT PLOTTABLE.
10. An easement for ingress and egress of vehicular and pedestrian traffic and incidental purposes, recorded April 11, 1974 in Book 0844, Page 721 of Official Records. In Favor of: Century 72 & Johnson Associates, a joint venture, Lillian F. Week, an individual and Pine & Co., a partnership The Southeasterly 25 feet Affects: PLOTTED.
11. An easement for utilities and incidental purposes, recorded August 25, 1987 in Book 270, Page 766 of Official Records. In Favor of: Pacific Gas and Electric Company, a California corporation As described therein PLOTTED.
12. An unrecorded lease dated June 30, 1989, executed by Western Investment Real Estate Trust as lessor and Ross Stores Inc. as lessee, as disclosed by a Memorandum of Lease recorded October 24, 1989 in Book L138, Page 2224 of Official Records. Defects, liens, encumbrances or other matters affecting the leasehold estate, whether or not shown by the public records. MEMORANDUM OF LEASE, NOT PLOTTABLE.
13. The terms and provisions contained in the document entitled "Agreement of Co-operation to Establish Mutual Access Rights among Adjoining Property Owners upon Future Development" recorded August 9, 1990 in Book L444, Page 671 of Official Records. AS NOTED ON SURVEY.
14. The terms and provisions contained in the document entitled "Agreement Regarding Mutual Pedestrian Access" recorded December 10, 1990 in Book L562, Page 480 of Official Records. ACCESS POINT, PLOTTED.
15. The terms and provisions contained in the document entitled "Agreement Approving Uses and Granting Signage Rights" recorded August 11, 1997 as Instrument No. 13807467 of Official Records. SIGN LOCATION AS SHOWN AND NOTED ON SURVEY.
16. A Deed of Trust to secure an original indebtedness of \$6,500,000.00 recorded December 30, 2005 as Instrument No. 18750953 of Official Records. Dated: December 29, 2005 Trustor: Machado-San Antonio Partners, LLC, a California limited liability company Trustee: First American Title Insurance Company Beneficiary: Goldman Sachs Commercial Mortgage Capital, L.P., a Delaware limited partnership A document entitled "Assignment of Leases and Rents" recorded December 30, 2005 as Instrument No. 18750954 of Official Records, as additional security for the payment of the indebtedness secured by the deed of trust. The Interest of Goldman Sachs Commercial Mortgage Capital, L.P., a Delaware limited partnership under said Assignment of Leases and Rents was purportedly assigned to Bank of America, N.A., as Trustee for the Registered Holders of GS Mortgage Securities Corporation II, Commercial Mortgage Pass-Through Certificates, Series 2006-G06 by various documents, the last of which recorded November 23, 2009 as Instrument No. Instrument No. 20517127 of Official Records. According to the public records, the beneficial interest under the deed of trust was assigned to Bank of America, N.A., as Trustee for the Registered Holders of GS Mortgage Securities Corporation II, Commercial Mortgage Pass-Through Certificates, Series 2006-G06 by various assignments, the last of which recorded November 23, 2009 as Instrument No. 20517126 of Official Records. NOT PLOTTABLE.
17. A financing statement recorded December 30, 2005 as Instrument No. 18750955 of Official Records. Debtor: Machado-San Antonio Partners, LLC Secured party: Goldman Sachs Commercial Mortgage Capital, L.P. According to the public records, the security interest of the secured party was assigned to Bank of America, N.A., as Trustee for the Registered Holders of GS Mortgage Securities Corporation II, Commercial Mortgage Pass-Through Certificates, Series 2006-G06 by document recorded November 23, 2009 as Instrument No. 20517128 of Official Records. A continuation statement was recorded September 9, 2010 as Instrument No. 20863892 of Official Records. NOT PLOTTABLE.
18. The terms and provisions contained in the document entitled "Memorandum of License Agreement" recorded April 28, 2006 as Instrument No. 18910436 of Official Records. TERMS AND PROVISIONS, NOT PLOTTABLE.
19. This item has been intentionally deleted. NOT PLOTTABLE.
20. Rights of parties in possession. NOT PLOTTABLE.

BOLD lettering response in the exceptions are the Surveyor's comment

1650 TECHNOLOGY DRIVE
SUITE 200
SAN JOSE, CA 95110
408-467-9100
408-467-9199 (FAX)



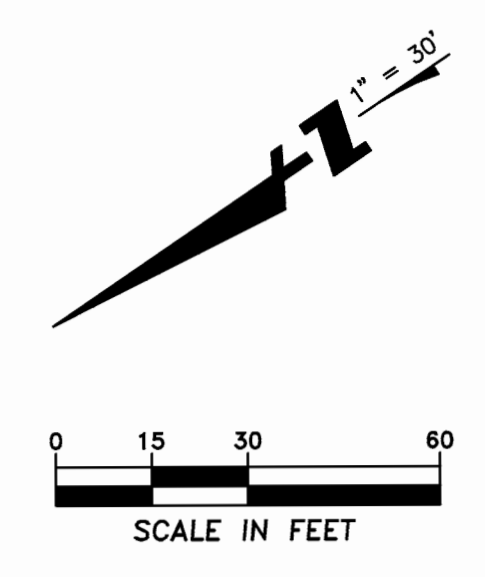
ALTA/ACSM LAND TITLE SURVEY
MACHADO - SAN ANTONIO PARTNERS, LLC
405 SAN ANTONIO ROAD, MOUNTAIN VIEW, CA 94040

SANTA CLARA COUNTY
MOUNTAIN VIEW

Revisions
No.
Date: 09/02/2011
Scale: NO SCALE
Design: JMK
Drawn: JS
Approved: DRT
Job No. 2009056

Table with 2 columns: No., Date. Row 1: 1, 09/02/2011

No.	Revisions



SURVEY NOTES
 1. ALL DISTANCES AND DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.
 2. DATE OF FIELD SURVEY WAS AUGUST 25 AND 26, 2011.

BASIS OF SURVEY BEARINGS
 THE BEARING N26°36'47"E OF THE MONUMENT LINE OF SAN ANTONIO ROAD, BETWEEN FOUND MONUMENTS, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

- LEGEND**
- FOUND MONUMENT, AS NOTED ON MAP
 - AL AREA LIGHT
 - ACSM AMERICAN LAND TITLE ASSOCIATION
 - ASV ANTI-SYPHON VALVE
 - BLDG BUILDING
 - CO CORNER
 - CLF CHAIN LINK FENCE
 - CONC. CONCRETE
 - DIA. DIAMETER
 - DWY DRIVEWAY
 - EB ELECTRIC BOX
 - EXC. NO. EXCEPTION NUMBER
 - FH FIRE HYDRANT
 - HCR HANDICAP RAMP
 - HV HIGH VOLTAGE
 - IB IRRIGATION BOX
 - NSPS NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
 - PIV POST INDICATOR VALVE
 - RFD ROOF DRAIN
 - SB SIGNAL BOX
 - SDCB STORM DRAIN CATCH BASIN
 - SDDI STORM DRAIN INLET
 - SDMI STORM DRAIN MANHOLE
 - SMH SANITARY SEWER MANHOLE
 - TEL TELEPHONE
 - TRANS. TRANSFORMER
 - TSP TRAFFIC SIGNAL BOX
 - TSP TRAFFIC SIGNAL POLE
 - UB UTILITY BOX
 - UTL UTILITY
 - VLT VAULT
 - WB WATER BOX
 - WM WATER METER
 - WV WATER VALVE
 - IN INSIDE SUBJECT BOUNDARY
 - OUT OUTSIDE SUBJECT BOUNDARY
 - () RECORD DATA PER TITLE REPORT PARCEL ONE DESCRIPTION



Limited Phase II Site Investigation
of
Sears Auto Center
455 San Antonio Road
Mountain View, California

Performed For:

Ms. Joan Macklin
Mackin Scott LLC
P. O. Box 70
Soquel, CA 95073

Prepared By:

PIERS Environmental Services, Inc.
1330 S. Bascom Avenue, Suite F
San Jose, CA 95128

January 2005
Project: 04418



January 21, 2005

Ms. Joan Macklin
Mackin Scott LLC
P. O. Box 70
Soquel, CA 95073

RE: Limited Phase II Soil Investigation
455 San Antonio Road
Mountain View, CA

Dear Ms. Macklin:

This report presents the results of the recent completion of five exploratory soil borings at the above-referenced Property. The purpose of this work was to determine whether the subsurface soils beneath the Property have been impacted from possible leakage from the underground storage tanks (USTs) for the existing hydraulic hoists.

The scope of the work performed by PIERS for this investigation consisted of the following: completion of five exploratory soil borings using a Geoprobe drill rig provided by Vironex of San Leandro, California; collection of soil samples; submission of the samples for chemical analysis; data analysis and interpretation; and preparation of this report.

SITE DESCRIPTION AND BACKGROUND

The Property is located on the southeastern side of S. San Antonio Road, a short distance northeast of the intersection with El Camino Real, in the City of Mountain View, Santa Clara County, California. A Site Vicinity Map and a Property Site Plan are attached to this report as Figures 1 and 2, respectively.

RECENT FIELD ACTIVITIES

On January 13, 2005, five soil borings were installed at the Property. The borings were located as close as possible to five of the eleven underground hoists. The locations of the borings are shown on Figure 2.

Prior to drilling, the boring locations were marked with white paint and Underground Services Alert was notified. Also, a site-specific Health and Safety Plan (HSP) was prepared. A safety meeting was held on site prior to the start of drilling and the HSP was reviewed and discussed.

A concrete coring tool with a four-inch bit was used at each location to core through the slab. Following this, a hand auger tool was first used in the uppermost boring to insure that there were no conflicts with underground utilities. Following this, a Geoprobe was used to continuously core the soils to a depth of approximately 15 feet. No obvious evidence of contamination such as staining or odors was observed at any of the boring locations.

At each boring, a soil sample was retained from approximately 14 feet below grade. The soil sample selected for analyses was cut from the plastic liner within the drilling rods, sealed with Teflon-lined plastic caps and placed in individually sealed plastic bags. The samples were then labeled and stored in a cooler, on ice, prior to same day delivery to a state-certified laboratory under Chain of Custody documentation.

Upon completion of drilling, each location was sealed with neat cement grout. The hand-augered soils were placed back within the uppermost few feet of each boring. A quick setting concrete was used to seal the boring at the surface to match the existing floor condition.

The subsurface conditions encountered generally consisted of sandy to clayey silt with varying amounts of gravel (alluvium). Groundwater was not encountered. The soil cuttings were retained in five-gallon pails pending the results of the laboratory analyses

All sampling tools were decontaminated between each use by triple rinsing with a non-phosphate detergent and water. The decontamination water was contained and properly disposed of off site by the driller.

ANALYTICAL RESULTS

The soil samples were analyzed by McCampbell Analytical Laboratory in Pacheco, California, a California state-certified Hazardous Material Testing Laboratory. All samples analyzed were accompanied by properly executed Chain of Custody documentation. The soil samples were analyzed for Total Petroleum Hydrocarbons (TPH) as hydraulic fluid by EPA Method 8015, and for PCB's by EPA Method 8082.

All of the analytical results for the soil samples indicated non-detectable concentrations of the analytes. Copies of the laboratory analyses and the Chain of Custody documentation are attached to this report.

CONCLUSIONS AND RECOMMENDATIONS

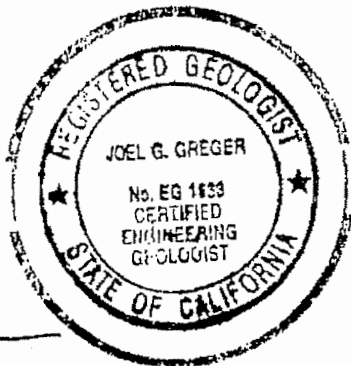
Based on the non-detectable results for the soil samples, the hydraulic hoists investigated at the Property do not appear to have impacted the subsurface soils, and no further investigation is considered warranted.

LIMITATIONS

The observations and conclusions presented in this report are professional opinions based on the scope of work outlined herein. This report was prepared in accordance with generally accepted standards of environmental geological practice in California at the time this investigation was performed. The opinions presented apply to site conditions existing at the time of our study and cannot apply to site conditions or changes of which we are not aware or have not had the opportunity to evaluate. This investigation was conducted solely to evaluate environmental conditions beneath the Property at specific locations. Subsurface conditions may vary away from the data points available. Additional work, including subsurface investigation, can reduce the inherent uncertainties associated with this type of investigation. It must be recognized that any conclusions drawn from these data rely on the integrity of the information available at the time of investigation and that a full and complete determination of environmental contamination and risks cannot be made.

If you have any questions regarding this report, please do not hesitate to contact our office.

Sincerely,
PIERS Environmental Services, Inc.



Joel G. Greger
Senior Project Manager
CEG # EG1633, REA # 07079



Kay Pannell
Chief Operations Officer
REP #5800, REA-II #20236

Attachments

Figures 1 and 2
Laboratory Analytical Data Sheets and Chain of Custody

FIGURES

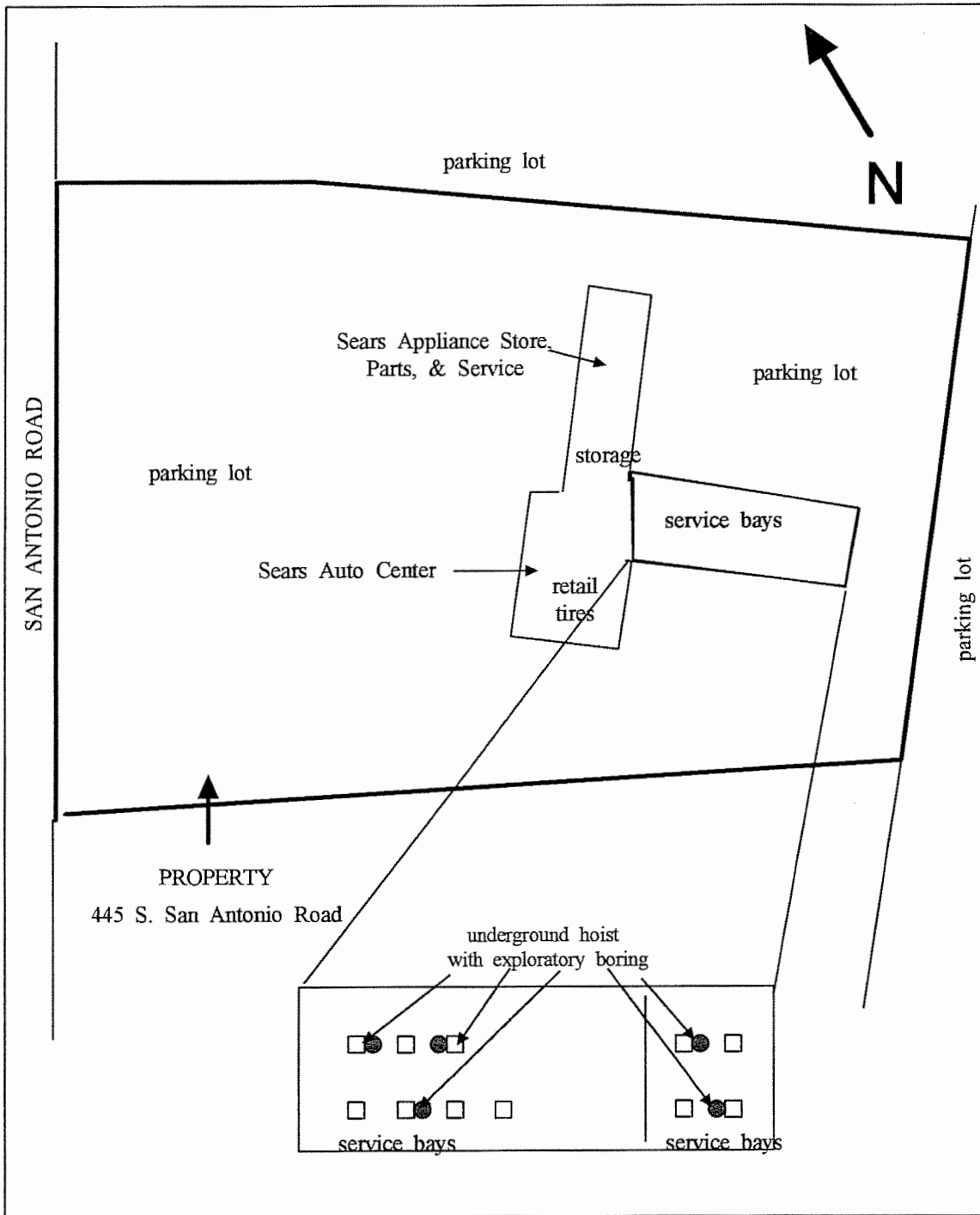


FIGURE 2
PROPERTY SITE MAP

455 SAN ANTONIO ROAD
MOUNTAIN VIEW, CALIFORNIA

NOT TO SCALE
JANUARY 2005

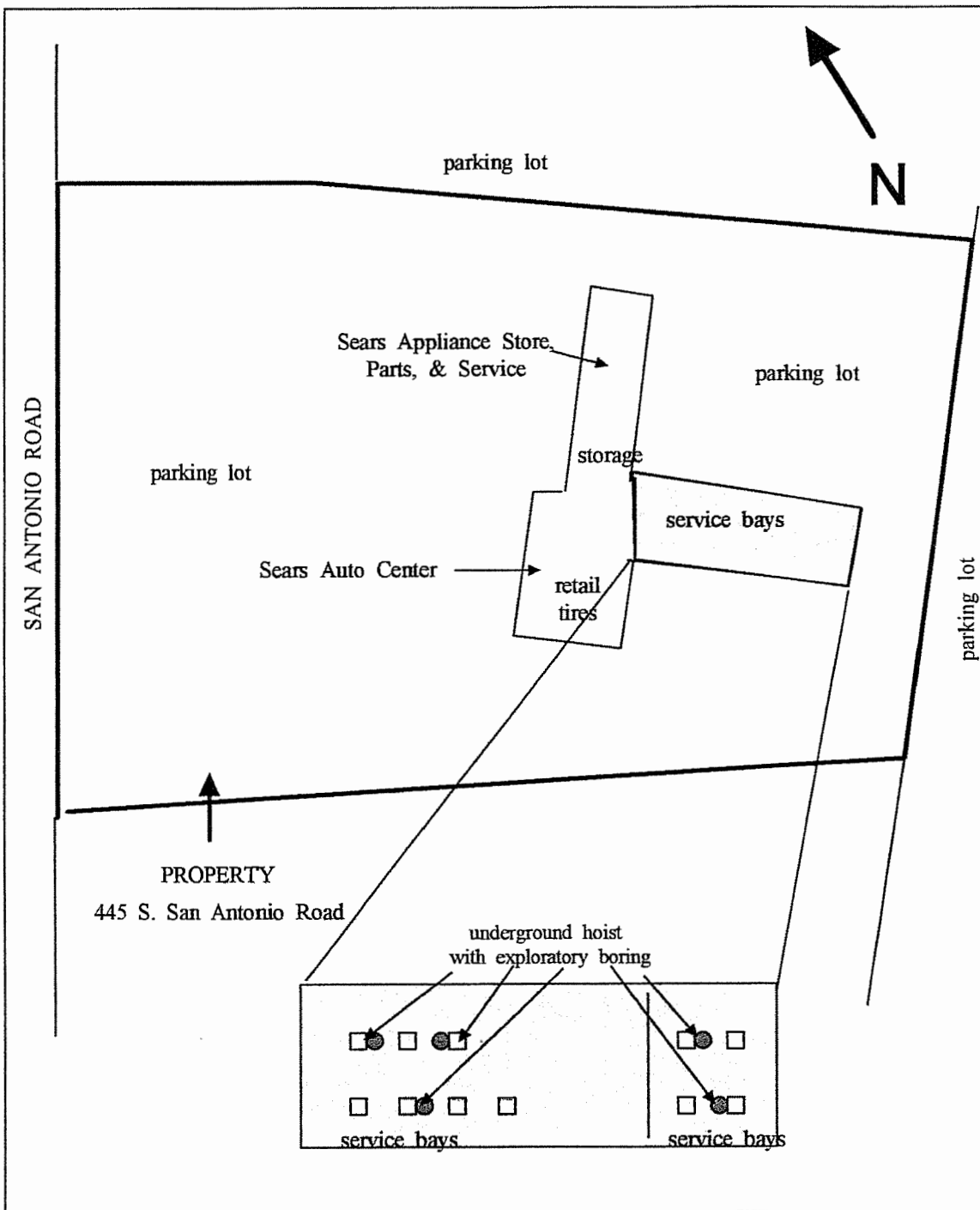


FIGURE 2
PROPERTY SITE MAP

455 SAN ANTONIO ROAD
MOUNTAIN VIEW, CALIFORNIA

NOT TO SCALE
JANUARY 2005

**ATTACHMENT A
LABORATORY ANALYTICAL DATA SHEETS
AND CHAIN OF CUSTODY**

	McCAMPBELL ANALYTICAL INC.	110 2nd Ave South, #D7, Pacheco, CA 94553-5560 Telephone : 925-798-1620 Fax : 925-798-1622 http://www.mccampbell.com E-mail: main@mccampbell.com
--	----------------------------	---

Date: 01-20-05

ATTN: _____

Joel Kruger

Message: _____

Results for Sears Auto Ctr.

FROM: _____

[Signature]

Number of pages faxed including this one: 7

CAUTION: CONFIDENTIAL!

THE DOCUMENT BEING TELECOPIED TO YOU MAY CONTAIN INFORMATION PROTECTED BY THE SENDER AND/OR CLIENT. It is intended only for the use of the person to whom it is addressed. If you are not the intended recipient or an authorized representative, then this is notice to you that dissemination, distribution or copying of this document is prohibited. If this was received in error, please call us at once and destroy the document.

McC Campbell Analytical, Inc.



110 Second Avenue South, #D7
 Pacheco, CA 94553-5560
 (925) 798-1620

CHAIN-OF-CUSTODY RECORD

WorkOrder: 0501176

ClientID: PESJ

Report to:

Joel Greger
 Piers Environmental
 1330 S. Bascom Avenue, Ste. F
 San Jose, CA 95128

TEL: (408) 559-1248
 FAX: (408) 559-1224
 ProjectNo: Sears Auto Center
 PO:

Bill to:

Accounts Payable
 Piers Environmental
 1330 S. Bascom Avenue, Ste. F
 San Jose, CA 95128

Requested TAT:

5 days

Date Received: 01/13/2005

Date Printed: 01/13/2005

Sample ID	ClientSampleID	Matrix	Collection Date	Hold	Requested Tests (See legend below)															
					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
0501176-001	B1 (14')	Soil	1/13/05 8:00:00 AM	<input type="checkbox"/>	A	A														
0501176-002	B2 (14')	Soil	1/13/05 8:00:00 AM	<input type="checkbox"/>	A	A														
0501176-003	B3 (14')	Soil	1/13/05 8:00:00 AM	<input type="checkbox"/>	A	A														
0501176-004	B4 (14')	Soil	1/13/05 8:00:00 AM	<input type="checkbox"/>	A	A														
0501176-005	B5 (14')	Soil	1/13/05 12:00:00	<input type="checkbox"/>	A	A														

Test Legend:

1	8082A_PCB_S
6	
11	

2	TPH(HO)_S
7	
12	

3	
8	
13	

4	
9	
14	

5	
10	
15	

Prepared by: Melissa Valles

Comments:

NOTE: Samples are discarded 60 days after results are reported unless other arrangements are made. Hazardous samples will be returned to client or disposed of at client expense.

JAN 20 2005 4:10 PM MICHELE BELL MILI 1 1011 SEC/STUD

McC Campbell Analytical, Inc.	110 2nd Avenue South, #D7, Pacheco, CA 94553-5560 Telephone: 925-798-1620 Fax: 925-798-1622 Website: www.mcccampbell.com E-mail: main@mcccampbell.com
--------------------------------------	---

Piers Environmental 1330 S. Bascom Avenue, Ste. F San Jose, CA 95128	Client Project ID: Sears Auto Center	Date Sampled: 01/13/05
		Date Received: 01/13/05
	Client Contact: Joel Greger	Date Extracted: 01/13/05
	Client P.O.:	Date Analyzed: 01/14/05-01/15/05

Polychlorinated Biphenyls (PCBs) Aroclors by GC-ECD*

Extraction Method: SW3550C Analytical Method: SW8082A Work Order: 0501176

Lab ID	0501176-001A	0501176-002A	0501176-003A	0501176-004A	Reporting Limit for DF =1	
Client ID	B1 (14')	B2 (14')	B3 (14')	B4 (14')		
Matrix	S	S	S	S		
DF	1	1	1	1		

Compound	Concentration				mg/kg	ug/L
Aroclor1016	ND	ND	ND	ND	0.025	NA
Aroclor1221	ND	ND	ND	ND	0.025	NA
Aroclor1232	ND	ND	ND	ND	0.025	NA
Aroclor1242	ND	ND	ND	ND	0.025	NA
Aroclor1248	ND	ND	ND	ND	0.025	NA
Aroclor1254	ND	ND	ND	ND	0.025	NA
Aroclor1260	ND	ND	ND	ND	0.025	NA
PCBs, total	ND	ND	ND	ND	0.025	NA

Surrogate Recoveries (%)						
%SS:	90.2	93.7	90.6	97.7		

Comments

* water samples in µg/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, filter samples in µg/filter, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or surrogate coelutes with another peak.

(a) PCB aroclor 1016; (b) PCB aroclor 1221; (c) PCB aroclor 1232; (d) PCB aroclor 1242; (e) PCB aroclor 1248; (f) PCB aroclor 1254; (g) PCB aroclor 1260; (h) a lighter than water immiscible sheen/product is present; (i) liquid sample that contains >=1 vol. % sediment; (j) sample diluted due to high organic content; (k) p,p,- is the same as 4,4,-; (l) florisisil (EPA 3620) cleanup; (m) silica-gel (EPA 3630) cleanup; (n) elemental sulfur (EPA 3660) cleanup; (o) sulfuric acid permanganate (EPA 3665) cleanup; (r) results are reported on a dry weight basis.

Angela Rydelius, Lab Manager



McC Campbell Analytical, Inc.

110 2nd Avenue South, #D7, Pacheco, CA 94553-5560
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Piers Environmental 1330 S. Bascom Avenue, Ste. F San Jose, CA 95128	Client Project ID: Sears Auto Center	Date Sampled: 01/13/05
		Date Received: 01/13/05
	Client Contact: Joel Greger	Date Extracted: 01/13/05
	Client P.O.:	Date Analyzed: 01/14/05-01/15/05

Polychlorinated Biphenyls (PCBs) Aroclors by GC-ECD*

Extraction Method: SW3550C

Analytical Method: SW8062A

Work Order: 0501176

Lab ID	0501176-005A			Reporting Limit for DF = 1
Client ID	B5 (14')			
Matrix	S			
DF	1			S W

Compound	Concentration			mg/kg	ug/L
Aroclor1016	ND			0.025	NA
Aroclor1221	ND			0.025	NA
Aroclor1232	ND			0.025	NA
Aroclor1242	ND			0.025	NA
Aroclor1248	ND			0.025	NA
Aroclor1254	ND			0.025	NA
Aroclor1260	ND			0.025	NA
PCBs, total	ND			0.025	NA

Surrogate Recoveries (%)

%SS:	89.9			
Comments				


* water samples in µg/L, soil/sludge/solid samples in mg/kg, wipe samples in µg/wipe, filter samples in µg/filter, product/oil/non-aqueous liquid samples and all TCLP & SPLP extracts are reported in mg/L.

ND means not detected above the reporting limit; N/A means analyte not applicable to this analysis.

surrogate diluted out of range or surrogate coelutes with another peak.

(a) PCB aroclor 1016; (b) PCB aroclor 1221; (c) PCB aroclor 1232; (d) PCB aroclor 1242; (e) PCB aroclor 1248; (f) PCB aroclor 1254; (g) PCB aroclor 1260; (h) a lighter than water immiscible sheen/product is present; (i) liquid sample that contains >>1 vol. % sediment; (j) sample diluted due to high organic content; (k) p,p,- is the same as 4,4,-; (l) florasil (EPA 3620) cleanup; (m) silica-gel (EPA 3630) cleanup; (n) elemental sulfur (EPA 3660) cleanup; (o) sulfuric acid permanganate (EPA 3665) cleanup; (r) results are reported on a dry weight basis.

DHS Certification No. 1644

 Angela Rydelius, Lab Manager

TÖR Environmental, Inc.

PO Box 73626
San Clemente, California 92673
(949) 370-2046

Phase I Environmental Site
Assessment
San Antonio Center
455 San Antonio Road
Mountain View, California
94040

5 July 2011

Prepared for
Glaser Weil Fink Jacobs Howard
Avchen & Shapiro LLP
10250 Constellation Boulevard, 19th Floor
Los Angeles, California 90067

TOR Project No. GW019

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Los Angeles, California 90067



Jeffrey D. Borum, P.G., C.E.G.
Principal Engineering Geologist

Table of Contents

<i>List of Figures</i>	<i>iii</i>
<i>List of Appendices</i>	<i>iii</i>
<i>Executive Summary</i>	<i>1-1</i>
Conclusions	1-1
Recommendations	1-2
Section 1: Introduction	1-3
1.1 Purpose	1-3
1.2 Detailed Scope of Services	1-3
1.2.1 Phase I ESA	1-3
1.3 Environmental Professional Qualifications	1-4
1.4 Limitations and Exceptions.....	1-4
1.5 Special Terms and Conditions	1-5
1.6 Reliance	1-5
Section 2: Subject Property Description	2-1
2.1 Property Owner Information	2-1
2.2 Subject Property Description.....	2-1
2.3 Adjoining Properties and Surrounding Vicinity	2-2
2.4 Environmental Setting	2-5
2.4.1 Regional Geology	2-5
2.4.2 Hydrogeologic Information.....	2-5
2.5 Public Water Wells	2-6
2.6 Oil and Gas Wells.....	2-6
Section 3: Government Database Review.....	3-1
3.1 Subject Property Summary	3-2
3.2 Surrounding Property Summary.....	3-3
Section 4: Historical Use	3-1
4.1 Historical Aerial Photographic Review	4-7
4.2 Sanborn Fire Insurance Maps	4-8
4.3 City Directory	6-1
4.4 Topographic Maps.....	4-9
4.5 Environmental Liens or Activity and Use Limitations.....	4-10
Section 5: User Provided Information	5-1
5.1 Proposed Use	5-1
5.2 User Provided Documents	5-1

Section 6:	Agency Records Review.....	6-1
Section 7:	Interviews and Subject Property Reconnaissance	7-1
	7.1 Interview	7-1
	7.2 Subject Property Reconnaissance-Visual and Physical Observations	7-1
Section 8:	Historical Materials of Concern	8-1
	8.1 Suspect Asbestos-Containing Materials.....	8-1
	8.2 Lead-based Paint	8-1
	8.3 PCB Equipment.....	8-1
	8.4 Radon.....	8-1
	8.5 Mold	8-1
Section 9:	Conclusions and Recommendations.....	9-1
	9.1 Conclusions.....	9-1
	9.2 Recommendations	9-1
Section 10:	Deviations	10-2
Section 11:	References.....	11-1
	Published References.....	11-1
	Electronic Database References.....	11-1
Section 12:	Signature(s) of Environmental Professional(s)	12

List of Figures

Figure 1: Subject Property Vicinity Site Location Map

Figure 2: Subject Property Aerial Photograph

List of Appendices

- A EDR Radius Map Report with GeoCheck
- B EDR Historical Aerial Photo Decade Package
- C EDR Sanborn Fire Insurance Maps
- D EDR City Directory
- E EDR Historical Topographic Maps
- F EDR Environmental Lien Search & Tax Map
- G User Provided Information
- H Interview Form
- I Subject Property Photographic Log
- J GeoTracker-Envirostor Project Reports

Executive Summary

TOR Environmental, Inc. (TOR) was retained by Glaser Weil Fink Jacobs Howard Avchen & Shapiro LLP (Glaser Weil) on behalf of MGP IX REIT LLC (MGP) to prepare a Phase I Environmental Site Assessment (Phase I ESA) for San Antonio Center located at 455 San Antonio Road, Mountain View, California 94040 (Figure 1). For the purpose of this report the San Antonio Center property will be referred to as the "Subject Property". San Antonio Center is also identified by Santa Clara County Assessor Parcel Numbers 148-20-001 – 004, 148-22-001, 148-22-002, and 148-22-008 and consists of approximately 16.34 acres of improved land.

The Phase I ESA was conducted on behalf of Glaser Weil and MGP as part of a financial transaction with Wells Fargo and all will be referred to as the User throughout this report. This Phase I ESA will provide the User with a baseline understanding of environmental conditions present at the Subject Property using the guidelines set forth in the American Society of Testing and Materials (ASTM) Practice E 1527-05 standard practice.

The purpose of this Phase I ESA is to identify recognized environmental conditions ("RECs"), as defined by ASTM Practice E-1527-05 that may have affected the Subject Property. Findings that are not RECs, but do have some potential to have affected the Subject Property are identified as Notable Findings for the purpose of this report.

As defined by ASTM, a REC is "the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum products into the structure, on the property, or into the ground, groundwater, or surface water of the property." The term *historical recognized environmental condition* means an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered as a *recognized environmental condition* currently.

Conclusions

The San Antonio Center was constructed in the late 1950's on agricultural property approximately 16.34 acres in size. The Subject Property includes four (4) commercial retail structures totaling approximately 230,000 square feet of floor space. These improvements were actively being demolished during the implementation of this environmental site assessment.

The Sears Auto Center and Quality Tune Up facilities represent historic RECs; however, environmental assessment and remediation performed over the past two (2) decades and subsequent regulatory involvement and approval of the work has mitigated the RECs associated with the Subject Property today. Groundwater sampling and chemical analysis around the perimeter of the 455 San Antonio Road building suggests that both onsite and offsite releases of hazardous waste have not impacted groundwater at the locations tested. No businesses in the vicinity were identified on regulatory agency databases or during the site visit as having the potential to cause soil or groundwater contamination beneath the Subject Property.

Recommendations

Based on the conclusions provided above, TOR does not recommend further environmental evaluation for the Subject Property at this time. TOR recommends the property owner continue to monitor Sears' activities until the company vacates the property and that all submittals to environmental regulatory agencies are collected for the Subject Property's historical record. Further, the owner should verify and document that regulatory closures for the redevelopment are issued by the appropriate agencies.

Section 1: Introduction

TOR Environmental, Inc. (TOR) was retained by Glaser Weil Fink Jacobs Howard Avchen & Shapiro LLP (Glaser Weil) on behalf of MGP IX REIT LLC (MGP) to prepare a Phase I Environmental Site Assessment (Phase I ESA) for San Antonio Center located at 455 San Antonio Road, Mountain View, California (Figure 1). For the purpose of this report, the San Antonio Center property will be referred to as the “Subject Property”. San Antonio Center is also identified by Santa Clara County Assessor Parcel Numbers 148-20-001 – 004, 148-22-001, 148-22-002, and 148-22-008, and consists of approximately 16.34 acres of improved land.

This Phase I ESA was conducted on behalf of Glaser Weil and MGP as part of a financial transaction with Wells Fargo and all will be referred to as the User throughout this report. This Phase I ESA will provide the User with a baseline understanding of environmental conditions present at the Subject Property using the guidelines set forth in the American Society of Testing and Materials (ASTM) Practice E 1527-05 standard practice.

1.1 Purpose

The purpose of this Phase I ESA is to identify *recognized environmental conditions* (“RECs”), as defined by ASTM Standard Practice E 1527-05, that may have affected the Subject Property. Findings that are not RECs, but do have some potential to have affected the Subject Property are identified as Notable Findings for the purpose of this report.

As defined by the ASTM, a REC is “the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substance or petroleum products into the structure, on the property, or into the ground, groundwater, or surface water of the property.” The term *historical recognized environmental condition* means an environmental condition which in the past would have been considered a *recognized environmental condition*, but which may or may not be considered as a *recognized environmental condition* currently.

The work was conducted pursuant to authorization to proceed with the project dated 28 June 2011 from Mr. Daniel G. Jordan, Esq. of Glaser Weil.

1.2 Detailed Scope of Services

1.2.1 Phase I ESA

The Phase I ESA was conducted in general accordance with the United States Environmental Protection Agency (USEPA) All-Appropriate Inquiry (AAI) rule (40 CFR, Part 312) as described in the ASTM Standard Practice E 1527-05 for the performance of a Phase I ESA. At a minimum, the following activities were performed to accomplish the Phase I ESA objectives:

- **Subject Property Reconnaissance** – A visual and physical observation of the Subject Property was conducted in readily accessible areas to identify RECs or Notable Findings associated with environmental conditions. Additionally, visual observations of adjoining properties were made from the vantage point of the Subject Property as well as from public right-of-ways to assess the potential impact of these properties on the Subject Property.

- **Subject Property Representative Interview** – An interview was conducted with individuals knowledgeable and familiar with the Subject Property.
- **Environmental Lien Search** – An environmental lien is a charge, security, or encumbrance on a property's title to secure payment of cost or debt arising from response actions, cleanup, or other remediation of hazardous substances or petroleum products. An environmental lien search was conducted and no environmental liens or Activity and Usage Limitations (AULs) were reported by the User.
- **Online Agency Records Review** – Available environmental reports, agency records (state and local agencies), and appropriate permits were reviewed to identify any reported environmental concern or incident associated with the Subject Property.
- **Historical Research** – At a minimum, readily available sources of historical information related to the Subject Property and adjoining properties were researched to identify historical land use practices that have the potential to adversely impact environmental conditions at the Subject Property. Sources of historical information to help identify RECs or Notable Findings in connection with the Subject Property include historical aerial photographs, historical topographic maps, Sanborn Fire Insurance Maps, and City Directories.
- **Government Database Review** – Published governmental federal and state databases were reviewed to identify properties within ASTM-specified radii of the Subject Property with a reported environmental concern or incident. TOR subcontracted the compilation of government database search to Environmental Data Resources, Inc. (EDR).
- **Report Preparation** – This written summary of the findings and recommendations of the Phase I ESA was prepared.

1.3 Environmental Professional Qualifications

This Phase I ESA was prepared under the supervision of Jeffrey D. Borum (PG 4149, EG 1330) of TOR. Mr. Borum has a Bachelor of Science degree in Earth Science, a Master of Science degree in Geology, and is a California Professional Geologist with 30 years of professional experience. Mr. Borum meets the qualifications for an environmental professional as stated in the ASTM Practice E 1527-05 standard.

1.4 Limitations and Exceptions

This Phase I ESA is based on review of readily available environmental records, results of limited interviews, and visual observations of recent Subject Property conditions. The collection or analysis of environmental samples; surveys regarding the presence of asbestos, radon, heavy metal-based paints; or compliance of individual property operations with environmental regulations were not executed during this Phase I ESA. This assessment was not intended to be a comprehensive inspection or assessment of all conditions that might exist at the Subject Property. Findings were developed based on our professional opinion and do not represent a

warranty, guarantee, certification, or positive assertion as to the presence, absence, or extent of potential contamination. TOR's activities were conducted in accordance with practices and procedures generally accepted in the consulting field. TOR's services were limited to those specified in our proposal, which was accepted and authorized by Glaser Weil and MGP.

1.5 Special Terms and Conditions

This report represents TOR's professional opinion and judgment, which are dependent upon information obtained during performance of consulting services. Environmental conditions may exist at the Subject Property that cannot be identified by visual observations or were obscured from view by vegetation, poor lighting, or other materials during TOR's visit to the Subject Property. TOR's conclusions were based in part on information supplied by others, the accuracy or sufficiency of which has not been independently reviewed by TOR. No investigation can be thorough enough to exclude the presence of hazardous materials at a given Subject Property; therefore, if no hazardous materials are identified during an assessment, such a finding should not be construed as a guarantee of the absence of such materials on the Subject Property, but rather the results of services performed within project scope, cost, schedule, and other limitations.

Any opinions presented apply to the Subject Property conditions at the time of performance of services and do not address the potential for future releases. Changes in applicable environmental standards, practices, or regulations may occur following performance of services, which could impact the opinions presented.

1.6 Reliance

This report is intended for the sole use of Glaser Weil, MGP, affiliates of MGP and Wells Fargo. If other parties wish to rely on this report, please have them contact TOR so that a mutual understanding and agreement of the terms and conditions for our services can be established prior to their use of this information.

Section 2: Subject Property Description

The following section provides information about the Subject Property, such as its ownership, general description, environmental setting, current property usage, and also describes the general uses of the adjoining properties and surrounding area.

2.1 Property Owner Information

Merlone Geier Partners, L.P. is the current owner of the Subject Property. The Subject Property includes Assessor Parcel Numbers (APNs) of 148-20-001 – 004, 148-22-001 and 148-22-002, 148-22-008.

2.2 Subject Property Description

The Subject Property is part of the San Antonio Center and is situated in a primarily commercial area of Mountain View, California. Four buildings located on the Subject Property are used as commercial retail space for the western portion of the San Antonio Center. Of the six retail spaces within the four buildings of the Subject Property, only one is currently occupied. TOR understands that final space (455 San Antonio Road) is scheduled to be vacated in July 2011. The other buildings (445, 635-685 San Antonio Road) have already been vacated as a part of redevelopment and are currently being demolished and removed from the site. The redevelopment will include the construction of a new mixed-use commercial/residential complex with underground parking in the area formerly occupied by the Sears retail building.

Historically all the buildings on the Subject Property have been used for commercial retail purposes. The 635-685 San Antonio Rd. building, 2580 W. El Camino Real building, and 455 San Antonio Rd. building were constructed in the mid to late 1950s and the Sears Auto Center was finished in the mid-1960s.

San Antonio Center's main retail spaces were occupied by Sears Auto Shop, Sears (retail store), and most recently by Burger King, Rite Aid, Party Time, Sports Authority and Quality Tune Up. Buildings on the Subject Property were constructed from the late 1950s to the late 1960s. Parking and loading areas are located on the west and south side of the Subject Property. Aside from minor landscape strips, surface coverage for the Subject Property consists of asphalt or concrete.

A more detailed description of each of the four buildings located on the Subject Property and their current use is provided below. The description starts from the northern-most building and continues towards the south.

Sears Auto Center (445 San Antonio Road, Mountain View, California)

The Sears Auto Center is a one-story building with a footprint of approximately 15,140 sf. The building also includes a partial basement of about 7,200 sf. This full service automotive facility contains a customer lobby, office and storage spaces, and a service garage located on the ground level. Eleven hydraulic lifts and one electric lift were housed in the service bay of the garage until the beginning of 2011 when they were excavated and disposed by the Sears. Sumps and drains were reportedly sealed in the late 1980s to prevent discharge potentially

hazardous substances to the storm water or sewer system. Other preventative and remedial measures were implemented over the years (Appendix G).

Sears Retail Store (455 San Antonio Road, Mountain View, California)

The Sears Retail Store (Sears) building is a two-level structure and operates as a retail clothing store. The upper level serves as retail space and the lower level is a basement. The basement is primarily used for the storage of miscellaneous materials and mechanical equipment used to operate the store. The Sears building contains transformers, furnaces, florescent lighting, asbestos containing materials and other potentially hazardous materials that have been located, inventoried and incorporated into the redevelopment plans for the Subject Property (Appendix G).

Co-op Building (635, 645, 665, and 685 San Antonio Road, Mountain View, California)

The Co-op Building has four retail spaces that were recently occupied by Sports Authority, Burger King, Party City and Rite Aid. These spaces have been inventoried for hazardous materials and their handling and disposal during redevelopment have been incorporated into the project plan (Appendix G).

2.3 Adjoining Properties and Surrounding Vicinity

A generalized description of the surrounding area is as follows:

North: California Street bounds the Subject Property to the north where various retail stores front the street. Properties of interest include: Valero Gas Station. The names and addresses of adjacent businesses along California Street (some have San Antonio Rd. addresses) immediately to the north of the Subject Property include:

BUSINESS NAME	ADDRESS
Valero Gas Station	334 San Antonio Road
Vacant	365 San Antonio Raod
Barron Park Plumbing	377 San Antonio Raod
La Fiesta Super Mrkt.	391 San Antonio Road
Oh My Sushi	2595 California Street
Kumon	419 San Antonio Road
Mexican Restaurant	2585 California Street

Milk Pail Market	2575 California Street
Ross Dress for Less	405 San Antonio Road
BevMo	423 San Antonio Road
24 Hour Fitness	2535 California Street

East: Various retail shops within the San Antonio Center accessed off of Showers Drive include: Trader Joe's, Walmart, and American Male store. The names and addresses of adjacent businesses to the Subject Property on Showers Drive include:

BUSINESS NAME	ADDRESS
Japan Dioso Store	550 Showers Drive
24 Hour Fitness	550 Showers Drive
Carter's	550 Showers Drive
Nails 4 U	550 Showers Drive
Sketchers	560 Showers Drive
Vacant	560 Showers Drive
Vacant	570 Showers Drive
Trader Joe's	590 Showers Drive
Krungthai Restaurant	590b Showers Drive
Gamestop	510 Showers Drive
Kohl's	350 Showers Drive
WalMart	600 Showers Drive

West: Retail shops and restaurants are across San Antonio Road. Properties of note on the western perimeter include: Firestone Tire Shop, and Camaro Cleaners (formerly Holiday Cleaners). The names and addresses of businesses adjacent to the Subject Property include:

BUSINESS NAME	ADDRESS
Valero Gas Station	334 San Antonio Road
Dittmer's Gourmet Meats	400 San Antonio Road #4

Masa's Sushi	400 San Antonio Road
Firestone Tires	462 San Antonio Road
Citibank	610 San Antonio Road
Carpeteria	612 San Antonio Road
Cort Furniture	614 San Antonio Road
Rasputin's Music	630 San Antonio Road
DB Shoes	630 San Antonio Road
La Salsa	660 San Antonio Road #A
Camaro Cleaners	660 San Antonio Road #B
CVS Pharmacy	648 San Antonio Road
Dentist	646 San Antonio Road
Optometrist	644 San Antonio Road
Penninsula Beauty Supply	640 San Antonio Road
Little Ceasar's Pizza	638 San Antonio Road
Lettuce Sandwich Shop	634 San Antonio Road
Wells Fargo Bank	2600 El Camino Real

South: Retail shops and restaurants adjacent to the Subject Property across El Camino Real include Peet's Coffee & Tea, Prodigy Martial Arts, Angel's Hair and Nails, 123 Acupuncture. Properties of note along the southern perimeter include Fashion Cleaners (formerly Skyline Cleaners). The names and addresses of businesses adjacent to the Subject Property along El Camino Real include:

BUSINESS NAME	ADDRESS
Fashion Cleaners (formerly Syline Cleaners)	4600 El Camino Real Ste. 107
Prodigy Martial Arts	4600 El Camino Real Ste. 104
Lana's European Body Care	4600 El Camino Real Ste. 102

Angel's Hair and Nails	4600 El Camino Real Ste. 106
Peet's Coffee & Tea	4598 El Camino Real
123 Acupuncture	4646 El Camino Real

2.4 Environmental Setting

This section describes the geologic and hydrogeologic features in the region surrounding and beneath the Subject Property.

2.4.1 Regional Geology

The Santa Clara Valley is a geologic structural trough formed within the confines of the San Andreas Fault system in the San Francisco Bay area. The valley is bounded on the southwest by the Santa Cruz Mountains and the San Andreas Fault, and on the northeast by the Diablo Range and the Hayward Fault. The Subject Property is underlain by Holocene continental alluvial and bay deposits. Plio-Pleistocene poorly sorted and stratified alluvial gravels, sands, silts and clays of the Santa Clara Formation underlie the Holocene deposits. These geologic formations evolved as a result of the uplift and erosion of the bordering Coast Range. Lithologic similarities make distinction of these two units difficult (DWR 1975). The two geologic formations unconformably overlie non-water bearing folded Tertiary rocks (CDMG, 1966).

Land uplift and subsidence in Santa Clara Valley due to the recharge and withdrawal of groundwater is well documented by several public agencies such as the Santa Clara Valley Water District (SCVWD) and the USGS (Poland and Ireland, 1988). An increase in the withdrawal of water from the Santa Clara Formation aquifer and a decrease in rainfall for the first half of the twentieth century resulted in a substantial drop in well levels and corresponding land subsidence of approximately 13 feet. Subsidence in the Mountain View area between 1934 and 1967 is shown between 4 and 6 feet. Recovery efforts over the past quarter century, such as the import of water from outside sources and the construction of percolation ponds, have allowed water levels to partially recover in more permeable areas of the aquifer system. Recovery has not occurred where silt and clay soil structures have collapsed. The Subject Property is situated greater than 100-150 feet above the northern extent of the confined aquifer system.

Groundwater at the Subject Property is reportedly found at approximately 20 feet below the ground surface (bgs) (Appendix G).

2.4.2 Hydrogeologic Information

Groundwater information for the Subject Property and surrounding area was not provided in EDR GeoCheck – "Hydrogeologic Information" summary. The "Aquiflow Information System" (Aquiflow®) indicates groundwater flows generally to the northeast based on information from ½-1 mile east southeast of the Subject Property. Review of soil and groundwater characterization information included in reports provided by the owner (Appendix G) and posted on the GeoTracker website for the Subject Property indicates groundwater flows predominantly in a northerly direction (Appendix J).

The unconsolidated Holocene clays silts and sands that underlie the Subject Property are the upper confining layer for the groundwater aquifer estimated to be at approximately 100-150 feet bgs. Artesian springs and flowing wells were common in the area prior to development and extraction as a water supply. Groundwater is unconfined around the valley margins and recharge of the confined aquifer is dependent on infiltration in these areas.

Groundwater information for the Subject Property and surrounding area was provided in an assessment of groundwater relating to a former underground storage tank release at 2585 El Camino Real on the south side of San Antonio Center (Subject Property). Seven groundwater monitoring wells installed in this area recorded groundwater elevations between approximately 44.47 feet above mean sea level (amsl) and 43.98 feet amsl. Groundwater flowed towards the north (Ground Zero Analysis, 1996). The topography at the Subject Property slopes gently to the north and east and groundwater flow direction appears to mimic surface topography.

Groundwater was encountered in all four subsurface penetrations installed as a part of the assessment of soil and groundwater completed by KEH & Associates around the current Sears Building at 455 San Antonio Road (Appendix G). The depth at which groundwater was encountered varied around approximately 20 feet bgs (42.20 amsl) at this location. Careful observation of soil cores extracted through the water bearing zone suggest more permeable sands occur as discontinuous layers within the gravelly silty clay dominate the upper 25 feet (Appendix A). The elevation of groundwater in this area of the Subject Property is very close to the elevation of groundwater observed at the Quality Tune Up site at 2580 El Camino Real.

2.5 Public Water Wells

According to the "EDR Geocheck" (Appendix A), Federal United States Geological Survey (USGS) well information lists two (2) groundwater wells within a mile of the Subject Property. One of the wells is located between $\frac{1}{4}$ - $\frac{1}{2}$ mile south southwest and the other well is located $\frac{1}{2}$ -1 mile south southeast of the Subject Property. The Federal FRDS Public Water Supply System Information does not list any public water supply wells within a mile of the Subject Property.

Seventeen (17) State of California wells are included on the database listing. Thirteen (13) of these wells are located between $\frac{1}{4}$ and $\frac{1}{2}$ mile west southwest and four (4) between $\frac{1}{2}$ and 1 mile east southeast of the Subject Property. "EDR Geocheck" figure showing water wells in the area is included in Appendix A. These wells appear to be or to have been monitoring wells for groundwater quality. Several of the wells are listed as having been destroyed as is common, when assessment and remediation sites are closed by the regulatory agencies. Other wells could be used for industrial purposes and may influence hydraulic gradient at the Subject Property.

The status of each well and other relevant data are also provided in Appendix A.

2.6 Oil and Gas Wells

Based on TOR's review of maps provided by the State of California Department of Conservation Division of Oil, Gas, & Geothermal Resources (DOGGR) and the EDR Geocheck (Appendix A), no active or plugged oil and gas or geothermal wells are located within a one-mile radius of the Subject Property.

Section 3: Government Database Review

A review of federal, state, and tribal environmental databases related to the Subject Property and surrounding area in accordance with the ASTM E 1527-05 search radius was conducted to identify potential RECs. Properties listed have, or might have, the potential for existing or future site contamination, environmental liabilities, or the potential for contamination migration to surrounding areas. Information from these various databases was compiled by EDR and presented in the Radius Map Report (Appendix A).

Government database listings reviewed during this Phase I ESA included, but were not limited to:

- USEPA National Priorities List (NPL) within a 1-mile radius;
- USEPA Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) sites within a ½-mile radius;
- USEPA Comprehensive Environmental Response-No Further Remedial Action Planned (CERC-NFRAP) sites within a ¼-mile radius;
- USEPA Corrective Action Report (CORRACTS) sites within a 1-mile radius;
- USEPA Resource Conservation and Recovery Information System-Treatment, Storage, and Disposal (RCRIS-TSD) sites within a ½-mile radius;
- USEPA “RCRIS-Large Quantity Generator” (RCRIS-LQG) within a ¼-mile radius;
- USEPA “RCRIS-Small Quantity Generator” (RCRIS-SQG) within a ¼ mile radius;
- USEPA Facility Index System/Facility Registry System (FINDS) for the Subject Property only;
- USEPA Emergency Response Notification System (ERNS) sites within the target property;
- California EnviroStor Database – ENVIROSTOR within a 1-mile radius;
- California Calsites Database – HIST CAL-SITES within a 1-mile radius;
- California Bond Expenditure Plan (BEP) within a 1-mile radius;
- California Waste Management Unit Database System (WMUDS/SWAT) within a ½-mile radius;
- California Cortese within a ½-mile radius;
- California Leaking Underground Storage Tank (LUST) within a ½-mile radius;

- California Facility Inventory Database (CA FID) within a ¼-mile radius;
- California Spills, Leaks, Investigation and Cleanups (SLIC) sites within a ½-mile radius;
- California Underground Storage Tanks (UST) within a ¼-mile radius;
- California Hazardous Substance Storage Container (HIST UST) within a ¼-mile radius;
- California Statewide Environmental Evaluation and Planning System (SWEEPS UST) within a ¼-mile radius;
- California Hazardous Material Incident Report System (CHMIRS) for the Subject Property only;
- California 65 Notification Records within a 1-mile radius;
- California Voluntary Cleanup Program Properties (VCP) within a ½-mile radius;
- California Cleaners within a ¼-mile radius; and
- California Facility and Manifest Data (HAZNET) for the Subject Property only.

The full list of databases compiled, along with definitions for each, is included in Appendix A. The lists record activities associated with hazardous substances, but are not of themselves indicative of contamination or the threat of contamination. Monitoring wells formerly located on the Subject Property at 2580 El Camino Real indicate groundwater flows to the north. Sites located hydraulically cross- or downgradient or in areas separated from the Subject Property by a topographic ridge or river channel (drainage divide) or located downgradient in relation to the Subject Property are evaluated but not necessarily discussed in the report but are included in Appendix A.

3.1 Subject Property Summary

Three addresses on the Subject Property (455 San Antonio Rd., 685 San Antonio Rd. and 2580 El Camino Real) were found as a part of the search of environmental records conducted by EDR. Sears has been located at 455 El Camion Real since the mid-1950s when the property was first developed from vacant land. Sears occupies this location currently but is scheduled to vacate the building by July 2011 as a part of the redevelopment taking place at this time. Quality Tune-Up was located on the south side of the Subject Property at 2580 El Camino Real. The site was initially developed as a fuel storage and distribution retailer (gasoline service station) in the mid-1950s. The service station was converted to a tune-up/oil change and auto repair facility in approximately 1988. The building was demolished and removed in July of 2011.

455 San Antonio Road is shown on RCRA-SQG, FINDS, CA FID UST, HIST UST, SWEEPS CHMIRS, and HAZNET environmental databases. The facility is listed on RCRA_SQG and FINDS because Sears Auto Store (445 San Antonio Road) used and generated small quantities of hazardous wastes, specifically waste oil, antifreeze and hydraulic fluid. It is listed on HAZNET because of the disposal records for hydrocarbons and solvents and CHMRS as a result of a 100 gallon diesel spill onto the parking lot in 28 January 1998. The database

indicates the spill was cleaned up by the Fire Department and wastes were properly disposed (Appendix A).

There were four (4) underground storage tanks registered at the Auto Center and they are listed on the CA FID UST, HIST UST, FINDS and SWEEPS lists. Background environmental reports (Appendix G) indicated that five (5) USTs were removed from the property in 1987. No documentation of violations or releases from the underground storage tanks at the Sears Auto Center was found in the regulatory databases. The facility is not listed on www.geotracker or www.envirostor databases.

Sears vacated the Auto Center earlier this year and removed the remaining eleven (11) underground lifts and associated improvements of environmental concern. We understand Sears is in the process of submitting a closure request to the Santa Clara County Fire Department.

2580 El Camino Real is listed on the LUST, HIST LUST, and HIST CORTESE databases. This fuel service station had a reported release from its underground storage tank system that was initially reported in May of 1986. The UST system was removed in 1988, soil was over excavated, transported and disposed, and groundwater was monitored with agency oversight. The case was closed by the County of Santa Clara with the concurrence of the Regional Water Quality Control Board on 30 September 1996 (Appendix G). Hydraulic lifts were removed from 2580 El Camino Real (Quality Tune Up) in 2010 under a Voluntary Cleanup Program agreement with the County of Santa Clara. The agency issued a letter dated 10 December 2010 indicating that "no further action is required at this time". The building superstructure, foundations and pavements were also demolished and removed from the property in 2010.

685 San Antonio Road was occupied by Rite Aid, who was listed as a RCRA-CESQG. This business generates less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. No violations were reported associated with this business.

3.2 Surrounding Property Summary

Several sites located within a one-mile radius of the Subject Property are listed in the EDR "Radius Map Report" under one or more of the following databases:

- Local Lists of Registered Storage Tanks
- State and Tribal Equivalent NPL
- State and Tribal Lists of Registered Storage Tanks
- State and Tribal Leaking Storage Tanks
- Local Lists of Hazardous Waste/Contaminated Sites
- State and Tribal Equivalent CERLIS
- Local Lists of Landfill/Solid Waste Disposal Sites
- Federal RCRA Generators List, and

- Other Ascertainable Records

A Summary Table displaying the results of the list review for businesses in the vicinity of the Subject Property is shown below and details are included in Appendix A. The summary table lists database name, number of sites on that database, their distance from the Subject Property, their location in relation to topographic elevation measured on the Subject Property and the businesses' current regulatory status.

Summary Table: Environmental Regulatory Database Review

Environmental Database	Number Listed Sites	Distance from Subject Property	Elevation Relative to Subject Property	Regulatory Status <i>*(topographically higher sites which potentially pose the greatest REC risks are shown in red)</i>
RCRA-LQG	1	1- sites 0- $\frac{1}{8}$ mile	1-equal	1-Registration
RCRA SQG	9	1- site 0- $\frac{1}{8}$ mile 8-sites $\frac{1}{8}$ - $\frac{1}{4}$ mile	1-equal 5-higher 3-lower	1-Registration 5-Registrations 3-Registrations
RESPONSE	6	2- sites $\frac{1}{4}$ - $\frac{1}{2}$ mile 4-sites $\frac{1}{2}$ -1 mile	2-lower 4-lower	1-No Further Action 1-Soil Only 3-No Further Action 1-Active O&M
ENVIROSTOR	6	2- sites $\frac{1}{4}$ - $\frac{1}{2}$ mile 4-sites $\frac{1}{2}$ -1 mile	2-lower 4-lower	1-Certified O&M 1-No Further Action 3-No Further Action 1-Active O&M
SWRCY	1	1-site $\frac{1}{8}$ - $\frac{1}{4}$ mile	1-equal	1-Registration
LUST	15	8-sites $\frac{1}{8}$ - $\frac{1}{4}$ mile 7-sites $\frac{1}{4}$ - $\frac{1}{2}$ mile	2-higher 6-lower 6-up 1-lower	2-Case Closed 6-Case Closed 5-Case Closed 1-Veri-Monitoring 1-Case Closed
SLIC	2	2-sites $\frac{1}{4}$ - $\frac{1}{2}$ mile	2-lower	1-Veri-Monitoring 1-Active O&M
HIST LUST	13	1-sites 0- $\frac{1}{8}$ mile 5-sites $\frac{1}{8}$ - $\frac{1}{4}$ mile 7-sites $\frac{1}{4}$ - $\frac{1}{2}$	1-lower 1-equal 4-lower 6-higher 1-lower	1-Case Closed 1-Case Closed 4-Case Closed 1-Veri-Monitoring 5-Case Closed 1-Case Closed

HIST Cal-Sites	1	1-sites ½-1 mile	1-lower	1-Active O&M
HIST CORTESE	6	6 sites ¼-½ mile	2-up 1-cross 3-down	2-Case Closed 1-Site Assessment 2-Case Closed 1-Site Assessment
UST	1	1-site ⅛-¼ mile	1-lower	1-Registration
CA FID UST	6	1-site 0-⅛ mile 5-sites ⅛-¼	1-lower 1-equal 1-higher 3-lower	6-Registrations
HIST UST	6	1-sites 0-⅛ mile 5-sites ⅛-¼ mile	1-lower 1-higher 1-equal 3-lower	1-Case Closed 1-Case Closed 1-Case Closed 3-no violations
SWEEPS UST	6	6-site ⅛-¼ mile	1-higher 1-equal 4-lower	1-Case Closed 1-Case Closed 4-Registrations, No Violations
DEED	1	1-sites ¼-½ mile	1-lower	1-Certified O&M-Land Use Restrictions
RCRA-NonGen	1	1 site ⅛-¼ mile	1-lower	1- Registration
CA Bond Exp Plan:	1	1 sites ½-1 mile	1-lower	1-Active O&M
HIST CORTESE	16	2-sites 0-⅛ mile 7-sites ⅛-¼ mile 7-sites ¼-½ mile	2-lower 1-higher 1-equal 5-lower 5-higher	2-Case Closed 1-Case Closed 1-Case Closed 5-Case Closed 1-Veri-Monitoring 4-Case Closed
			2-lower	1-unknown ,listed 1-closed
Notify 65	1	1-site ½-1 mile	1-lower	1-Open Site Assessment
EDR Historic Cleaners	2	1 sites 0- ⅛ mile	1-equal 1-up	1-Listing Only, No Violations 1-Listing Only, No Violations

Due to incomplete address information, 19 orphan sites in the vicinity were not detailed in the EDR Radius Map Report. The lists reported suggested general site locations and normally associated reasons behind these sites becoming listed. Review of the site specific supplemental data available associated with each of the orphan sites did not reveal information indicating the potential impairment of the Subject Property (Appendix A). Review of groundwater chemical analytical data from the Subject Property does not indicate impacts from any of the 19 orphan sites.

Limited information concerning regulatory status, location and distance from the Subject Property, geologic conditions, groundwater hydraulic gradient, contaminants of concern, vicinity supply wells, and interviews with knowledgeable parties were considered for each business listed on the regulatory databases provided by EDR. No RECS for the Subject Property were identified in TOR's review of the EDR Radius Map Report for the surrounding area.

Section 4: Historical Use

4.1 Historical Aerial Photographic Review

Historical aerial photographs of the Subject Property and surrounding area were obtained from EDR. Photographs from 1939, 1948, 1956, 1965, 1982, 1994, 1998 and 2005 were provided to and reviewed by TOR (Appendix B). A narrative description of historical aerial photography is provided below:

- In 1939, the surrounding properties to the north, northwest, and east are mostly agricultural land. Properties to the southwest and south show the beginning signs of development. The Subject Property is mostly agricultural land. There appear to be four dwellings on the property. El Camino Real, San Antonio Road, and Showers Drive are present.
- The 1948 photograph appears similar to the 1939 photograph. Properties to the west and south show an increase in development. The Subject Property does not appear to have changed from the 1939 photograph.
- Development has progressed to the west and south of the Subject Property in 1956. Property to the northeast is still agricultural land. Parcels to the north and southeast have begun development. Several large buildings are present to the southeast. The Subject Property has been graded and development has begun. The Quality Tune Up and Co-op Buildings appear to be present.
- In 1965, surrounding properties to the north, west, south and southeast are developed. Property to the northeast has been graded for construction. The Sears retail building and part of the Sears Auto Center are visible. California Avenue, San Antonio Road and Showers Drive have all been expanded.
- Development of the properties to the northeast has progressed and more buildings are visible to the east in the 1982 photograph. No significant changes are apparent to the north, west, and south of the property. The Sears Auto Center building is complete. No significant changes are apparent to the rest of the Subject Property.
- The 1994 photograph shows no significant changes to the surrounding properties and Subject Property are apparent since the 1982 photograph.
- The buildings adjacent to the Subject Property to the east, but on the same block, have undergone major renovation in the 1998 photograph. Previously seen buildings are replaced by new building. The Subject Property does not appear to have changed since the 1994 photograph.
- The 2005 photograph shows that surrounding properties as well as the Subject Property do not appear to have altered since the 1998 photograph.

4.2 Sanborn Fire Insurance Maps

The Sanborn Fire Insurance Maps consist of a uniform series of large-scale detailed maps, dating from 1867 through 1969 depicting the commercial, industrial, and residential sections of cities. A search of the Sanborn Fire Insurance Maps was conducted for the Subject Property and they were not available. Verification of this is included in Appendix C.

4.3 City Directories

City directories have been published for many cities and towns across the United States since the 18th century. For each address within an area, city directories list the name of each resident or, if a business operates from that address, the name and type of business. While the geographic coverage of city directories is comprehensive for most major cities, many rural areas and small towns may not be included. In addition, many towns and cities have discontinued the practice of issuing city directories. Limited city directory coverage was available from EDR for the Subject Property and surrounding area.

City directory coverage spanned from 1922 to 2006 at approximately five year intervals. Just seven (7) years were provided with listing information: 1957, 1968, 1975, 1982, 1986, 1991, and 2001. As explained in Section 6.1, the reference point for which the City directory coverage was based is located at the northern corner of the Sears Retail Building. Information for this report was compiled with information gathered by geocoding the latitude and longitude of properties identified and by gathering information about properties within 660 feet of target property. Due to the location of the reference point, the southern half of the Subject Property and surrounding properties to the south, southwest, and east were not covered in the review.

A summary of the information provided in the city directory report is presented below and a copy of the report is included in Appendix C: Historical Research.

No listing is provided in 1957. Addresses covered are downgradient of the Subject Property, which are not considered a concern.

Sears Roebuck & Co was the only listing found in the 1968 city directory. Addresses covered are down- and cross-gradient of the Subject Property, which are not considered a concern.

Addresses covered in the 1975 directory are down- and cross-gradient of the Subject Property, which are not considered a concern. No listings are provided.

The following listings were provided in 1986 for the Subject Property address: Allstate Savings and Loan Association, George Contos, Cupertino, and Dean Witter Reynolds financial companies. Although Sears Roebuck and Co is not listed, review of other information and contact interviews for building activities during this time period confirm that Sears was still operational at this address. Addresses covered are down- and cross-gradient of the Subject Property, which are not considered a concern.

The 1991 directory showed Sears Roebuck and Co/Catalog Shipping to be the only listing. Addresses covered are down- and cross-gradient of the Subject Property, which are not considered a concern.

In 2001, no listing was provided.

4.4 Topographic Maps

Historic topographic maps of the Subject Property and surrounding area were obtained from EDR. Maps from 1899, 1902, 1943, 1947, 1948, 1953, 1961, 1968, 1973, 1981, 1991, and 1997 were evaluated by TOR. A review of the topographic maps is provided below. The topographic maps are included in Appendix C.

- The Subject Property is vacant land in 1899. Adobe Creek is also called San Antonio Creek. San Antonio Road and El Camino Real are present. The surrounding properties are undeveloped.
- In 1943, the San Antonio Creek is now called Adobe Creek. Several structures are located on the Subject Property and the number of nearby streets has increased. Buildings are present on the surrounding properties, and Showers Drive is in place.
- No significant changes from the 1943 topographic map to the Subject Property are visible on the 1948 topographic map. Showers Drive has been extended to the north with no major changes noted to the surrounding properties.
- Only one building in the southwest corner of the Subject Property is evident in 1953. A “pipeline” (Hetch Hetchy water main) traverses the northern portion of the Subject Property in an east-west direction. New buildings are developed north and southeast of the Subject Property in the same block. Showers Drive has been disconnected. Agricultural land is indicated to the southeast of the Subject Property.
- The Sears retail store, part of the Sears Auto Center and the Co-op building are visible on the Subject Property in 1961. The Quality Tune Up building is not shown. The pipeline noted in the 1953 topographic map is now called an aqueduct and it traverses the Subject Property on the northern side of the Sears retail store. California Street is in place. Showers Drive connects El Camino Real to California Street. New buildings are present north of the Subject Property. The amount of agricultural land to the east has decreased. Two buildings that were seen southeast of the Subject Property in the 1953 topographic map no longer exist. Several buildings visible in previous topographic maps along streets to the west and south of the Subject Property are not shown on this topographic map.
- The Quality Tune Up building and a smaller structure north of the Sears Auto Center building are present on the 1973 topographic map. Changes to buildings on the same block as the Subject Property are apparent to the north, northeast, east, and southeast. No apparent changes to the properties to the west and south are noted.
- No significant changes on the 1991 map are evident to the Subject Property when compared to the 1973 topographic map. Modifications to buildings in the same block as the Subject Property are apparent to the north, northeast, east, and southeast. No significant changes to the surrounding properties to the west and south are noted.
- The 1997 topographic map depicts no significant changes to the Subject Property from the 1991 topographic map. No major alterations were evident to the surrounding properties as well.

4.5 Environmental Liens or Activity and Use Limitations

An environmental lien search was conducted for 455 San Antonio Road and no environmental liens or Activity and Usage Limitations (AULs) were reported by EDR (Appendix F). In addition, no environmental liens on the APN associated with the Subject Property were reported by the User.

Section 5: User Provided Information

5.1 Proposed Use

This Phase I ESA was requested as part of a financial transaction between MGP and Wells Fargo.

5.2 User Provided Documents

As part of the Phase I ESA, TOR reviews relevant documentation, specialized knowledge, and/or commonly known information available from Glaser Weil and MGP pertaining to the Subject Property. User provided information can be found in Appendix G.

Glaser Weil provided the following documents to TOR for review:

- *Soil and Groundwater Assessment, San Antonio Center, 455 San Antonio Road, 17 March 2011.*
- *Voluntary Cleanup Program, Quality Tune Up #1, 2580 W. El Camino Real, Mountain View, CA, 20 December 2010.*
- *Report for Asbestos Containing Materials (ACM) Located at Sears Store #1238, 455 San Antonio Road, Mountain View, CA 94040, 26 November 2010.*
- *Report for Asbestos Containing Materials (ACM) Located at Sears Auto Center, 455 San Antonio Road, Mountain View, CA 94040, 26 November 2010.*
- *Report for Asbestos Containing Materials (ACM) Located at Rite Aid, Burger King, Party City, Sports Authority, 685 San Antonio, Mountain View, CA 94040, 26 November 2010*
- *Phase I Environmental Site Assessment Report, San Antonio Center, 455 San Antonio Rd, Mountain View, CA 94940, 4 April 2009.*
- *Draft Closure Plan, Sears Facility at 455 San Antonio Road, Mountain View, California, 8 February 2007.*
- *Limited Phase II Site Investigation of Sears Auto Center of Sears Auto Center, 455 San Antonio Road, Mountain View, California, 21 January 2005.*
- *Phase I Environmental Site Assessment for 2580 El Camino Real, Mountain View, California, 17 December 2004.*
- *Phase I Environmental Site Assessment for 455 San Antonio Road, Mountain View, California, 17 December 2004.*

The listed documents contain background information pertaining to the history of the property, regulatory agency involvement and closure activities, current site conditions, improvements, and building materials that have the potential to cause soil and groundwater impacts or require

special handling, storage, and disposal to protect human health and the environment. We understand the engineers, construction managers and contractors involved with the project have considered this information and permitted their activities through the appropriate regulatory agencies.

Section 6: Agency Records Review

TOR used the following agency sources to obtain information on the Subject Property and surrounding area:

- **Department of Oil, Gas & Geothermal Resources (DOGGR):** According to Version 2.0 of the Online Mapping System (DOMS), no oil and gas wells are located within a one-mile radius of the Subject Property.
- **California Department of Water Resources:** geologic information.
- **State Water Resource Control Board (SWRCB):** hydrogeologic information.
- **State Water Resources Control Board (SWRCB) Geotracker Database:** The Subject Property (2580 El Camino Real) was listed as a “Closed” site on this database. The former service station at 2580 El Camino Real was demolished and removed in 2010 after closure of the leaking underground storage tank case in 1996 and closure for the removal on the underground lifts at the location in 2010.

Additional details surrounding the former Leaking Underground Storage Tank Site are provided in Sections 2.2, 3.1, 3.2 and in the Appendices of this report.

- **Department of Toxic Substance Control (DTSC) ENVIROSTOR Database:** The Subject Property and surrounding area were not shown on this website; however, 5 sites with a “State Response” designation are present to the east northeast of the Subject Property. These cases also appeared on the environmental database lists and are considered in Section 3.1 of this report. Those listings and their relationship to the Subject Property are shown on the Summary Table in Section 2.3 of this report. The potential for these sites to have caused groundwater contamination at the Subject Property is low.

Section 7: Interviews and Subject Property Reconnaissance

7.1 Interview

Mr. Barron Caronite, Director of Land Development, Merlone Geier Management, LLC completed the Interview Form on 30 June 2011 regarding his knowledge of the history and operations performed at the Subject Property. The Interview Form is appended to this report as Appendix H. According to Mr. Caronite, no hazardous substances are currently stored, used, and/or generated at the Subject Property. Mr. Caronite is unaware of any past operations at the Subject Property or immediate surrounding area that could impact soil or groundwater media beneath the Subject Property.

7.2 Subject Property Reconnaissance-Visual and Physical Observations

Edwin Schramm of TOR performed the Subject Property reconnaissance on 5 July 2011. Visual observations noted during the ground reconnaissance are included in the table below. Photographs of Subject Property are included in Appendix I.

Subject Property Reconnaissance Summary Table

Feature / Characteristic	Y/N	Comments
Current Use of Subject Property	NA	Commercial Retail Shopping Center
Vacant Spaces / Undeveloped Areas / Wetlands	Y	
Landscaping (<i>potential pesticide use</i>)	N	Asphalt paved-
Parking Lots / Structures (<i>potential for vapor intrusion or chem. Spills</i>)	Y	Vapor Intrusion chem. spill potential low
Previous Uses or Investigations		
Concrete pads (<i>associated with electrical systems or large machinery</i>)	Y	Transformers, natural gas engine, electrical installations (Appendix I)
Former Pump Islands	N	Quality Tune Up and Sears Auto facilities removed
Fill Ports (<i>small manholes associated with USTs</i>)	N	Quality Tune Up and Sears Auto facilities removed
Vent Pipes (<i>associated with USTs</i>)	N	Quality Tune Up and Sears Auto Facilities removed
Former Building Foundations	N	Quality Tune Up foundation removed. Sears pending removal of building and associated facilities
Drums and Containers	N	None observed
Sumps	Y	Sears Auto Center-pending removal under closure plan
Clarifiers	N	
Hoists or Lifts (<i>often associated with hydraulic fluids & auto repair</i>)	N	Quality Tune Up and Sears Auto removed lifts in 2010
Concrete / Asphalt patches	N	
Monitor/Supply/Disposal Wells	N	None observed

Subject Property Reconnaissance Summary Table

Feature / Characteristic	Y/N	Comments
Containers / Containment		
Aboveground Storage Tanks (ASTs)	N	Removed
Underground Storage Tanks (USTs)	N	Removed from Quality Tune Up and Sears Auto
Hazardous Chemicals (<i>Storage, Use, Disposal</i>)	N	
Petroleum Hydrocarbons	N	Ceased activity 2010-2011
Pesticide Usage or Storage	N	None observed
Unlabeled Containers/Substances	N	None observed
Solid Waste Storage (<i>i.e. bins</i>)	Y	Demo in progress
Septic Tanks	N	
Berms (<i>potential secondary containment</i>)	N	
Potential Waste Disposal Systems / Containment		
Waste Water Generation	N	
Pits, Ponds, Lagoons	N	
Pools Of Liquid	N	
Floor Drains	Y	Connected to sewer
Drainage Systems (<i>i.e. ditches</i>)	N	
Dumping or Filling Activities (<i>i.e. soil or debris piles</i>)	N	None observed
Roads And Trails With No Apparent Purpose (<i>potential for illicit dumping</i>)	N	
Potential Evidence for Chemical Impacts		
Materials Spills	N	
Unusually Stained or Corroded Pavement or Flooring	N	
Odors	N	
Air Emissions	N	
Interior water damage / mold (<i>potential pathway for impacts</i>)	N	Not observed
Stained Or Disturbed Soil	N	
Stressed Vegetation	N	
Non ASTM items & Miscellaneous		
Electrical Transformers (PCBs)	Y	Some transformer content is unknown, no labeling
Florescent Lighting (PCBs)	Y	PCB content unknown
Suspect Asbestos-Building Materials	Y	ACM identified all 4 buildings (Appendix G)
Water damage / Mold	N	Not observed
Suspect Lead-Based Paint	Y	Not tested
Fiber Optics Lines	N	Not observed

Subject Property Reconnaissance Summary Table

Feature / Characteristic	Y/N	Comments
Heating Systems (associated with heating oil, gas, electric or steam radiators)	Y	Main Sears Retail Building
High Voltage Power Lines/ Magnetic Fields	N	Not conducted/Not observed
Cellular Phone Tower	N	Not conducted/Not observed
Neighboring Dry Cleaners	Y	No active Assessment or Remediation on-going, No violations reported-cleaners on west and south perimeters
Neighboring Property USTs	N	Valero Gas Station
Any sites NOT listed in EDR? Incorrect addresses?	N	

Section 8: Historical Materials of Concern

8.1 Suspect Asbestos-Containing Materials

While the use of asbestos in the manufacture of most building materials has not been fully prohibited by law, the use of asbestos, for the most part, has voluntarily been discontinued since the late 1970s. Some non-friable materials, such as roofing material and floor coverings (floor tile and mastic) may have been manufactured with asbestos materials and may have been used into the early 1980s. Given the Subject Property was initially developed in approximately 1958, asbestos materials should be anticipated and ACM reports have been prepared for all four (4) buildings on the Subject Property. We understand the removal action for asbestos is being performed under regulatory oversight and appropriate documentation for the work will be prepared.

8.2 Lead-based Paint

In 1978, the Consumer Products Safety Commission banned paint and other surface coating materials containing lead. Because the property was first developed in 1958, these materials may be present and we understand will be properly handled and removed as a part of the demolition of the current structures on the Subject Property.

8.3 PCB Equipment

Polychlorinated biphenyls (PCBs) were historically used as coolants and lubricants in transformers, capacitors, and other electrical equipment beginning in 1929 because they do not burn easily and serve as a good insulating material. Several transformers were observed on the Subject Property during the Subject Property site visit. These transformers appeared in good repair and no perimeter oil staining was noted at the time of the site visit. The transformers were not all clearly marked and may contain PCBs. These privately owned transformers should be properly handled and disposed during the demolition of the property.

Fluorescent light fixtures were observed in the ceilings of most of the buildings as well as around the lighted parking lot areas. PCBs are known to be present in fluorescent light ballasts and electric transformers; although, there were no documented or observed releases of PCBs on the Subject Property at the time of the site visit. Proper handling and disposal procedures are required when handling these materials.

8.4 Radon

The Federal Environmental Protection Agency put Santa Clara County in Radon Zone 2 (indoor air average level of < 2 pCi/L). Three federal tests of radon in 1st floor living areas revealed an average concentration of 0.600 pCi/L. This information is not specific to the Subject Property and site specific testing would be required to evaluate any risk from radon.

8.5 Mold

TOR did not (i) perform a mold/fungi inspection, (ii) perform any building material surface mold sampling, or (iii) perform air sampling for mold spores at the Subject Property as part of this Phase I ESA. The property is developed and includes air conditioner and refrigeration facilities

that are sometime responsible for mold development. Any demolition activities involving the structures should include inspections for mold development prior to initiation. Employee complaints or observations in this regard should also be investigated and appropriately mitigated for the protection of human health.

Section 9: Conclusions and Recommendations

TOR conducted the Phase I ESA in conformance with the scope and limitations of ASTM 1527-05 for the San Antonio Center property located at 455, 635-685 San Antonio Road in Mountain View, California. Any exceptions or deletions from this practice are detailed in Section 10 of this report.

9.1 Conclusions

The San Antonio Center was constructed in the late 1950's on agricultural property comprising approximately 16.34 acres. The Subject Property includes four (4) commercial retail structures totaling approximately 230,000 square feet of floor space. These improvements were actively being demolished during the implementation of this environmental site assessment.

The Sears Auto Center and Quality Tune Up facilities represent historic RECs; however, environmental assessment and remediation performed over the past two (2) decades and subsequent regulatory involvement and approval of the work has mitigated the RECs associated with the Subject Property. Groundwater sampling and chemical analysis around the perimeter of the 455 San Antonio Road building suggests that both onsite and offsite releases of hazardous waste have not impacted groundwater at the locations tested. No businesses in the vicinity were identified on regulatory agency databases or during the site visit as having the potential to cause soil or groundwater contamination beneath the Subject Property.

9.2 Recommendations

Based on the conclusions provided above, TOR does not recommend further environmental evaluation for the Subject Property at this time. TOR recommends the property owner continue to monitor Sears' activities until the company vacates the property and that all submittals to environmental regulatory agencies are collected for the Subject Property's historical record. Further, the owner should verify and document that regulatory closures for the redevelopment are issued by the appropriate agencies.

Section 10: Deviations

No deviations from the ASTM 1527-05 standard were made during the preparation of the Phase I ESA portion of this report. Data gaps in Subject Property's history that might result in soil or groundwater contamination were not identified during the implementation of the scope of work.

Section 11: References

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<http://www.GeoTracker.waterboards.ca.gov>

<http://www.envirostor.dtsc.ca.gov/public/>

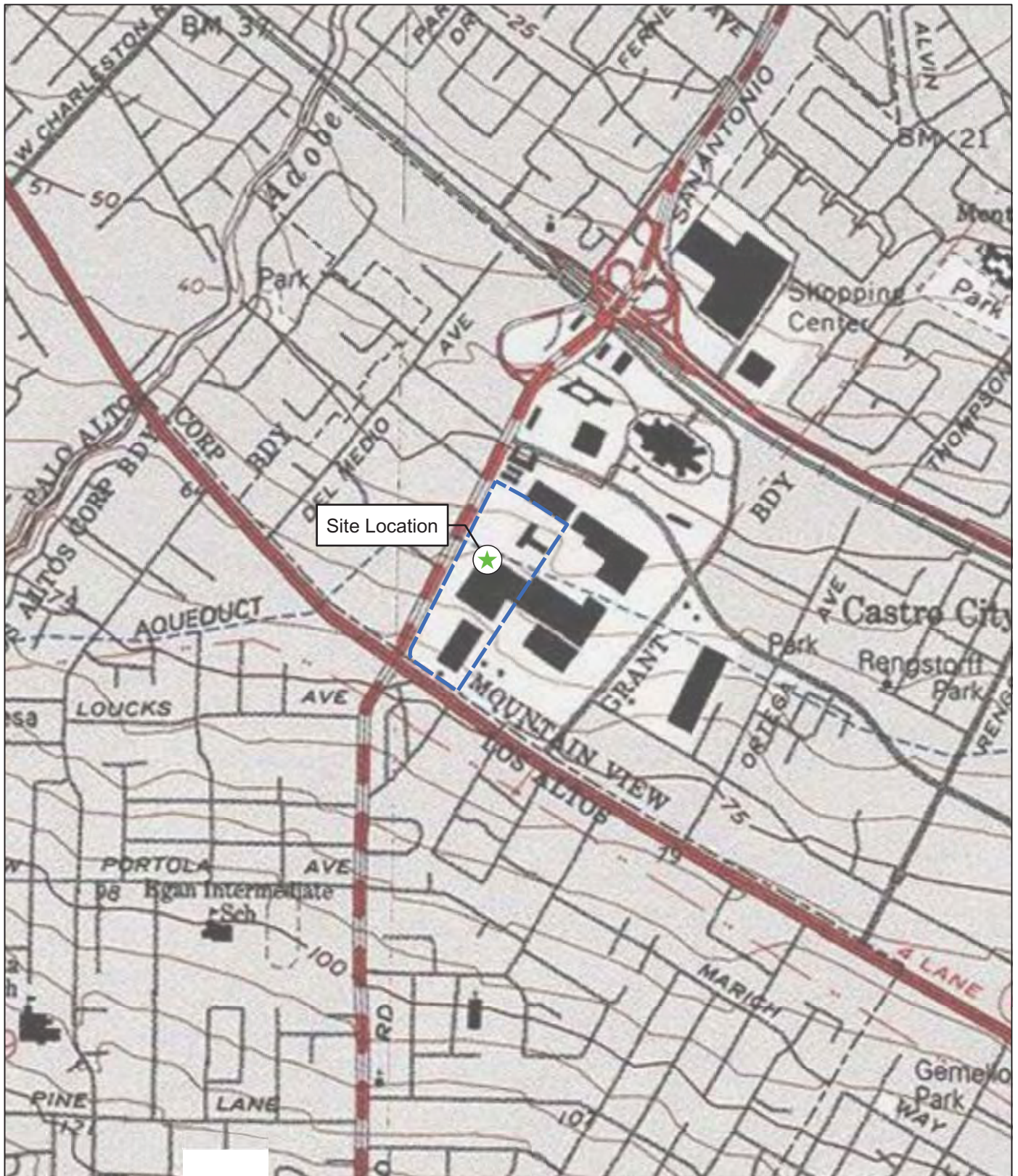
Section 12: Signature(s) of Environmental Professional(s)

I hereby certify that I have prepared this Phase I Environmental Site Assessment report for the San Antonio Center property, located at 455 San Antonio Road in Mountain View, California in accordance with the Scope and Limitation of ASTM Practice E 1527-05.

A handwritten signature in black ink, appearing to read 'J. Borum', written over a horizontal line.

Jeffrey D. Borum, P.G., C.E.G

Date 5 July 2011



Source: USGS Topographic Maps

TOR Environmental, Inc
 Phase 1 ESA
 San Antonio Center
 Mountain View, California

Site Location Map

Date: 7.5.11

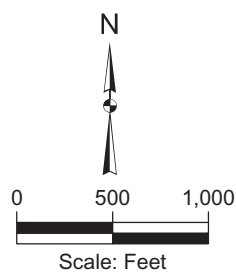


Figure 1

County of Santa Clara

Department of Environmental Health

1555 Berger Drive, Suite 300
San Jose, California 95112-2716
(408) 918-3400
www.EHinfo.org



December 20, 2010

Mr. Kenneth Davis
Dba Quality Tune Up
5509 Sunset Hills Court
San Jose, California 95138

Subject: Voluntary Cleanup Program, Quality Tune Up #1, 2580 West El Camino Real,
Mountain View, CA

Dear Mr. Davis:

The County of Santa Clara Department of Environmental Health (DEH) has reviewed the Results of Soil Sampling – Hydraulic Lift Removal Report prepared by your consultant Ground Zero Analysis, Inc. (GZA) and dated August 5, 2010. All aboveground structures have been removed from the site.

Based on our review, five soil samples were collected from 8-8.5 feet below the ground surface (ft bgs) following removal of 5 hydraulic lifts. The samples were analyzed for Total Petroleum Hydrocarbons as Hydraulic Oil (TPHho), Oil and Grease (O&G), Silica Gel Treated O&G, Benzene, Toluene, Ethylbenzene, Xylenes (BTEX) and Polychlorinated Biphenyls (PCBs). BTEX and PCBs were not reported to be present in any of the samples above the laboratory reporting limits. Maximum concentrations were reported of 470 parts per million (ppm) O&G, 150 ppm Silica Gel Treated O&G, and 270 ppm TPHho.

This site is also a closed Fuel Leak Investigation case (06S2W20D01f) and was closed on September 30, 1996. The case closure summary states that groundwater was present between 22-43 ft bgs and flowed to the northwest. At the time of case closure, residual contamination remained in soil of 975 ppm TPH as Gasoline (TPHg), 0.004 ppm Toluene, 0.2 ppm Ethylbenzene, and 0.005 ppm Xylenes; and in groundwater of 2,900 parts per billion (ppb) TPHg, 3.8 ppb Toluene, 35 ppb Ethylbenzene, 120 ppb Xylenes, and 17 ppb Methyl tert Butyl Ether (MtBE).

It is our understanding that the site will be redeveloped commercially and is located in a commercially zoned area. Based on review of the information provided, no further action is

Mr. Davis
December 20, 2010
Page 2 of 2

required at this time. It should be noted that any additional and/or previously unidentified contamination at this site might require further investigation or cleanup.

If you have any questions or need further assistance, please feel free to contact Ms. Lani Lee at (408) 918-1977.

Sincerely,



Michael Balliet
Acting Program Manager
Voluntary Cleanup Program

cc: MGP IX REIT LLC, 425 California St., 11th Floor, San Francisco, CA 94104-2102
Greg Stahl, Ground Zero Analysis, Inc., 1714 Main St., Escalon, CA 95320
Mountain View Community Development Department, 500 Castro Street, Mountain View,
CA 94041
File

KEH & ASSOCIATES, INC.

Soil and Groundwater Assessment
San Antonio Center
455 San Antonio Road, Mountain
View, California

Prepared for
Glaser Weil Fink Jacobs Howard Avchen & Shapiro LLP
Prepared by

Jeffrey D. Borum, P.G., C.E.G.
March 17, 2011

KEH PROJECT NUMBER GW006

TABLE OF CONTENTS

<u>SECTION 1: INTRODUCTION</u>	<u>2</u>
1.1 BACKGROUND	2
1.2 REGIONAL GEOLOGY	3
1.2.1 HYDROGEOLOGIC INFORMATION	3
<u>SECTION 2: SOIL AND GROUNDWATER ASSESSMENT</u>	<u>5</u>
2.1 SCOPE AND OBJECTIVES OF THE ASSESSMENT	5
2.2 IMPLEMENTATION, SOIL AND GROUNDWATER ASSESSMENT	5
2.3 SUMMARY OF GENERAL FIELD ACTIVITIES	5
2.3.1 UTILITY CLEARANCE	5
2.3.2 HEALTH & SAFETY	6
2.3.3 EQUIPMENT DECONTAMINATION	6
2.3.4 INVESTIGATION DERIVED WASTE	6
2.4 SOIL AND GROUNDWATER SAMPLING	7
2.4.1 LOCATIONS	7
2.4.2 SAMPLING METHODS AND ACTIVITIES	7
<u>SECTION 3: ANALYTICAL TESTING RESULTS</u>	<u>9</u>
3.1 SOIL	9
3.2 GROUNDWATER	9
<u>SECTION 4: CONCLUSIONS AND RECOMMENDATIONS</u>	<u>11</u>
4.1 CONCLUSIONS	11
4.2 RECOMMENDATIONS	11
<u>SECTION 5: LIMITATIONS</u>	<u>12</u>
<u>SECTION 6: REFERENCES</u>	<u>13</u>
TABLES 1 AND 2	
FIGURES 1-4	
APPENDICES:	A - (Boring Logs)
	B - (Geophysical Screening Report)
	C - (Analytical Laboratory Report)

Section 1: Introduction

KEH & Associates, Inc. (KEH) prepared this Soil and Groundwater Assessment report on behalf of Glaser Weil Fink Jacobs Howard Avchen and Shapiro LLP (Glaser Weil) documenting the background, planning, and implementation of a soil and groundwater assessment of the property located at 455 San Antonio Road, Mountain View, California (Figure 1). This project was undertaken at the request of Merlone Geier Partners as a part of the planning process for redevelopment of the property.

The proposed project plan includes the construction of a multi-use residential-commercial building integral with an underground parking structure that will extend approximately 18 feet below the ground surface (bgs). Subsurface investigation of the property suggests subgrade excavations for the building could intercept groundwater beneath the site.

As such soil will be exported and groundwater dewatering activities may be necessary during construction. Assessment of these media for hazardous waste prior to initiating the project is required to plan for their management and disposition. The purpose of this assessment was to sample and analyze soil and groundwater for chemical impacts based on historic land use information assembled as a part of a Phase I Environmental Site Assessment conducted in 2009.

1.1 Background

The San Antonio Center (SAC) is located at 455 San Antonio Road, Mountain View, California (Subject Property) between California Street and El Camino Real. It includes six (6) parcels (Assessor's Parcel Numbers 148-20-001 through 004, 148-22-001 and 002) encompassing approximately 16.34 acres of land.

This property was used for agricultural purposes until the mid-1950's when it was developed as a commercial shopping center, and has remained a commercial shopping center since that time. The Phase I Environmental Site Assessment, San Antonio Center reports 16 leaking underground storage tank sites within ½ mile of the Subject Property and four (4) dry cleaning businesses with ¼ mile of the Subject Property (Kennedy/Jenks, 2009). These businesses have a history of causing soil or groundwater contamination as well as a potential to impact neighboring properties and beyond. Fuel storage and distribution facilities and dry cleaning businesses use hazardous substances that can be detected in soil and groundwater using USEPA Methods 8260B and Method 8015M (USEPA SW846).

The San Antonio Center anchor tenant has been Sears since the property was developed in the mid-1950s. The existing store building is located over the area of the property slated for development of the underground parking garage/residential/retail shopping center. Architectural drawings of the proposed construction indicate the base of foundations for the new building may extend as deep as 18 feet bgs at some locations. Based on historic information, depth to groundwater at this site ranges between 16 to 20 feet bgs, and therefore, excavations for construction may require dewatering, groundwater collection, treatment and permitted disposal.

1.2 Regional Geology

The Santa Clara Valley is geologic structural trough formed within the confines of the San Andreas fault system in the San Francisco Bay area. The valley is bounded on the southwest by the Santa Cruz Mountains and the San Andreas fault and on the northeast by the Diablo Range and the Hayward fault. The Subject Property is underlain by Holocene continental alluvial and bay deposits. Plio-Pleistocene poorly sorted and stratified alluvial gravels, sands, silts and clays of the Santa Clara Formation underlie the Holocene deposits. These geologic formations were formed as a result of the uplift and erosion of the bordering Coast Range. Lithologic similarities make distinction of these two units difficult (DWR 1975). The two geologic formations unconformably overlie non-water bearing folded Tertiary rocks (CDMG, 1966).

Land uplift and subsidence in Santa Clara Valley due to the recharge and withdrawal of groundwater is well documented by several public agencies such as the Santa Clara Valley Water District (SCVWD) and the USGS (Poland and Ireland, 1988). An increase in the withdrawal of water from the Santa Clara Formation aquifer and a decrease in rainfall for the first half of the twentieth century resulted in a substantial drop in well levels and a corresponding land subsidence of approximately 13 feet. Subsidence in the Mountain View area between 1934 and 1967 is shown between 4 and 6 feet. Recovery efforts over the past quarter century, such as the import of water from outside sources and the construction of percolation ponds, have allowed water levels to partially recover in more permeable areas of the aquifer system. Recovery has not occurred where silt and clay soil structures have collapsed. The Subject Property is reported situated greater than 100-150 feet above the northern extent of the confined aquifer system.

1.2.1 Hydrogeologic Information

The unconsolidated Holocene clays silts and sands that underlie the Subject Property are the upper confining layer for the groundwater aquifer estimated to be at approximately 100-150 feet bgs. Artesian springs and flowing wells were common in the area prior to development and extraction as a water supply. Groundwater is unconfined around the valley margins and recharge of the confined aquifer is dependent on infiltration in these areas.

Groundwater information for the Subject Property and surrounding area was provided in an assessment of groundwater relating to a former underground storage tank release from at 2585 El Camino Real on the south side of San Antonio Center (Subject Property). Seven groundwater monitoring wells installed in this area recorded groundwater elevations between approximately 44.47 feet above mean sea level (amsl) and 43.98 feet amsl. Groundwater flowed towards the north (Ground Zero Analysis, 1996). The topography at the Subject Property slopes gently to the north and west and groundwater flow direction appears to mimic surface topography.

Groundwater was encountered in all four subsurface penetrations installed as a part of this assessment. The depth at which groundwater was encountered varied between 15 feet bgs in SAC1 (approximately 49 feet amsl) and over 20 feet bgs (approximately 44 feet amsl) in SAC4. Clay-rich soils temporarily blocked water flow through the borehole wall and as drilling advanced through deeper soils. If and when breakthrough occurred the sampling head was deeper and the occurrence and depth

of the water bearing materials became difficult to identify. Water was pushed along the soil's contact with the acetate sleeve in the core barrel making it difficult to precisely identify the water bearing zone within the soil core. Careful observation of the soil cores through the water zone suggest more permeable sands occur as discontinuous layers within the gravelly silty clay that dominates the upper 25 feet (Appendix A). The elevation of groundwater in this area of the Subject Property is very close to the elevation of groundwater observed at the Quality Tune Up site suggesting a larger perched groundwater layer approximately 44 feet amsl.

Section 2: Soil and Groundwater Assessment

2.1 Scope and Objectives of the Assessment

The purpose of the Soil and Groundwater Assessment was the evaluation of:

- 1) Presence and concentration of total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) in subsurface soils at multiple depths in four (4) locations within the footprint of the planned excavation.
- 2) Presence and concentration of TPH and VOCs in groundwater at four (4) locations within the footprint of the planned excavation.

The objective of the investigation was to provide analytical information to guide excavation planning including health & safety, excavation, handling, transportation, permitting, treatment and disposal of generated soil and groundwater as required for the project.

2.2 Implementation, Soil and Groundwater Assessment

On 9 February 2011, KEH & Associates, Inc. set up and conducted direct-push drilling activities over four (4) subsurface exploratory penetration locations selected within the planned footprint of the excavation for the proposed underground parking structure and shown on Figure 2. A push-probe type drill rig provided and operated by Vironex, Inc. was used to drive a 1 3/4-inch diameter macro core sampler at 4-foot intervals continuously coring soil to a depth of 25 feet bgs. All penetration points were hand augered to a depth of 5 feet bgs as an additional precautionary step to avoid damaging underground improvements should they be encountered. Vironex is a licensed driller in the State of California and was retained by KEH based on its qualifications and drilling experience in the area of the Subject Property.

Soil types were logged under the supervision of a State of California Professional Geologist in accordance with the Unified Soil Classification System. A detailed log of drilling activities and observations was compiled at each boring location at the time of the subsurface drilling and sampling activities (Appendix A). After total depth of the penetration was reached, the borehole was backfilled using a hydrated bentonite capped and finished with a pavement patch product.

2.3 Summary of General Field Activities

2.3.1 Utility Clearance

To initiate assessment of underground utilities that might be encountered during subsurface drilling and sampling activities, Underground Services Alert (USA) was contacted and informed of the pending subsurface assessment activities. USA notified all participating companies and agencies concerned about the protection of their underground improvements. Further, areas proposed for drilling were marked at

the property so that concerned parties could evaluate the potential for drilling to damage their facilities. KEH was contacted by each concerned company/public agency and provided with input regarding potential utility/drilling conflicts. KEH contacted the drilling subcontractor and provided the USA ticket numbers so they could independently verify precautionary utility clearances.

KEH retained ULS Services Corporation (ULS), an underground location service, to screen proposed drilling locations to verify and mark out areas of potential underground conflicts using a number of specialized geophysical instruments. Merlone Geier Partners provided KEH with "DEMO" and "AS-BUILT" drawings depicting underground improvements for the rear of the Sears building and ULS at the Subject Property on 18 February 2011 to establish each penetration point and discuss precautionary measures when commencing the work (Appendix B).

2.3.2 Health & Safety

KEH prepared a site specific Health & Safety Plan HASP for the project. The HASP identifies the potential hazards that could be encountered during performance of the proposed subsurface investigation. The HASP is consistent with current Federal Occupational Safety and Health Administration (OSHA) requirements for hazardous waste operations [29 Code of Federal Regulations (CFR) 1910.120 (e)]. All activities were conducted in Level D personal protective equipment (PPE). The HASP and specific tasks for the day was presented to workers in a meeting before initiating fieldwork at the Subject Property.

2.3.3 Equipment Decontamination

Drill rods were decontaminated prior to their advancement during direct push activities. Direct push rods were washed with potable water and a phosphate-free detergent using a brush as necessary. The probes were subsequently rinsed with potable or deionized water and air dried before each use. The direct-push rig was equipped with a containerized wash rack for decontamination activities.

2.3.4 Investigation Derived Waste

Investigation derived waste (IDW) generated from the sampling activities includes soil and equipment decontamination rinsate water. The rinsate water was mixed with soil residuals from the drilling and containerized in a 55-gallon DOT-approved drum. The IDW remains onsite pending a determination of the appropriate method of disposal based on the waste profiles generated from the analytical results. The material is scheduled to be disposed according to the appropriate rules and regulations. Disposal records will be provided to the Client upon receipt.

2.4 Soil and Groundwater Sampling

2.4.1 Locations

KEH selected penetration locations based on our understanding of the location of the proposed underground parking structure for the project. Borings were positioned within the proposed footprint taking in to consideration:

- Daily use and traffic patterns.
- Known underground utility conflicts.
- Proposed location relative to other locations drilled as a part of this investigation.

The four (4) penetration points were identified as SAC1 through SAC4 (Figure 2). SAC 1, SAC2 and SAC-3 were positioned on the west side of the Sears Building in the parking lot area between the building and San Antonio Road. SAC4 was positioned behind the Sears building on its southeast corner. All locations were positioned well away from concrete pavements within the asphalted parking area (Figure 2). The penetration locations were spread across the area based on the space accessible for drilling and our understanding of the proposed project.

USA and geophysical screening indicated potential underground utilities at several locations in the vicinity of our proposed penetration points. Care was taken to avoid these underground improvements and including the corridor traversed by the Hetch Hetchy Reservoir water conveyance pipeline to the north of the Sears building. ULS identified several underground anomalies that were successfully avoided during the drilling activities.

2.4.2 Sampling Methods and Activities

Four (4) soil samples were collected at depths between 6 and 20 feet bgs from each of the 4 borings drilled. Soil cores were extracted from the macro core sampler and organized by depth on the ground surface for logging purposes. Acetate core liners were splayed with a custom cutting tool and soils within were screened with a Photoionization Detector (PID). Soils were sampled using United States Environmental Protection Agency (USEPA) SW-846, Method 5035 protocol with a "Lock N' Load™" handle and soil syringe system to collect undisturbed measured soil cores for VOC analysis. Acetate sleeves were cut at selected intervals, fitted with Teflon lined end caps and labeled for total petroleum hydrocarbon analysis. Soil samples were labeled with the time, date, and sample number prior to being placed in a cooler packed with water ice.

A new 5-foot long, ¾-inch diameter PVC well screen was attached to 5 new ¾-inch PVC risers and lowered into the newly drilled hole. Teflon tubing was inserted down the riser pipe to the bottom of the well-screen and gently manipulated with an up and down motion pumping water to the surface evenly and slowly, minimizing turbulence. Sampling containers provided by the analytical laboratory were completely filled (no headspace), capped, and labeled prior to being placed in a cooler packed with water ice.

Analytical services were performed by Test America Laboratories, Inc. (Test America), a California Department of Health Services (DHS)-certified analytical laboratory. Test America provided soil and groundwater sample containers, coolers and labels as well as analytical services for the project. Test America's analytical laboratory report for the project is discussed below and included in Appendix C.

Section 3: Analytical Testing Results

Soil and groundwater samples were collected in the area proposed for the construction of a new mixed use complex with an underground parking garage. It is anticipated the proposed excavation will extend to a depth of up to 18 feet in localized areas. Analytical testing for identified chemicals of potential concern (COPC) was conducted on 16 soil samples and 4 groundwater samples to characterize the nature of impacts to soil slated for off-site disposition.

3.1 Soil

The analytical results from the soil sampling and testing task are shown on Table 1. A summary of soil detections is presented as follows:

Soil Testing Detection Summary

COPC (mg/Kg)	SAC1-7	SAC1-11	SAC 2-8	SAC4-15	SAC4-18
TPH DRO (C10-C28)	5	25	6.2	2.5	17
TPH MRO (C24-C36)	ND	110	ND	ND	57

The distribution of sampling points and the associated analytical results are shown on Figure 3. The highest concentrations of TPH diesel range organics (DRO), (C10-C28) were found in SAC1 at 11 feet bgs at a concentration of 25 mg/kg. A similar concentration of TPH diesel range organics were found at 18 feet bgs in SAC4-18 (17 mg/Kg). TPH motor oil range organics (MRO) (C24-C36) were also detected in SAC1 and SAC4 at depths of 11 and 18 feet respectively. SAC1-11 had TPH MRO range concentrations of 110 mg/kg while SAC4-18 revealed concentrations of 57 mg/kg. Detected concentrations of TPH were all under San Francisco Regional Water Quality Control Board's (SFRWQCB) Environmental Screening Levels (ESLs) for TPH and related compounds (CRWQCB, 2007). VOCs related to the TPH or any other source were not detected in the 16 soil samples analyzed.

3.2 Groundwater

The analytical results of the groundwater sampling and analysis task are shown in Table 2. A summary of detections in groundwater is presented as follows:

Groundwater Testing Detection Summary

COPC (ug/L)	SAC1	SAC2	SAC3	SAC4
Toluene	1.2	0.61	0.52	0.84
Total Xylenes	1.3	ND	ND	1.9

Toluene and total xylenes, VOCs most often associated with gasoline, were detected in groundwater samples. Toluene was detected at trace concentrations ranging between 0.52 and 1.2 ug/L at each of the four (4) locations sampled. Total xylenes were detected at SAC1 and SAC4 (Figure 4) at trace concentrations between 1.3 and 1.9 ug/L. VOCs in groundwater beneath the area evaluated as a part of this assessment were limited to toluene and total xylenes. Both VOCs were detected at concentrations well below their respective Maximum Contaminant Levels (MCLs). The MCL for toluene as regulated in the State of California is 150 ug/L and the MCL for total xylenes is 1,750 ug/L.

Section 4: Conclusions and Recommendations

4.1 Conclusions

The purpose of this environmental assessment was to characterize the type and concentration of potentially hazardous chemicals that may have impacted soil and groundwater within the footprint of a proposed mixed-use development that will include an underground parking garage. The encounter of impacted soil or groundwater during construction would require specific soil management, transport and disposal procedures be implemented as a part of the project.

Review of historical information collected as a part of a Phase I Environmental Site Assessment (ESA) prepared in 2009 in accordance with ASTM 1527-05 indicates the highest potential for impacts to soil and groundwater by hazardous wastes would be associated with surrounding commercial businesses. Businesses identified in the area with the highest potential to impact soil and/or groundwater at the Subject Property included fuel storage and distribution stations, vehicle maintenance facilities, and dry cleaning operations.

Laboratory analyses of 16 soil samples collected between approximately 6 and 20 feet bgs within the proposed excavation footprint were completed. Soil samples were analyzed for TPH by USEPA Method 8015B and VOCs by USEPA Method 8260B based on the chemicals of potential concern associated with the businesses screened during the Phase I ESA.

Soil testing results revealed maximum concentrations of TPH DRO (C10-C28) at 25 mg/kg and TPH MRO (C24-C36) at 110 mg/kg. These concentrations are below the SFRWQCB ESLs for TPH and related compounds. VOCs including TPH gasoline range organics (C5-C12) were not detected in the 16 soil samples collected as a part of the assessment of the Subject Property.

Laboratory analyses of groundwater samples collected from four (4) temporary wells during the assessment activities were completed. Groundwater samples were tested for concentrations of TPH by USEPA Method 8015B and VOCs by USEPA Method 8260B. Analytical testing revealed trace maximum concentrations of toluene and total xylenes of 1.2 ug/kg and 1.9 ug/kg respectively. These values are below MCLs as regulated in the State of California.

4.2 Recommendations

Based on the findings of this assessment of potential soil and groundwater impacts within the area planned for excavation, KEH does not recommend additional environmental testing at this time. KEH recommends this report be provided to selected qualified contractors for review during their project planning process.

Groundwater will be encountered during the excavation process below an approximate depth of 15 feet. The high moisture content of in-place soils may affect excavation processes and any required pumping and discharge of groundwater should occur in accordance with the discharge requirements specified by a site specific NPDES permit.

Section 5: Limitations

This report has been prepared for the exclusive use of Glaser Weil Fink Jacobs Howard Avchen and Shapiro LLP (Glaser Weil) and its authorized entities and agents. Any other use of this document, or any of its contents, would constitute unauthorized use. KEH & Associates, Inc. (KEH) is not responsible for misinterpretation of this report, or any of its contents or direct, incidental, indirect, or consequential damages (including loss of profits) incurred by the client or by any third party occasioned by services performed by KEH, or by the application or use of this report by the client or others.

The results contained in this report are based upon the information acquired during the various assessments and investigations. It is possible that variations at the property could exist beyond or between points explored during the course of the various investigations. Also, changes in conditions found could occur at some time in the future due to possible contaminant migration, variations in rainfall, temperature, and/or other factors not apparent at the time of field activities. Undocumented, unauthorized releases of hazardous materials, the remains of which are not readily identifiable by visual inspection and are of different chemical constituents, are difficult and often impossible to detect within the scope of a chemical specific investigation. KEH does not assume responsibility for the discovery and elimination of hazards that could possibly cause accidents, injuries, or damage unless those hazards were apparent, and should have been discovered, as a result of the services KEH performed for the Client. This document is based in part on information collected, compiled, or otherwise provided by entities other than KEH. KEH therefore makes no representation as to the adequacy or professionalism of those analysts, or to the thoroughness or validity of agency-generated information. Changes in regulatory policy and/or requirements and technological advances that post-date this report obviously are beyond the scope of this investigation and report.

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TABLES

SOIL AND GROUNDWATER ANALYTICAL TEST RESULTS

TABLE 2
SAN ANTONIO CENTER
GROUNDWATER ANALYTICAL RESULTS

Table 2. San Antonio Center Analytical Results (Groundwater)

Location ID		SAC1	SAC2	SAC3	SAC4
Depth		25	25	25	25
Sample ID	Units	SAC1	SAC2	SAC3	SAC4
Volatile Organic Compounds by GC/MS (SW846). Method: 8260B					
Acetone	ug/L	ND<50	ND<50	ND<50	ND<50
Benzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Bromobenzene (Phenyl bromide)	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
Bromochloromethane	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
Bromodichloromethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Bromoform (Tribromomethane)	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
Bromomethane (Methyl bromide)	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
2-Butanone (MEK)	ug/L	ND<50	ND<50	ND<50	ND<50
n-Butylbenzene	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
sec-Butylbenzene	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
tert-Butylbenzene	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
Carbon Disulfide	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Carbon tetrachloride	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Chlorobenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Chloroethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
2-Chloroethyl vinyl ether	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Chloroform (Trichloromethane)	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Chloromethane (Methyl chloride)	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
2-Chlorotoluene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
4-Chlorotoluene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,2-Dibromo-3-chloropropane (DBCP)	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
Dibromochloromethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,2-Dibromoethane (EDB)	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Dibromomethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,2-Dichlorobenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,3-Dichlorobenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,4-Dichlorobenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Dichlorodifluoromethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,1-Dichloroethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,2-Dichloroethane (EDC)	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,1-Dichloroethene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
cis-1,2-Dichloroethene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
trans-1,2-Dichloroethene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,2-Dichloropropane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,3-Dichloropropane	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
2,2-Dichloropropane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,1-Dichloropropene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
cis-1,3-Dichloropropene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
trans-1,3-Dichloropropene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Ethylbenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Hexachlorobutadiene	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
2-Hexanone	ug/L	ND<50	ND<50	ND<50	ND<50
Isopropylbenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
p-Isopropyltoluene	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
4-Methyl-2-pentanone (MIBK)	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Methyl-tert-butyl ether (MTBE)	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Methylene chloride (DCM)	ug/L	ND<5.0	ND<5.0	ND<5.0	ND<5.0
Naphthalene	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
n-Propylbenzene	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
Styrene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,1,1,2-Tetrachloroethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,1,2,2-Tetrachloroethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Tetrachloroethene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Toluene (Methyl benzene)	ug/L	1.2	0.61	0.52	0.84
1,2,3-Trichlorobenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,2,4-Trichlorobenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,1,1-Trichloroethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
1,1,2-Trichloroethane	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Trichloroethene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Trichlorofluoromethane	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
1,2,3-Trichloropropane	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
1,2,4-Trimethylbenzene	ug/L	ND<1.0	ND<1.0	ND<1.0	ND<1.0
1,3,5-Trimethylbenzene	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Vinyl Acetate	ug/L	ND<10	ND<10	ND<10	ND<10
Vinyl chloride (Chloroethene)	ug/L	ND<0.5	ND<0.5	ND<0.5	ND<0.5
Total Xylenes	ug/L	1.3	ND<0.5	ND<0.5	1.9
TPH as Gasoline Range Organics (GRO) Method: 8260B					
TPH as Gasoline Range Organics (GRO) (C5-C12)	mg/L	ND<0.50	ND<0.50	ND<0.50	ND<0.50
TPH as Diesel Range Organics (DRO) (GC) Method: 8015B					
TPH as Diesel Range (C10-C28)	mg/L	ND<54	ND<57	ND<55	ND<54
TPH as Motor Oil Range (C24-C36)	mg/L	ND<110	ND<110	ND<110	ND<110

Notes:

Bold indicates detected concentration.

"ND-X" Indicates the analyte was not detected at or above the reporting limit shown

"J" Indicates the analyte was detected; however, the analyte concentration is an estimated value.

FIGURES

FIGURE 1: Subject Property Location Map

FIGURE 2: Direct Push Penetration Points

FIGURE 3: Soil Analytical Detection Summary Distribution Map

FIGURE 4: Groundwater Analytical Detection Summary
Distribution Map

Appendix A

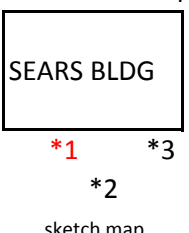
DIRECT PUSH BORING LOGS

KEH ASSOCIATES INC.

LOCATION OF BORING: <div style="text-align: center;">*4</div> <div style="text-align: center;"> </div>	JOB NO. GW006	LOCATION: 455 San Antonio Road Mountain View , CA
	DRILLING METHOD: Direct Push 4' drill rod	BORING NO. SAC-1
	SAMPLING METHOD: MacroCore	SHEET 1 of 2 DATE 2.9.11
notes: Free water encountered 16' bgs-18' bgs Continuous core soil sampling to 24' bgs.		


SAMPLE	NUMBER	RECVRY	USCS	DEPTH	DESCRIPTION	OVA	TIME
	hand auger to 5' bgs			0	asphalt surface	2.9	7:45
			CL	1	aggregate base moist, dark brown, CLAY		
				2			
				3			
			CL	4	slightly moist, dark brown CLAY		
	SAC-1-7			5		33	8:50
			CL	6	moist, mottled orange brown, pebbly CLAY		
				7			
	SAC-1-11			8		0.5	9:20
			CL	0	moist mottled orange brown and grey, pebbly silty CLAY		
				1			
	SAC-1-15			2		0.5	9:20
				3	slightly moist mottled orange brown pebbly silty CLAY		
				4			
			CL	5	moist orange-brown pebbly silty CLAY	0.5	9:20
				6	free water observed-tight clay soil		
		36		6	moist orange-brown pebbly silty CLAY		

KEH ASSOCIATES INC.

LOCATION OF BORING: <div style="text-align: center;">  <p style="text-align: center;">*4 SEARS BLDG *1 *3 *2 sketch map</p> </div>	JOB NO. GW006	LOCATION: 455 San Antonio Road Mountain View , CA
	DRILLING METHOD: Direct Push 4' drill rod	BORING NO. SAC-1
	SAMPLING METHOD: MacroCore	SHEET 2 of 2 DATE 2.9.11


SAMPLE	NUMBER	RECVRY	USCS	DEPTH	DESCRIPTION	OVA	TIME	
	SAC-1-18			7	moist mottled orange-brown-gray pebbly silty CLAY	1.5	10:00	
				8	wet, mottled light brown and gray pebbly silty CLAY ▼			
			CL	9				
			30	CL	0			wet mottled stiff light brown and gray, pebbly silty CLAY
					1			
					2			
				CL	3	moist, mottled orange brown, pebbly silty CLAY		
					4			
			48		4			
					5	grab groundwater sample, temp well screen, Teflon tubing BOH 24' bgs	1.2	10:05
					6			
					7			
					8			
				9				
				0				
				1				
				2				
				3				

KEH ASSOCIATES INC.

LOCATION OF BORING: <div style="text-align: center;">*4</div> <div style="text-align: center;">  </div> <div style="text-align: center;">*1 *3</div> <div style="text-align: center;">*2</div> sketch map	JOB NO. GW006 DRILLING METHOD: Direct Push <div style="text-align: center;">4' drill rod</div> SAMPLING METHOD: MacroCore	LOCATION: 455 San Antonio Road <div style="text-align: center;">Mountain View , CA</div> BORING NO. SAC-2 <table style="width: 100%; border: none;"> <tr> <td style="border: none;">SHEET</td> <td style="border: none;">DATE</td> </tr> <tr> <td style="border: none; text-align: center;">1 of 2</td> <td style="border: none; text-align: center;">2.9.11</td> </tr> </table> notes: Free water encountered ~ 20' bgs Continuous core soil sampling 5'- 24' bgs	SHEET	DATE	1 of 2	2.9.11
SHEET	DATE					
1 of 2	2.9.11					


SAMPLE	NUMBER	RECVRY	USCS	DEPTH	DESCRIPTION	OVA	TIME	
	hand auger to 5' bgs			0	asphalt surface		10:55	
				1	moist, dark brown, CLAY			
				2				
				3				
				4	CL	slightly moist, dark brown CLAY		
				5		5.2	11:30	
				6	CL	moist, mottled orange brown, pebbly CLAY		
				7		0.8		
		30		8			11:40	
SAC-2-8				9				
				10	CL	moist mottled orange brown and grey, pebbly silty CLAY	2.6	
				11				
				12			12:00	
SAC-2-12		42		13	CL	slightly moist mottled orange brown pebbly silty CLAY		
				14				
				15				
				16		1.7		
		46		17				

KEH ASSOCIATES INC.

LOCATION OF BORING:  *4 *1 *3 *2	JOB NO. GW006	LOCATION: 455 San Antonio Road Mountain View , CA	
	DRILLING METHOD: Direct Push 4' drill rod	BORING NO. SAC-2	
	SAMPLING METHOD: MacroCore	SHEET 2 of 2	DATE 2.9.11


SAMPLE	NUMBER	RECVRY	USCS	DEPTH	DESCRIPTION	OVA	TIME	
	SAC-2-16			7	moist, dark brown, CLAY			
			CL	8				
				9				
		46		0				free water encountered ▼
	SAC-2-20		CL	1	slightly moist, dark brown CLAY		12:43	
				2	moist, mottled orange brown, pebbly CLAY			
			CL	3				
				4				
		44		4	grab sample groundwater, temp well screen, Teflon tubing			13:05
				5	BOH 24' bgs			
				6				
				7				
				8				
				9				
				0				
			1					
			2					
			3					

KEH ASSOCIATES INC.

LOCATION OF BORING: *4  *1 *3 *2	JOB NO. GW006	LOCATION: 455 San Antonio Road Mountain View , CA	
	DRILLING METHOD: Direct Push 4' drill rod	BORING NO. SAC-3	
	SAMPLING METHOD: MacroCore	SHEET 1 of 2	DATE 2.9.11
	(Empty space for notes or additional data)		

SAMPLE	NUMBER	RECVRY	USCS	DEPTH	DESCRIPTION	OVA	TIME
	SAC-3-18			7	moist orange-brown gravelly sandy CLAY	1.0	15:45
			SM	8	grading sandier -moist orange brown silty SAND		
				9	moist orange brown gravelly clay lenses		
		46		0	wet clayey silty SAND at 20 ft bgs ▼		
			SM	1			
				2			
			SM	3	moist, mottled orange brown, silty SAND		
				4	sample groundwater temp well screen, teflon tubing		
				5	BOH @ 24' bgs		
				6			
			7				
			8				
			9				
			0				
			1				
			2				
			3				
						16:07	

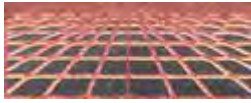
KEH ASSOCIATES INC.

LOCATION OF BORING: <div style="text-align: center;">  </div> *1 *3 *2 sketch map	JOB NO. JW006 DRILLING METHO Direct Push 4' drill rod SAMPLING METHO MacroCore	LOCATION: 455 San Antonio Road Mountain View , CA BORING NO. SAC-4 SHEET 1 of 2 DATE 2.9.11 notes: Free water seeps into hole at bottom 9 mins Continuous core soil sampling 5'-24' bgs
---	---	---

SAMPLE	NUMBER	RECVRY	USCS	DEPTH	DESCRIPTION	OVA	TIME	
	hand auger to 5' bgs			0	asphalt surface		16:55	
				1	aggregate base rock			
			CL	2	moist, dark brown, gravelly sandy silty CLAY			
				3	color changes to orange-brown gravelly silty CLAY			
				4				
	SAC4-6		CL	5	moist, mottled orange brown, gravelly sandy CLAY		17:18	
				6				
				7	rock in shoe -trip out-extract rock		17:25	
	SAC4-11			8				
				9				
			CL	0	moist mottled orange brown and grey, gravelly silty CLAY			
		22		1				
				2				
	SAC4-15		CL	3	slightly moist mottled orange brown gravelly silty sandy CLAY			17:48
				4				
				5				
			42		6			

Appendix B

ULS Corporation Geophysical Screening Report



ULS SERVICES CORP

GEOMARKOUT LOCATING CO a trade name of ULS

Work Order Agreement

SEATTLE / ALASKA / SAN DIEGO / LA / SAC / HAW

WWW.ULSSERVICES.COM

WWW.GEOMARKOUT.COM

CORPORATE ADDRESS

P.O. Box 724, Pocatello, ID 83204 (Mail only)
6742 West Buckskin Rd., Pocatello, Id 83204

FIELD SERVICES:

SEATTLE/ SAC / AK / HAW-PACIFIC RIM

1 866 804-5734

SOCAL

1 800 528-8206

Job Site Location 455 San Antonio Rd		Job PO TO	
City, State Mountain View, CA		Job Date 2-4-11	
CLIENT KEH		LABOR HOURS W/REPORT/ HRS 4	
ADDRESS		FAXED	
CITY, STATE, ZIP		TELEPHONED	
PHONE/FAX		HAND DELIVERED	
E-MAIL		E-MAILED	
WORK REQUESTED: UTILITY SURVEY AT 5 PROPOSED LOCATIONS			
WORK PERFORMED		PRELIMINARY REVIEW OF CLIENT PROVIDED UTILITY DRAWINGS/AS-BUILTS: NONE	
VISUAL SITE INSPECTION (MANHOLES, DRAINS): SURFACE ONLY YES		EMPCCL CONDUCTIVE UTILITY SURVEY: CHECKED GAS:X ELECTRIC: X COMM.: X WATER: X	
EMIMD METAL DETECTION SURVEY : AMBIENT NOISE AND SETTINGS		EM INSERTION : NF - INSERTION METHODS NOT PROVIDED DUE TO HEALTH AND SAFETY. SEE NOTES BELOW REGARDING LATERALS	
LOW NOISE	GAIN 6.5	LOW ELV	
REBAR IN CONCRETE ?			
GPR NON-CONDUCTIVE SURVEY: POOR RESULTS		CLIENT ON-SITE REVIEW OF FINDINGS: NO	
GENERAL LIMITATIONS			
<p>NOTE: The work described herein is performed to industry standards (or higher) using multiple methodology and QA/QC protocol. ULS cannot guarantee the accuracy or the ability to detect all underground facilities and potential interferences. Non-conductive or conductive utilities/facilities may not be detected due to variables and constraints beyond ULS control. Where known, constraints and limitations will be brought to the client's attention. Excavation work may result in injury to persons and/or damage to facilities. Client and/or excavator are advised to take all steps necessary to avoid contact with underground facilities. This includes, but is not limited to, safe digging practices, hand tooling in congested areas and within two feet on side of marked utilities (distance may vary by law), utility drawing review, site facilities representative review, and "one-call" utilities notification. ULS and its representatives are not responsible for injury to persons or damage to facilities. This document and accompanying pages will be delivered to the client before commencement of intrusive work for the client's review. If any questions arise, please notify our office immediately.</p> <p>NOTE: Specific comments/limitations/constraints, known and recognized will be recorded on attached pages (field notes). Caution – some facilities (conductive or non- conductive) may not be detected. Not all limitations and constraints may be recognized.</p>			
SIGNATURE OF ULS REPRESENTATIVE ON-SITE CHRIS REIMER		PAGE 1	OF 1

ULS SERVICES CORPORATION

GEOMARKOUT LOCATING Co a tradename

SAN DIEGO-LA . SF-SAC . SEATTLE . ALASKA . HAWAII-GUAM
 1 (800) 528-8206 www.geomarkout.com 1 (856) 804-5734
 A Veteran Owned Small Business

GEOMARKOUT

a trade name of ULS Services Corp (23 years Any)

CLIENT KEH
LOCATION 455 SAN ANTONIO RD
DATE 2-4-11

METHODS AND GENERAL OBSERVATIONS:

METHODS:

ARRIVED SITE AND COMPLETED H&S TAILGATE. SET UP DELINEATORS AROUND VEHICLE AND NEAR BLINDSPOTS AND ENTRY WAYS. MADE GENERAL SITE WALK TO REVIEW SURVEY AREAS (PROPOSED ZONES). CHECKED FOR SURFACE UTILITY MANIFESTATIONS SUCH AS VALVES, METERS, CONDUITS, TRENCHING SEAMS, VAULT LIDS AND EXISTING ONE CALL MARKINGS. BEGAN MARKOUT WORK.

METHODS UTILIZED INCLUDE: EM PIPE AND CABLE LOCATOR USING AMBIENT, GROUND INDUCTION AND CONNECTION MODE SWEEPS. EM INDUCTION METAL DETECTOR AND GPR. A CARTISIAN GRID PATH IS WALKED AT EACH PROPOSED ZONE USING ALL METHODOLOGY. OBSERVATIONS ARE MARKED WITH WHITE AND/OR PINK PAINT. ZONE IS MARKED OUT WITH WHITE AND/OR PINK MARKINGS (REFER TO PHOTOS).

SITE CALIBRATION - GENERAL OBSERVATIONS

EM PIPE AND CABLE TRANSMITTER TO RECIEVER (GROUND INDUCTION AND CONNECTION) BROADCASTING IS ___GOOD___ ATTENUATION EFFECTS FROM CONCRETE STEEL REINFORCEMENT ___NIL___
 EMIMD METAL DETECTOR BACKGROUND EM NOISE IS ___LOW___
 GPR PENETRATION AND RESOLUTION IS ___1 TO 2 FT AND POOR___.

SEE QA / QC OBSERVATION COMMENTS TO RIGHT SIDE AND SPECIFIC OBSERVATIONS / COMMENTS BELOW >

	QA / QC Follows
X	SITE WALK
X	VISUALS
X	ONECALL /DIG ALERT RECALL?
X	UTILITY MAINS
X	ELECTRIC -
X	TELEPHONE -
X	NAT GAS METER PRESENT?
X	WATER PVC?
X	SEWER/STORM
X	SEWER LATERAL
X	CAUTION
X	CAUTION PVC WATER
X	OTHER
N O	FUELS SYSTEM
	USTS
	PIPING
	VENTS

ULS / GEOMARKOUT

a trade name of ULS Services Corp (23 years Any)

CLIENT KEH
LOCATION 455 SAN ANTONIO RD
DATE 2-4-11

SPECIFIC OBSERVATIONS AND COMMENTS OR CONCERNS:

Five locations pre-marked in the field by KEH our designated as ULS#1 through ULS#5.

ULS 1 One unknown signal was found trending east into the survey zone and turning north continuing out of the survey zone. No other signals were found impacting the survey zone.

ULS 2 No signals were found within the survey zone limits however a signal was found trending east-west directly south of the curb in the rocks planter.

ULS 3 One unknown signal was found trending east to the survey zone and turning north before entering the survey zone.

Some caution is advised in the area of these three points for possible PVC water lines associated with irrigation. No signals were found and GPR results were poor.

ULS 4 No signals were found in conflict at this location however some caution is advised for storm drain lines referenced above. Direct connection to the natural gas tracer wire located at the meters north east in the walkway showed a signal trending east away from the survey zone. Direct connection to water lines showed mixed results with a signal found trending west through the pickup area and remaining outside the survey zones. Some caution is advised in these areas for possible PVC water lines.

ULS 5 Point is located in the pickup and delivery area east of the building. Main electric and telephone lines remain south and away from the survey zone. There is a visible trench patching and or saw cuts for trench patching trending north to south through the east edge of the survey zone. No signal was found consistent with this patching. One unknown signal was found trending north south between buildings and on the east side of the survey zone. The storm drain inlet north east of the survey zone shows a visual trend north east to the storm drain manhole. Visual observation at the manhole showed piping consistent with the trend from the storm drain inlet. Additionally three other pipes are observed trending north, west and southwest from the manhole at a depth of approximately two feet. GPR transects around the manhole showed no parabolic response and are consistent with poor results throughout the area.

END REPORT / REFER TO PHOTOS.

LOCATE ENERGY ISOLATION INCLUDING WATER AT THIS SITE AND SAWCUT, JACKHAMMER, AIRKNIFE DIG CAREFULLY IN EACH LOCATION.

C Reimer
ULS Services
2-4-11

ULS#5

possible trench cut
NO signal EM or GPR

unknown
utility

ULS/KEH
455 San Antonio
2-4-11
#ULS5

ULS#5

storm Inlet

UNKNOWN
? Trench Cut

STORM Drain

ULS#4

ULS/KEH
455 Som Antoniq
2-4-11
ULS #4 + 5



ULS#4

UNKNOWN
trench cut

Storm
Drain

ULS/KEH
455 San Antonio
2-4-11
ULS#4



To
Storm
Inlet
near
ULS#5

?

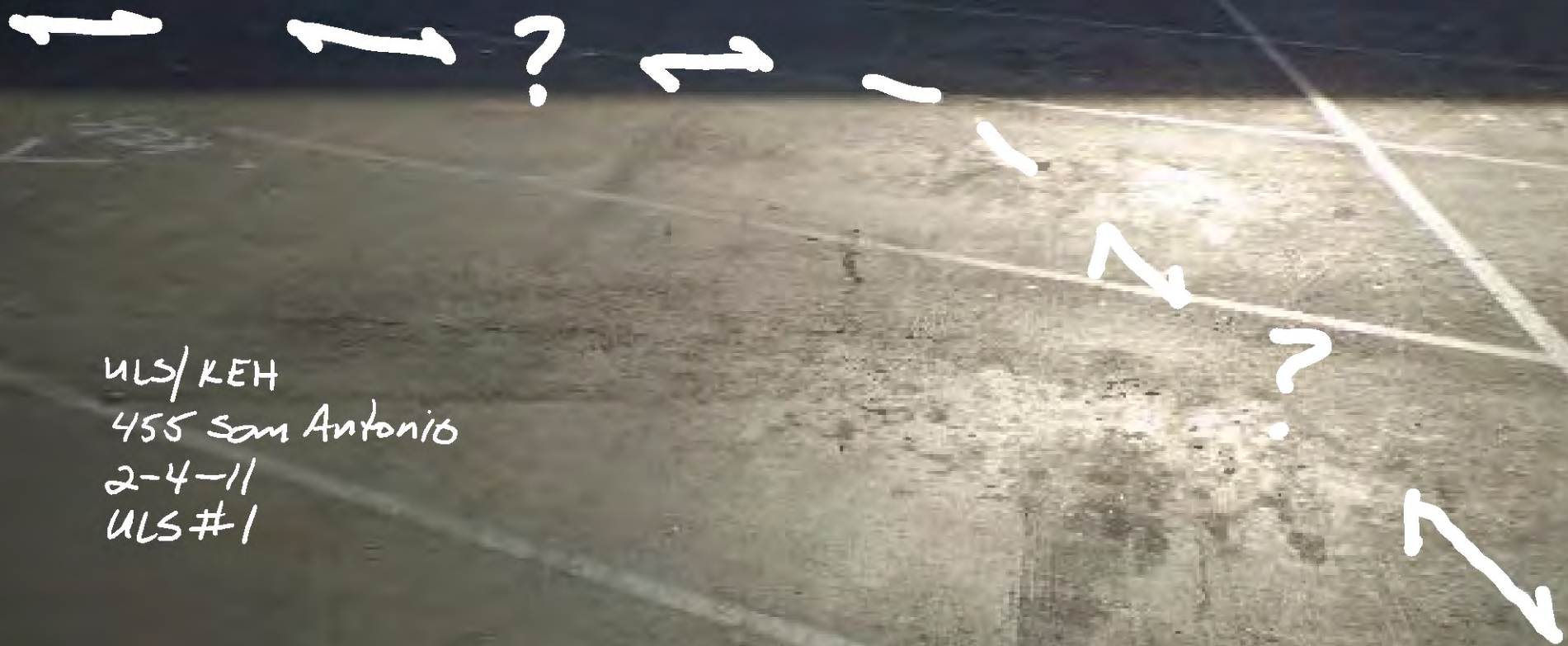
?

?

UNKNOWN
Signal



ULS/KEIK
455 Sam Antonio
2411
ULS #3



ULS/KEH
455 Sam Antonio
2-4-11
ULS#1



← ? ←
←
← UNKNOWN

ULS/KEH
455 Sam Antonio
2-4-11
ULS#2

ULS

←

←



Appendix C

Test America Analytical Laboratory Report

TestAmerica

THE LEADER IN ENVIRONMENTAL TESTING

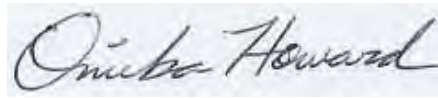
ANALYTICAL REPORT

TestAmerica Laboratories, Inc.
TestAmerica San Francisco
1220 Quarry Lane
Pleasanton, CA 94566
Tel: (925)484-1919

TestAmerica Job ID: 720-33294-1
Client Project/Site: San Antonio Center

For:
KEH & Associates, Inc.
2434 Auto Park Way
Suite 100
Escondido, California 92029

Attn: Jeff Borum



Authorized for release by:
2/16/2011 11:09 AM

Onieka Howard
Project Manager I
onieka.howard@testamericainc.com

LINKS

Review your project
results through
Total Access

Have a Question?



Visit us at:
www.testamericainc.com

This report has been electronically signed and authorized by the signatory. Electronic signature is intended to be the legally binding equivalent of a traditionally handwritten signature.

- 1
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- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13



Table of Contents

Cover Page	1
Table of Contents	2
Definitions	3
Case Narrative	4
Detection Summary	5
Client Sample Results	7
QC Sample Results	35
QC Association	47
Certification Summary	50
Method Summary	51
Sample Summary	52
Chain of Custody	53
Sample Receipt Checklist	55

Qualifier Definition/Glossary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Qualifiers

GC/MS VOA

Qualifier	Qualifier Description
X	Surrogate is outside control limits

Glossary

Glossary	Glossary Description
☼	Listed under the "D" column to designate that the result is reported on a dry weight basis.

1

2

3

4

5

6

7

8

9

10

11

12

13

Case Narrative

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Job ID: 720-33294-1

Laboratory: TestAmerica San Francisco

Narrative

Job Narrative
720-33294-1

Comments

No additional comments.

Receipt

1/ COC says diesel w/ silica gel but per client request not logged for silica gel cleanup.
2/ Sample SAC2-18 has sampling time as 10:00 on COC but 10:15 on container. Logged in as on COC.

All other samples were received in good condition within temperature requirements.

GC/MS VOA

Method(s) 8260B: The internal standard of 1,4-Dichlorobenzene-d4 was low for sample SAC3-8.5 and only one vial was provided by client.

No other analytical or quality issues were noted.

GC Semi VOA

Method(s) 8015B: Concentrations reported represent individual or discrete peaks: SAC3-18.

No other analytical or quality issues were noted.

Metals

No analytical or quality issues were noted.

Organic Prep

No analytical or quality issues were noted.



Detection Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC1-7

Lab Sample ID: 720-33294-1

Analyte	Result	Qualifier	RL	MDL	Unit	Dil	Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	24		0.99		mg/Kg	1			8015B	Total/NA
Motor Oil Range Organics [C24-C36]	50		49		mg/Kg	1			8015B	Total/NA

Client Sample ID: SAC1-11

Lab Sample ID: 720-33294-2

Analyte	Result	Qualifier	RL	MDL	Unit	Dil	Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	43		2.0		mg/Kg	2			8015B	Total/NA
Motor Oil Range Organics [C24-C36]	150		99		mg/Kg	2			8015B	Total/NA

Client Sample ID: SAC1-15

Lab Sample ID: 720-33294-3

No Detections.

Client Sample ID: SAC1-18

Lab Sample ID: 720-33294-4

No Detections.

Client Sample ID: SAC2-8

Lab Sample ID: 720-33294-5

Analyte	Result	Qualifier	RL	MDL	Unit	Dil	Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	6.2		0.99		mg/Kg	1			8015B	Total/NA

Client Sample ID: SAC2-12

Lab Sample ID: 720-33294-6

No Detections.

Client Sample ID: SAC2-16

Lab Sample ID: 720-33294-7

No Detections.

Client Sample ID: SAC2-20

Lab Sample ID: 720-33294-8

No Detections.

Client Sample ID: SAC3-8.5

Lab Sample ID: 720-33294-9

No Detections.

Client Sample ID: SAC3-12

Lab Sample ID: 720-33294-10

No Detections.

Client Sample ID: SAC3-15

Lab Sample ID: 720-33294-11

No Detections.

Client Sample ID: SAC3-18

Lab Sample ID: 720-33294-12

Analyte	Result	Qualifier	RL	MDL	Unit	Dil	Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	2.3		0.99		mg/Kg	1			8015B	Total/NA

Client Sample ID: SAC4-6

Lab Sample ID: 720-33294-13

No Detections.

Detection Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC4-11

Lab Sample ID: 720-33294-14

No Detections.

Client Sample ID: SAC4-15

Lab Sample ID: 720-33294-15

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	2.5		0.99		mg/Kg	1		8015B	Total/NA

Client Sample ID: SAC4-18

Lab Sample ID: 720-33294-16

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	34		2.0		mg/Kg	2		8015B	Total/NA
Motor Oil Range Organics [C24-C36]	150		100		mg/Kg	2		8015B	Total/NA

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC1-7

Date Collected: 02/09/11 08:20

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-1

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Acetone	ND		43		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Benzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Dichlorobromomethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Bromobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Chlorobromomethane	ND		17		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Bromoform	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Bromomethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
2-Butanone (MEK)	ND		43		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
n-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
sec-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
tert-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Carbon disulfide	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Carbon tetrachloride	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Chlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Chloroethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Chloroform	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Chloromethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
2-Chlorotoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
4-Chlorotoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Chlorodibromomethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,2-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,3-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,4-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,3-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,1-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,2-Dibromo-3-Chloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Ethylene Dibromide	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Dibromomethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Dichlorodifluoromethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,1-Dichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,2-Dichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,1-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
cis-1,2-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
trans-1,2-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,2-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
cis-1,3-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
trans-1,3-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Ethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Hexachlorobutadiene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
2-Hexanone	ND		43		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Isopropylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
4-Isopropyltoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Methylene Chloride	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
4-Methyl-2-pentanone (MIBK)	ND		43		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Naphthalene	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
N-Propylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Styrene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,1,1,2-Tetrachloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,1,1,2,2-Tetrachloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC1-7

Date Collected: 02/09/11 08:20

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-1

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Tetrachloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Toluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,2,3-Trichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,2,4-Trichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,1,1-Trichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,1,2-Trichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Trichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Trichlorofluoromethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,2,3-Trichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,2,4-Trimethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
1,3,5-Trimethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Vinyl acetate	ND		43		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Vinyl chloride	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Xylenes, Total	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
2,2-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 13:59	1
Gasoline Range Organics (GRO) -C5-C12	ND		220		ug/Kg		02/09/11 20:45	02/10/11 13:59	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	86		65 - 117	02/09/11 20:45	02/10/11 13:59	1
1,2-Dichloroethane-d4 (Surr)	103		73 - 140	02/09/11 20:45	02/10/11 13:59	1
Toluene-d8 (Surr)	94		84 - 116	02/09/11 20:45	02/10/11 13:59	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	24		0.99		mg/Kg		02/10/11 14:22	02/11/11 11:19	1
Motor Oil Range Organics [C24-C36]	50		49		mg/Kg		02/10/11 14:22	02/11/11 11:19	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	104		31 - 114	02/10/11 14:22	02/11/11 11:19	1

Client Sample ID: SAC1-11

Date Collected: 02/09/11 08:50

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-2

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Acetone	ND		47		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Benzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Dichlorobromomethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Bromobenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Chlorobromomethane	ND		19		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Bromoform	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Bromomethane	ND		9.4		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
2-Butanone (MEK)	ND		47		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
n-Butylbenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
sec-Butylbenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
tert-Butylbenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Carbon disulfide	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC1-11

Lab Sample ID: 720-33294-2

Date Collected: 02/09/11 08:50

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Carbon tetrachloride	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Chlorobenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Chloroethane	ND		9.4		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Chloroform	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Chloromethane	ND		9.4		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
2-Chlorotoluene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
4-Chlorotoluene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Chlorodibromomethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,2-Dichlorobenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,3-Dichlorobenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,4-Dichlorobenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,3-Dichloropropane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,1-Dichloropropene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,2-Dibromo-3-Chloropropane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Ethylene Dibromide	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Dibromomethane	ND		9.4		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Dichlorodifluoromethane	ND		9.4		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,1-Dichloroethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,2-Dichloroethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,1-Dichloroethene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
cis-1,2-Dichloroethene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
trans-1,2-Dichloroethene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,2-Dichloropropane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
cis-1,3-Dichloropropene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
trans-1,3-Dichloropropene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Ethylbenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Hexachlorobutadiene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
2-Hexanone	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Isopropylbenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
4-Isopropyltoluene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Methylene Chloride	ND		9.4		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
4-Methyl-2-pentanone (MIBK)	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Naphthalene	ND		9.4		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
N-Propylbenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Styrene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,1,1,2-Tetrachloroethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,1,2,2-Tetrachloroethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Tetrachloroethene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Toluene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,2,3-Trichlorobenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,2,4-Trichlorobenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,1,1-Trichloroethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,1,2-Trichloroethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Trichloroethene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Trichlorofluoromethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,2,3-Trichloropropane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,2,4-Trimethylbenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
1,3,5-Trimethylbenzene	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Vinyl acetate	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC1-11

Date Collected: 02/09/11 08:50

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-2

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Vinyl chloride	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Xylenes, Total	ND		9.4		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
2,2-Dichloropropane	ND		4.7		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Gasoline Range Organics (GRO) -C5-C12	ND		240		ug/Kg		02/09/11 20:45	02/10/11 14:30	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	86		65 - 117				02/09/11 20:45	02/10/11 14:30	1
1,2-Dichloroethane-d4 (Surr)	104		73 - 140				02/09/11 20:45	02/10/11 14:30	1
Toluene-d8 (Surr)	94		84 - 116				02/09/11 20:45	02/10/11 14:30	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	43		2.0		mg/Kg		02/10/11 14:22	02/11/11 09:28	2
Motor Oil Range Organics [C24-C36]	150		99		mg/Kg		02/10/11 14:22	02/11/11 09:28	2
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
p-Terphenyl	72		31 - 114				02/10/11 14:22	02/11/11 09:28	2

Client Sample ID: SAC1-15

Date Collected: 02/09/11 09:20

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-3

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Acetone	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Benzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Dichlorobromomethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Bromobenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Chlorobromomethane	ND		17		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Bromoform	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Bromomethane	ND		8.3		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
2-Butanone (MEK)	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
n-Butylbenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
sec-Butylbenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
tert-Butylbenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Carbon disulfide	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Carbon tetrachloride	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Chlorobenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Chloroethane	ND		8.3		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Chloroform	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Chloromethane	ND		8.3		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
2-Chlorotoluene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
4-Chlorotoluene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Chlorodibromomethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,2-Dichlorobenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,3-Dichlorobenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,4-Dichlorobenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,3-Dichloropropane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,1-Dichloropropene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC1-15

Lab Sample ID: 720-33294-3

Date Collected: 02/09/11 09:20

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,2-Dibromo-3-Chloropropane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Ethylene Dibromide	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Dibromomethane	ND		8.3		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Dichlorodifluoromethane	ND		8.3		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,1-Dichloroethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,2-Dichloroethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,1-Dichloroethene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
cis-1,2-Dichloroethene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
trans-1,2-Dichloroethene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,2-Dichloropropane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
cis-1,3-Dichloropropene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
trans-1,3-Dichloropropene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Ethylbenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Hexachlorobutadiene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
2-Hexanone	ND		42		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Isopropylbenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
4-Isopropyltoluene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Methylene Chloride	ND		8.3		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
4-Methyl-2-pentanone (MIBK)	ND		42		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Naphthalene	ND		8.3		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
N-Propylbenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Styrene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,1,1,2-Tetrachloroethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,1,2,2-Tetrachloroethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Tetrachloroethene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Toluene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,2,3-Trichlorobenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,2,4-Trichlorobenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,1,1-Trichloroethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,1,2-Trichloroethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Trichloroethene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Trichlorofluoromethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,2,3-Trichloropropane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,2,4-Trimethylbenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
1,3,5-Trimethylbenzene	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Vinyl acetate	ND		42		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Vinyl chloride	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Xylenes, Total	ND		8.3		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
2,2-Dichloropropane	ND		4.2		ug/Kg		02/09/11 20:45	02/10/11 15:00	1
Gasoline Range Organics (GRO) -C5-C12	ND		210		ug/Kg		02/09/11 20:45	02/10/11 15:00	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	84		65 - 117	02/09/11 20:45	02/10/11 15:00	1
1,2-Dichloroethane-d4 (Surr)	102		73 - 140	02/09/11 20:45	02/10/11 15:00	1
Toluene-d8 (Surr)	92		84 - 116	02/09/11 20:45	02/10/11 15:00	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		1.0		mg/Kg		02/10/11 14:22	02/11/11 12:07	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC1-15

Date Collected: 02/09/11 09:20

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-3

Matrix: Solid

Method: 8015B - Diesel Range Organics (DRO) (GC) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/10/11 14:22	02/11/11 12:07	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
p-Terphenyl	97		31 - 114				02/10/11 14:22	02/11/11 12:07	1

Client Sample ID: SAC1-18

Date Collected: 02/09/11 10:00

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-4

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Acetone	ND		44		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Benzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Dichlorobromomethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Bromobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Chlorobromomethane	ND		17		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Bromoform	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Bromomethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
2-Butanone (MEK)	ND		44		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
n-Butylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
sec-Butylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
tert-Butylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Carbon disulfide	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Carbon tetrachloride	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Chlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Chloroethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Chloroform	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Chloromethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
2-Chlorotoluene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
4-Chlorotoluene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Chlorodibromomethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,2-Dichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,3-Dichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,4-Dichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,3-Dichloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,1-Dichloropropene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,2-Dibromo-3-Chloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Ethylene Dibromide	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Dibromomethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Dichlorodifluoromethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,1-Dichloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,2-Dichloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,1-Dichloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
cis-1,2-Dichloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
trans-1,2-Dichloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,2-Dichloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
cis-1,3-Dichloropropene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
trans-1,3-Dichloropropene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Ethylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Hexachlorobutadiene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC1-18

Lab Sample ID: 720-33294-4

Date Collected: 02/09/11 10:00

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
2-Hexanone	ND		44		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Isopropylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
4-Isopropyltoluene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Methylene Chloride	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
4-Methyl-2-pentanone (MIBK)	ND		44		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Naphthalene	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
N-Propylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Styrene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,1,1,2-Tetrachloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,1,2,2-Tetrachloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Tetrachloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Toluene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,2,3-Trichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,2,4-Trichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,1,1-Trichloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,1,2-Trichloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Trichloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Trichlorofluoromethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,2,3-Trichloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,2,4-Trimethylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
1,3,5-Trimethylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Vinyl acetate	ND		44		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Vinyl chloride	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Xylenes, Total	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
2,2-Dichloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 15:30	1
Gasoline Range Organics (GRO) -C5-C12	ND		220		ug/Kg		02/09/11 20:45	02/10/11 15:30	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	86		65 - 117	02/09/11 20:45	02/10/11 15:30	1
1,2-Dichloroethane-d4 (Surr)	103		73 - 140	02/09/11 20:45	02/10/11 15:30	1
Toluene-d8 (Surr)	93		84 - 116	02/09/11 20:45	02/10/11 15:30	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		0.99		mg/Kg		02/10/11 14:22	02/11/11 12:31	1
Motor Oil Range Organics [C24-C36]	ND		49		mg/Kg		02/10/11 14:22	02/11/11 12:31	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	93		31 - 114	02/10/11 14:22	02/11/11 12:31	1

Client Sample ID: SAC2-8

Lab Sample ID: 720-33294-5

Date Collected: 02/09/11 11:55

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Acetone	ND		43		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Benzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Dichlorobromomethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1

TestAmerica San Francisco

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC2-8

Date Collected: 02/09/11 11:55

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-5

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Bromobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Chlorobromomethane	ND		17		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Bromoform	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Bromomethane	ND		8.6		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
2-Butanone (MEK)	ND		43		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
n-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
sec-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
tert-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Carbon disulfide	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Carbon tetrachloride	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Chlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Chloroethane	ND		8.6		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Chloroform	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Chloromethane	ND		8.6		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
2-Chlorotoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
4-Chlorotoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Chlorodibromomethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,2-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,3-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,4-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,3-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,1-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,2-Dibromo-3-Chloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Ethylene Dibromide	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Dibromomethane	ND		8.6		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Dichlorodifluoromethane	ND		8.6		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,1-Dichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,2-Dichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,1-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
cis-1,2-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
trans-1,2-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,2-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
cis-1,3-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
trans-1,3-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Ethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Hexachlorobutadiene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
2-Hexanone	ND		43		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Isopropylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
4-Isopropyltoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Methylene Chloride	ND		8.6		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
4-Methyl-2-pentanone (MIBK)	ND		43		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Naphthalene	ND		8.6		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
N-Propylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Styrene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,1,1,2-Tetrachloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,1,2,2-Tetrachloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Tetrachloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Toluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,2,3-Trichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,2,4-Trichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC2-8

Lab Sample ID: 720-33294-5

Date Collected: 02/09/11 11:55

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,1,1-Trichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,1,2-Trichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Trichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Trichlorofluoromethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,2,3-Trichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,2,4-Trimethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
1,3,5-Trimethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Vinyl acetate	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Vinyl chloride	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Xylenes, Total	ND		8.6		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
2,2-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 16:01	1
Gasoline Range Organics (GRO) -C5-C12	ND		220		ug/Kg		02/09/11 20:45	02/10/11 16:01	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	82		65 - 117	02/09/11 20:45	02/10/11 16:01	1
1,2-Dichloroethane-d4 (Surr)	104		73 - 140	02/09/11 20:45	02/10/11 16:01	1
Toluene-d8 (Surr)	91		84 - 116	02/09/11 20:45	02/10/11 16:01	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	6.2		0.99		mg/Kg		02/10/11 14:22	02/11/11 12:56	1
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/10/11 14:22	02/11/11 12:56	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	102		31 - 114	02/10/11 14:22	02/11/11 12:56	1

Client Sample ID: SAC2-12

Lab Sample ID: 720-33294-6

Date Collected: 02/09/11 12:05

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Acetone	ND		41		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Benzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Dichlorobromomethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Bromobenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Chlorobromomethane	ND		16		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Bromoform	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Bromomethane	ND		8.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
2-Butanone (MEK)	ND		41		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
n-Butylbenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
sec-Butylbenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
tert-Butylbenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Carbon disulfide	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Carbon tetrachloride	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Chlorobenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Chloroethane	ND		8.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Chloroform	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Chloromethane	ND		8.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC2-12

Lab Sample ID: 720-33294-6

Date Collected: 02/09/11 12:05

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
2-Chlorotoluene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
4-Chlorotoluene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Chlorodibromomethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,2-Dichlorobenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,3-Dichlorobenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,4-Dichlorobenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,3-Dichloropropane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,1-Dichloropropene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,2-Dibromo-3-Chloropropane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Ethylene Dibromide	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Dibromomethane	ND		8.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Dichlorodifluoromethane	ND		8.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,1-Dichloroethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,2-Dichloroethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,1-Dichloroethene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
cis-1,2-Dichloroethene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
trans-1,2-Dichloroethene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,2-Dichloropropane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
cis-1,3-Dichloropropene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
trans-1,3-Dichloropropene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Ethylbenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Hexachlorobutadiene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
2-Hexanone	ND		41		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Isopropylbenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
4-Isopropyltoluene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Methylene Chloride	ND		8.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
4-Methyl-2-pentanone (MIBK)	ND		41		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Naphthalene	ND		8.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
N-Propylbenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Styrene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,1,1,2-Tetrachloroethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,1,2,2-Tetrachloroethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Tetrachloroethene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Toluene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,2,3-Trichlorobenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,2,4-Trichlorobenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,1,1-Trichloroethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,1,2-Trichloroethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Trichloroethene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Trichlorofluoromethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,2,3-Trichloropropane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,2,4-Trimethylbenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
1,3,5-Trimethylbenzene	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Vinyl acetate	ND		41		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Vinyl chloride	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Xylenes, Total	ND		8.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
2,2-Dichloropropane	ND		4.1		ug/Kg		02/09/11 20:45	02/10/11 16:32	1
Gasoline Range Organics (GRO) -C5-C12	ND		200		ug/Kg		02/09/11 20:45	02/10/11 16:32	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC2-12

Date Collected: 02/09/11 12:05

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-6

Matrix: Solid

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	80		65 - 117	02/09/11 20:45	02/10/11 16:32	1
1,2-Dichloroethane-d4 (Surr)	99		73 - 140	02/09/11 20:45	02/10/11 16:32	1
Toluene-d8 (Surr)	89		84 - 116	02/09/11 20:45	02/10/11 16:32	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		1.0		mg/Kg		02/10/11 14:22	02/11/11 13:29	1
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/10/11 14:22	02/11/11 13:29	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	101		31 - 114	02/10/11 14:22	02/11/11 13:29	1

Client Sample ID: SAC2-16

Date Collected: 02/09/11 12:26

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-7

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Acetone	ND		43		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Benzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Dichlorobromomethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Bromobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Chlorobromomethane	ND		17		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Bromoform	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Bromomethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
2-Butanone (MEK)	ND		43		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
n-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
sec-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
tert-Butylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Carbon disulfide	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Carbon tetrachloride	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Chlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Chloroethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Chloroform	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Chloromethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
2-Chlorotoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
4-Chlorotoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Chlorodibromomethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,2-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,3-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,4-Dichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,3-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,1-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,2-Dibromo-3-Chloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Ethylene Dibromide	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Dibromomethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Dichlorodifluoromethane	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,1-Dichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,2-Dichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,1-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
cis-1,2-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC2-16

Lab Sample ID: 720-33294-7

Date Collected: 02/09/11 12:26

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
trans-1,2-Dichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,2-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
cis-1,3-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
trans-1,3-Dichloropropene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Ethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Hexachlorobutadiene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
2-Hexanone	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Isopropylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
4-Isopropyltoluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Methylene Chloride	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
4-Methyl-2-pentanone (MIBK)	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Naphthalene	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
N-Propylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Styrene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,1,1,2-Tetrachloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,1,2,2-Tetrachloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Tetrachloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Toluene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,2,3-Trichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,2,4-Trichlorobenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,1,1-Trichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,1,2-Trichloroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Trichloroethene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Trichlorofluoromethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,2,3-Trichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,2,4-Trimethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
1,3,5-Trimethylbenzene	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Vinyl acetate	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Vinyl chloride	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Xylenes, Total	ND		8.7		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
2,2-Dichloropropane	ND		4.3		ug/Kg		02/09/11 20:45	02/10/11 17:02	1
Gasoline Range Organics (GRO) -C5-C12	ND		220		ug/Kg		02/09/11 20:45	02/10/11 17:02	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	81		65 - 117	02/09/11 20:45	02/10/11 17:02	1
1,2-Dichloroethane-d4 (Surr)	103		73 - 140	02/09/11 20:45	02/10/11 17:02	1
Toluene-d8 (Surr)	90		84 - 116	02/09/11 20:45	02/10/11 17:02	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		0.99		mg/Kg		02/10/11 14:22	02/11/11 13:53	1
Motor Oil Range Organics [C24-C36]	ND		49		mg/Kg		02/10/11 14:22	02/11/11 13:53	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	96		31 - 114	02/10/11 14:22	02/11/11 13:53	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC2-20

Lab Sample ID: 720-33294-8

Date Collected: 02/09/11 12:45

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Acetone	ND		44		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Benzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Dichlorobromomethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Bromobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Chlorobromomethane	ND		18		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Bromoform	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Bromomethane	ND		8.8		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
2-Butanone (MEK)	ND		44		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
n-Butylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
sec-Butylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
tert-Butylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Carbon disulfide	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Carbon tetrachloride	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Chlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Chloroethane	ND		8.8		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Chloroform	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Chloromethane	ND		8.8		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
2-Chlorotoluene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
4-Chlorotoluene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Chlorodibromomethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,2-Dichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,3-Dichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,4-Dichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,3-Dichloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,1-Dichloropropene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,2-Dibromo-3-Chloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Ethylene Dibromide	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Dibromomethane	ND		8.8		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Dichlorodifluoromethane	ND		8.8		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,1-Dichloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,2-Dichloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,1-Dichloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
cis-1,2-Dichloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
trans-1,2-Dichloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,2-Dichloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
cis-1,3-Dichloropropene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
trans-1,3-Dichloropropene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Ethylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Hexachlorobutadiene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
2-Hexanone	ND		44		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Isopropylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
4-Isopropyltoluene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Methylene Chloride	ND		8.8		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
4-Methyl-2-pentanone (MIBK)	ND		44		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Naphthalene	ND		8.8		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
N-Propylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Styrene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,1,1,2-Tetrachloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,1,1,2,2-Tetrachloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC2-20

Lab Sample ID: 720-33294-8

Date Collected: 02/09/11 12:45

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Tetrachloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Toluene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,2,3-Trichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,2,4-Trichlorobenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,1,1-Trichloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,1,2-Trichloroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Trichloroethene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Trichlorofluoromethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,2,3-Trichloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,2,4-Trimethylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
1,3,5-Trimethylbenzene	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Vinyl acetate	ND		44		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Vinyl chloride	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Xylenes, Total	ND		8.8		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
2,2-Dichloropropane	ND		4.4		ug/Kg		02/09/11 20:45	02/10/11 17:33	1
Gasoline Range Organics (GRO) -C5-C12	ND		220		ug/Kg		02/09/11 20:45	02/10/11 17:33	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	79		65 - 117	02/09/11 20:45	02/10/11 17:33	1
1,2-Dichloroethane-d4 (Surr)	107		73 - 140	02/09/11 20:45	02/10/11 17:33	1
Toluene-d8 (Surr)	88		84 - 116	02/09/11 20:45	02/10/11 17:33	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		0.98		mg/Kg		02/10/11 14:22	02/11/11 14:17	1
Motor Oil Range Organics [C24-C36]	ND		49		mg/Kg		02/10/11 14:22	02/11/11 14:17	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	96		31 - 114	02/10/11 14:22	02/11/11 14:17	1

Client Sample ID: SAC3-8.5

Lab Sample ID: 720-33294-9

Date Collected: 02/09/11 14:45

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Acetone	ND		46		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Benzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Dichlorobromomethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Bromobenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Chlorobromomethane	ND		18		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Bromoform	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Bromomethane	ND		9.1		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
2-Butanone (MEK)	ND		46		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
n-Butylbenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
sec-Butylbenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
tert-Butylbenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Carbon disulfide	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Carbon tetrachloride	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC3-8.5

Date Collected: 02/09/11 14:45

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-9

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Chlorobenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Chloroethane	ND		9.1		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Chloroform	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Chloromethane	ND		9.1		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
2-Chlorotoluene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
4-Chlorotoluene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Chlorodibromomethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,2-Dichlorobenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,3-Dichlorobenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,4-Dichlorobenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,3-Dichloropropane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,1-Dichloropropene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,2-Dibromo-3-Chloropropane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Ethylene Dibromide	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Dibromomethane	ND		9.1		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Dichlorodifluoromethane	ND		9.1		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,1-Dichloroethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,2-Dichloroethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,1-Dichloroethene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
cis-1,2-Dichloroethene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
trans-1,2-Dichloroethene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,2-Dichloropropane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
cis-1,3-Dichloropropene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
trans-1,3-Dichloropropene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Ethylbenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Hexachlorobutadiene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
2-Hexanone	ND		46		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Isopropylbenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
4-Isopropyltoluene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Methylene Chloride	ND		9.1		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
4-Methyl-2-pentanone (MIBK)	ND		46		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Naphthalene	ND		9.1		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
N-Propylbenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Styrene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,1,1,2-Tetrachloroethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,1,2,2-Tetrachloroethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Tetrachloroethene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Toluene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,2,3-Trichlorobenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,2,4-Trichlorobenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,1,1-Trichloroethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,1,2-Trichloroethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Trichloroethene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Trichlorofluoromethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,2,3-Trichloropropane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,2,4-Trimethylbenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
1,3,5-Trimethylbenzene	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Vinyl acetate	ND		46		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Vinyl chloride	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC3-8.5

Lab Sample ID: 720-33294-9

Date Collected: 02/09/11 14:45

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Xylenes, Total	ND		9.1		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
2,2-Dichloropropane	ND		4.6		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Gasoline Range Organics (GRO) -C5-C12	ND		230		ug/Kg		02/09/11 20:45	02/10/11 18:03	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	64	X	65 - 117				02/09/11 20:45	02/10/11 18:03	1
1,2-Dichloroethane-d4 (Surr)	109		73 - 140				02/09/11 20:45	02/10/11 18:03	1
Toluene-d8 (Surr)	83	X	84 - 116				02/09/11 20:45	02/10/11 18:03	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		1.0		mg/Kg		02/10/11 14:22	02/11/11 14:42	1
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/10/11 14:22	02/11/11 14:42	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
p-Terphenyl	100		31 - 114				02/10/11 14:22	02/11/11 14:42	1

Client Sample ID: SAC3-12

Lab Sample ID: 720-33294-10

Date Collected: 02/09/11 14:55

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Acetone	ND		45		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Benzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Dichlorobromomethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Bromobenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Chlorobromomethane	ND		18		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Bromoform	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Bromomethane	ND		8.9		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
2-Butanone (MEK)	ND		45		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
n-Butylbenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
sec-Butylbenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
tert-Butylbenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Carbon disulfide	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Carbon tetrachloride	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Chlorobenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Chloroethane	ND		8.9		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Chloroform	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Chloromethane	ND		8.9		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
2-Chlorotoluene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
4-Chlorotoluene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Chlorodibromomethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,2-Dichlorobenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,3-Dichlorobenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,4-Dichlorobenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,3-Dichloropropane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,1-Dichloropropene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,2-Dibromo-3-Chloropropane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Ethylene Dibromide	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC3-12

Date Collected: 02/09/11 14:55

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-10

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Dibromomethane	ND		8.9		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Dichlorodifluoromethane	ND		8.9		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,1-Dichloroethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,2-Dichloroethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,1-Dichloroethene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
cis-1,2-Dichloroethene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
trans-1,2-Dichloroethene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,2-Dichloropropane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
cis-1,3-Dichloropropene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
trans-1,3-Dichloropropene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Ethylbenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Hexachlorobutadiene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
2-Hexanone	ND		45		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Isopropylbenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
4-Isopropyltoluene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Methylene Chloride	ND		8.9		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
4-Methyl-2-pentanone (MIBK)	ND		45		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Naphthalene	ND		8.9		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
N-Propylbenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Styrene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,1,1,2-Tetrachloroethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,1,2,2-Tetrachloroethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Tetrachloroethene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Toluene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,2,3-Trichlorobenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,2,4-Trichlorobenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,1,1-Trichloroethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,1,2-Trichloroethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Trichloroethene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Trichlorofluoromethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,2,3-Trichloropropane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,2,4-Trimethylbenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
1,3,5-Trimethylbenzene	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Vinyl acetate	ND		45		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Vinyl chloride	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Xylenes, Total	ND		8.9		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
2,2-Dichloropropane	ND		4.5		ug/Kg		02/09/11 20:45	02/10/11 18:34	1
Gasoline Range Organics (GRO) -C5-C12	ND		220		ug/Kg		02/09/11 20:45	02/10/11 18:34	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	79		65 - 117	02/09/11 20:45	02/10/11 18:34	1
1,2-Dichloroethane-d4 (Surr)	109		73 - 140	02/09/11 20:45	02/10/11 18:34	1
Toluene-d8 (Surr)	88		84 - 116	02/09/11 20:45	02/10/11 18:34	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		1.0		mg/Kg		02/10/11 14:22	02/11/11 15:06	1
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/10/11 14:22	02/11/11 15:06	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC3-12

Date Collected: 02/09/11 14:55

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-10

Matrix: Solid

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	102		31 - 114	02/10/11 14:22	02/11/11 15:06	1

Client Sample ID: SAC3-15

Date Collected: 02/09/11 15:15

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-11

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Acetone	ND		69		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Benzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Dichlorobromomethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Bromobenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Chlorobromomethane	ND		28		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Bromoform	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Bromomethane	ND		14		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
2-Butanone (MEK)	ND		69		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
n-Butylbenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
sec-Butylbenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
tert-Butylbenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Carbon disulfide	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Carbon tetrachloride	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Chlorobenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Chloroethane	ND		14		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Chloroform	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Chloromethane	ND		14		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
2-Chlorotoluene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
4-Chlorotoluene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Chlorodibromomethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,2-Dichlorobenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,3-Dichlorobenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,4-Dichlorobenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,3-Dichloropropane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,1-Dichloropropene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,2-Dibromo-3-Chloropropane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Ethylene Dibromide	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Dibromomethane	ND		14		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Dichlorodifluoromethane	ND		14		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,1-Dichloroethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,2-Dichloroethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,1-Dichloroethene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
cis-1,2-Dichloroethene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
trans-1,2-Dichloroethene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,2-Dichloropropane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
cis-1,3-Dichloropropene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
trans-1,3-Dichloropropene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Ethylbenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Hexachlorobutadiene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
2-Hexanone	ND		69		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Isopropylbenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
4-Isopropyltoluene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC3-15

Date Collected: 02/09/11 15:15

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-11

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methylene Chloride	ND		14		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
4-Methyl-2-pentanone (MIBK)	ND		69		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Naphthalene	ND		14		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
N-Propylbenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Styrene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,1,1,2-Tetrachloroethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,1,2,2-Tetrachloroethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Tetrachloroethene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Toluene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,2,3-Trichlorobenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,2,4-Trichlorobenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,1,1-Trichloroethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,1,2-Trichloroethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Trichloroethene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Trichlorofluoromethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,2,3-Trichloropropane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,2,4-Trimethylbenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
1,3,5-Trimethylbenzene	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Vinyl acetate	ND		69		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Vinyl chloride	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Xylenes, Total	ND		14		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
2,2-Dichloropropane	ND		6.9		ug/Kg		02/11/11 09:00	02/11/11 13:39	1
Gasoline Range Organics (GRO) -C5-C12	ND		350		ug/Kg		02/11/11 09:00	02/11/11 13:39	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	86		65 - 117	02/11/11 09:00	02/11/11 13:39	1
1,2-Dichloroethane-d4 (Surr)	105		73 - 140	02/11/11 09:00	02/11/11 13:39	1
Toluene-d8 (Surr)	92		84 - 116	02/11/11 09:00	02/11/11 13:39	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		0.99		mg/Kg		02/10/11 14:22	02/11/11 15:30	1
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/10/11 14:22	02/11/11 15:30	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	101		31 - 114	02/10/11 14:22	02/11/11 15:30	1

Client Sample ID: SAC3-18

Date Collected: 02/09/11 15:45

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-12

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Acetone	ND		42		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Benzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Dichlorobromomethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Bromobenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Chlorobromomethane	ND		17		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Bromoform	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC3-18

Lab Sample ID: 720-33294-12

Date Collected: 02/09/11 15:45

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Bromomethane	ND		8.4		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
2-Butanone (MEK)	ND		42		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
n-Butylbenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
sec-Butylbenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
tert-Butylbenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Carbon disulfide	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Carbon tetrachloride	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Chlorobenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Chloroethane	ND		8.4		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Chloroform	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Chloromethane	ND		8.4		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
2-Chlorotoluene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
4-Chlorotoluene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Chlorodibromomethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,2-Dichlorobenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,3-Dichlorobenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,4-Dichlorobenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,3-Dichloropropane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,1-Dichloropropene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,2-Dibromo-3-Chloropropane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Ethylene Dibromide	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Dibromomethane	ND		8.4		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Dichlorodifluoromethane	ND		8.4		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,1-Dichloroethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,2-Dichloroethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,1-Dichloroethene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
cis-1,2-Dichloroethene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
trans-1,2-Dichloroethene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,2-Dichloropropane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
cis-1,3-Dichloropropene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
trans-1,3-Dichloropropene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Ethylbenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Hexachlorobutadiene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
2-Hexanone	ND		42		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Isopropylbenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
4-Isopropyltoluene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Methylene Chloride	ND		8.4		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
4-Methyl-2-pentanone (MIBK)	ND		42		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Naphthalene	ND		8.4		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
N-Propylbenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Styrene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,1,1,2-Tetrachloroethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,1,2,2-Tetrachloroethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Tetrachloroethene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Toluene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,2,3-Trichlorobenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,2,4-Trichlorobenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,1,1-Trichloroethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,1,2-Trichloroethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Trichloroethene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC3-18

Date Collected: 02/09/11 15:45

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-12

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Trichlorofluoromethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,2,3-Trichloropropane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,2,4-Trimethylbenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
1,3,5-Trimethylbenzene	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Vinyl acetate	ND		42		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Vinyl chloride	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Xylenes, Total	ND		8.4		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
2,2-Dichloropropane	ND		4.2		ug/Kg		02/11/11 09:00	02/11/11 14:10	1
Gasoline Range Organics (GRO) -C5-C12	ND		210		ug/Kg		02/11/11 09:00	02/11/11 14:10	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	88		65 - 117	02/11/11 09:00	02/11/11 14:10	1
1,2-Dichloroethane-d4 (Surr)	107		73 - 140	02/11/11 09:00	02/11/11 14:10	1
Toluene-d8 (Surr)	90		84 - 116	02/11/11 09:00	02/11/11 14:10	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	2.3		0.99		mg/Kg		02/10/11 14:22	02/11/11 15:54	1
Motor Oil Range Organics [C24-C36]	ND		49		mg/Kg		02/10/11 14:22	02/11/11 15:54	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	112		31 - 114	02/10/11 14:22	02/11/11 15:54	1

Client Sample ID: SAC4-6

Date Collected: 02/09/11 17:25

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-13

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Acetone	ND		39		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Benzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Dichlorobromomethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Bromobenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Chlorobromomethane	ND		16		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Bromoform	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Bromomethane	ND		7.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
2-Butanone (MEK)	ND		39		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
n-Butylbenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
sec-Butylbenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
tert-Butylbenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Carbon disulfide	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Carbon tetrachloride	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Chlorobenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Chloroethane	ND		7.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Chloroform	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Chloromethane	ND		7.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
2-Chlorotoluene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
4-Chlorotoluene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Chlorodibromomethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC4-6

Date Collected: 02/09/11 17:25

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-13

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,2-Dichlorobenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,3-Dichlorobenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,4-Dichlorobenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,3-Dichloropropane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,1-Dichloropropene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,2-Dibromo-3-Chloropropane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Ethylene Dibromide	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Dibromomethane	ND		7.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Dichlorodifluoromethane	ND		7.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,1-Dichloroethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,2-Dichloroethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,1-Dichloroethene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
cis-1,2-Dichloroethene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
trans-1,2-Dichloroethene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,2-Dichloropropane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
cis-1,3-Dichloropropene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
trans-1,3-Dichloropropene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Ethylbenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Hexachlorobutadiene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
2-Hexanone	ND		39		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Isopropylbenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
4-Isopropyltoluene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Methylene Chloride	ND		7.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
4-Methyl-2-pentanone (MIBK)	ND		39		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Naphthalene	ND		7.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
N-Propylbenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Styrene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,1,1,2-Tetrachloroethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,1,2,2-Tetrachloroethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Tetrachloroethene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Toluene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,2,3-Trichlorobenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,2,4-Trichlorobenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,1,1-Trichloroethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,1,2-Trichloroethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Trichloroethene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Trichlorofluoromethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,2,3-Trichloropropane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,2,4-Trimethylbenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
1,3,5-Trimethylbenzene	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Vinyl acetate	ND		39		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Vinyl chloride	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Xylenes, Total	ND		7.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
2,2-Dichloropropane	ND		3.9		ug/Kg		02/11/11 09:00	02/11/11 14:40	1
Gasoline Range Organics (GRO) -C5-C12	ND		200		ug/Kg		02/11/11 09:00	02/11/11 14:40	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	78		65 - 117	02/11/11 09:00	02/11/11 14:40	1
1,2-Dichloroethane-d4 (Surr)	105		73 - 140	02/11/11 09:00	02/11/11 14:40	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC4-6

Date Collected: 02/09/11 17:25

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-13

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
Toluene-d8 (Surr)	90		84 - 116	02/11/11 09:00	02/11/11 14:40	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		0.99		mg/Kg		02/10/11 14:22	02/11/11 16:18	1
Motor Oil Range Organics [C24-C36]	ND		49		mg/Kg		02/10/11 14:22	02/11/11 16:18	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	105		31 - 114	02/10/11 14:22	02/11/11 16:18	1

Client Sample ID: SAC4-11

Date Collected: 02/09/11 17:40

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-14

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Acetone	ND		46		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Benzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Dichlorobromomethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Bromobenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Chlorobromomethane	ND		18		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Bromoform	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Bromomethane	ND		9.1		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
2-Butanone (MEK)	ND		46		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
n-Butylbenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
sec-Butylbenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
tert-Butylbenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Carbon disulfide	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Carbon tetrachloride	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Chlorobenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Chloroethane	ND		9.1		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Chloroform	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Chloromethane	ND		9.1		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
2-Chlorotoluene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
4-Chlorotoluene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Chlorodibromomethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,2-Dichlorobenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,3-Dichlorobenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,4-Dichlorobenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,3-Dichloropropane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,1-Dichloropropene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,2-Dibromo-3-Chloropropane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Ethylene Dibromide	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Dibromomethane	ND		9.1		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Dichlorodifluoromethane	ND		9.1		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,1-Dichloroethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,2-Dichloroethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,1-Dichloroethene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
cis-1,2-Dichloroethene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
trans-1,2-Dichloroethene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1

TestAmerica San Francisco

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC4-11

Date Collected: 02/09/11 17:40

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-14

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,2-Dichloropropane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
cis-1,3-Dichloropropene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
trans-1,3-Dichloropropene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Ethylbenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Hexachlorobutadiene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
2-Hexanone	ND		46		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Isopropylbenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
4-Isopropyltoluene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Methylene Chloride	ND		9.1		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
4-Methyl-2-pentanone (MIBK)	ND		46		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Naphthalene	ND		9.1		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
N-Propylbenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Styrene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,1,1,2-Tetrachloroethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,1,2,2-Tetrachloroethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Tetrachloroethene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Toluene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,2,3-Trichlorobenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,2,4-Trichlorobenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,1,1-Trichloroethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,1,2-Trichloroethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Trichloroethene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Trichlorofluoromethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,2,3-Trichloropropane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,2,4-Trimethylbenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
1,3,5-Trimethylbenzene	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Vinyl acetate	ND		46		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Vinyl chloride	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Xylenes, Total	ND		9.1		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
2,2-Dichloropropane	ND		4.6		ug/Kg		02/11/11 14:16	02/11/11 15:11	1
Gasoline Range Organics (GRO) -C5-C12	ND		230		ug/Kg		02/11/11 14:16	02/11/11 15:11	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	80		65 - 117	02/11/11 14:16	02/11/11 15:11	1
1,2-Dichloroethane-d4 (Surr)	103		73 - 140	02/11/11 14:16	02/11/11 15:11	1
Toluene-d8 (Surr)	89		84 - 116	02/11/11 14:16	02/11/11 15:11	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		0.99		mg/Kg		02/10/11 14:22	02/11/11 15:03	1
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/10/11 14:22	02/11/11 15:03	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	92		31 - 114	02/10/11 14:22	02/11/11 15:03	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC4-15

Date Collected: 02/09/11 17:48

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-15

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Acetone	ND		44		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Benzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Dichlorobromomethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Bromobenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Chlorobromomethane	ND		18		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Bromoform	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Bromomethane	ND		8.8		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
2-Butanone (MEK)	ND		44		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
n-Butylbenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
sec-Butylbenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
tert-Butylbenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Carbon disulfide	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Carbon tetrachloride	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Chlorobenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Chloroethane	ND		8.8		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Chloroform	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Chloromethane	ND		8.8		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
2-Chlorotoluene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
4-Chlorotoluene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Chlorodibromomethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,2-Dichlorobenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,3-Dichlorobenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,4-Dichlorobenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,3-Dichloropropane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,1-Dichloropropene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,2-Dibromo-3-Chloropropane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Ethylene Dibromide	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Dibromomethane	ND		8.8		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Dichlorodifluoromethane	ND		8.8		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,1-Dichloroethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,2-Dichloroethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,1-Dichloroethene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
cis-1,2-Dichloroethene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
trans-1,2-Dichloroethene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,2-Dichloropropane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
cis-1,3-Dichloropropene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
trans-1,3-Dichloropropene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Ethylbenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Hexachlorobutadiene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
2-Hexanone	ND		44		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Isopropylbenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
4-Isopropyltoluene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Methylene Chloride	ND		8.8		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
4-Methyl-2-pentanone (MIBK)	ND		44		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Naphthalene	ND		8.8		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
N-Propylbenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Styrene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,1,1,2-Tetrachloroethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,1,1,2,2-Tetrachloroethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC4-15

Lab Sample ID: 720-33294-15

Date Collected: 02/09/11 17:48

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Tetrachloroethene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Toluene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,2,3-Trichlorobenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,2,4-Trichlorobenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,1,1-Trichloroethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,1,2-Trichloroethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Trichloroethene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Trichlorofluoromethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,2,3-Trichloropropane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,2,4-Trimethylbenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
1,3,5-Trimethylbenzene	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Vinyl acetate	ND		44		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Vinyl chloride	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Xylenes, Total	ND		8.8		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
2,2-Dichloropropane	ND		4.4		ug/Kg		02/11/11 14:16	02/11/11 15:41	1
Gasoline Range Organics (GRO) -C5-C12	ND		220		ug/Kg		02/11/11 14:16	02/11/11 15:41	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	78		65 - 117	02/11/11 14:16	02/11/11 15:41	1
1,2-Dichloroethane-d4 (Surr)	109		73 - 140	02/11/11 14:16	02/11/11 15:41	1
Toluene-d8 (Surr)	86		84 - 116	02/11/11 14:16	02/11/11 15:41	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	2.5		0.99		mg/Kg		02/10/11 14:22	02/11/11 15:26	1
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/10/11 14:22	02/11/11 15:26	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	93		31 - 114	02/10/11 14:22	02/11/11 15:26	1

Client Sample ID: SAC4-18

Lab Sample ID: 720-33294-16

Date Collected: 02/09/11 18:05

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Acetone	ND		39		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Benzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Dichlorobromomethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Bromobenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Chlorobromomethane	ND		16		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Bromoform	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Bromomethane	ND		7.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
2-Butanone (MEK)	ND		39		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
n-Butylbenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
sec-Butylbenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
tert-Butylbenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Carbon disulfide	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Carbon tetrachloride	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC4-18

Date Collected: 02/09/11 18:05

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-16

Matrix: Solid

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Chlorobenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Chloroethane	ND		7.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Chloroform	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Chloromethane	ND		7.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
2-Chlorotoluene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
4-Chlorotoluene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Chlorodibromomethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,2-Dichlorobenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,3-Dichlorobenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,4-Dichlorobenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,3-Dichloropropane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,1-Dichloropropene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,2-Dibromo-3-Chloropropane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Ethylene Dibromide	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Dibromomethane	ND		7.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Dichlorodifluoromethane	ND		7.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,1-Dichloroethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,2-Dichloroethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,1-Dichloroethene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
cis-1,2-Dichloroethene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
trans-1,2-Dichloroethene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,2-Dichloropropane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
cis-1,3-Dichloropropene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
trans-1,3-Dichloropropene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Ethylbenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Hexachlorobutadiene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
2-Hexanone	ND		39		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Isopropylbenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
4-Isopropyltoluene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Methylene Chloride	ND		7.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
4-Methyl-2-pentanone (MIBK)	ND		39		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Naphthalene	ND		7.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
N-Propylbenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Styrene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,1,1,2-Tetrachloroethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,1,2,2-Tetrachloroethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Tetrachloroethene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Toluene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,2,3-Trichlorobenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,2,4-Trichlorobenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,1,1-Trichloroethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,1,2-Trichloroethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Trichloroethene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Trichlorofluoromethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,2,3-Trichloropropane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,2,4-Trimethylbenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
1,3,5-Trimethylbenzene	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Vinyl acetate	ND		39		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Vinyl chloride	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Client Sample ID: SAC4-18

Lab Sample ID: 720-33294-16

Date Collected: 02/09/11 18:05

Matrix: Solid

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Xylenes, Total	ND		7.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
2,2-Dichloropropane	ND		3.9		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Gasoline Range Organics (GRO) -C5-C12	ND		200		ug/Kg		02/11/11 14:16	02/11/11 16:12	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	78		65 - 117				02/11/11 14:16	02/11/11 16:12	1
1,2-Dichloroethane-d4 (Surr)	107		73 - 140				02/11/11 14:16	02/11/11 16:12	1
Toluene-d8 (Surr)	87		84 - 116				02/11/11 14:16	02/11/11 16:12	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	34		2.0		mg/Kg		02/10/11 14:22	02/14/11 12:23	2
Motor Oil Range Organics [C24-C36]	150		100		mg/Kg		02/10/11 14:22	02/14/11 12:23	2
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
p-Terphenyl	68		31 - 114				02/10/11 14:22	02/14/11 12:23	2



Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS)

Lab Sample ID: MB 720-86160/1-A

Matrix: Solid

Analysis Batch: 86098

Client Sample ID: MB 720-86160/1-A

Prep Type: Total/NA

Prep Batch: 86160

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Methyl tert-butyl ether	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Acetone	ND		50		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Benzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Dichlorobromomethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Bromobenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Chlorobromomethane	ND		20		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Bromoform	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Bromomethane	ND		10		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
2-Butanone (MEK)	ND		50		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
n-Butylbenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
sec-Butylbenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
tert-Butylbenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Carbon disulfide	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Carbon tetrachloride	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Chlorobenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Chloroethane	ND		10		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Chloroform	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Chloromethane	ND		10		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
2-Chlorotoluene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
4-Chlorotoluene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Chlorodibromomethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,2-Dichlorobenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,3-Dichlorobenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,4-Dichlorobenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,3-Dichloropropane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,1-Dichloropropene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,2-Dibromo-3-Chloropropane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Ethylene Dibromide	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Dibromomethane	ND		10		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Dichlorodifluoromethane	ND		10		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,1-Dichloroethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,2-Dichloroethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,1-Dichloroethene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
cis-1,2-Dichloroethene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
trans-1,2-Dichloroethene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,2-Dichloropropane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
cis-1,3-Dichloropropene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
trans-1,3-Dichloropropene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Ethylbenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Hexachlorobutadiene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
2-Hexanone	ND		50		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Isopropylbenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
4-Isopropyltoluene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Methylene Chloride	ND		10		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Naphthalene	ND		10		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
N-Propylbenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Styrene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,1,1,2-Tetrachloroethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 720-86160/1-A

Matrix: Solid

Analysis Batch: 86098

Client Sample ID: MB 720-86160/1-A

Prep Type: Total/NA

Prep Batch: 86160

Analyte	MB Result	MB Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,1,2,2-Tetrachloroethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Tetrachloroethene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Toluene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,2,3-Trichlorobenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,2,4-Trichlorobenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,1,1-Trichloroethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,1,2-Trichloroethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Trichloroethene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Trichlorofluoromethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,2,3-Trichloropropane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,2,4-Trimethylbenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
1,3,5-Trimethylbenzene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Vinyl acetate	ND		50		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Vinyl chloride	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
m-Xylene & p-Xylene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
o-Xylene	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Xylenes, Total	ND		10		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
2,2-Dichloropropane	ND		5.0		ug/Kg		02/10/11 07:30	02/10/11 09:40	1
Gasoline Range Organics (GRO) -C5-C12	ND		250		ug/Kg		02/10/11 07:30	02/10/11 09:40	1

Surrogate	MB % Recovery	MB Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	93		65 - 117	02/10/11 07:30	02/10/11 09:40	1
1,2-Dichloroethane-d4 (Surr)	103		73 - 140	02/10/11 07:30	02/10/11 09:40	1
Toluene-d8 (Surr)	97		84 - 116	02/10/11 07:30	02/10/11 09:40	1

Lab Sample ID: LCS 720-86160/2-A

Matrix: Solid

Analysis Batch: 86098

Client Sample ID: LCS 720-86160/2-A

Prep Type: Total/NA

Prep Batch: 86160

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Methyl tert-butyl ether	50.0	48.6		ug/Kg		97	71 - 144
Acetone	250	232		ug/Kg		93	45 - 154
Benzene	50.0	48.9		ug/Kg		98	82 - 124
Dichlorobromomethane	50.0	53.5		ug/Kg		107	89 - 131
Bromobenzene	50.0	49.5		ug/Kg		99	84 - 120
Chlorobromomethane	50.0	50.8		ug/Kg		102	82 - 115
Bromoform	50.0	54.1		ug/Kg		108	59 - 158
Bromomethane	50.0	49.9		ug/Kg		100	71 - 136
2-Butanone (MEK)	250	233		ug/Kg		93	61 - 150
n-Butylbenzene	50.0	50.5		ug/Kg		101	80 - 142
sec-Butylbenzene	50.0	48.7		ug/Kg		97	85 - 136
tert-Butylbenzene	50.0	50.2		ug/Kg		100	74 - 134
Carbon disulfide	50.0	48.9		ug/Kg		98	60 - 136
Carbon tetrachloride	50.0	48.8		ug/Kg		98	81 - 138
Chlorobenzene	50.0	51.6		ug/Kg		103	82 - 115
Chloroethane	50.0	52.8		ug/Kg		106	69 - 141
Chloroform	50.0	49.2		ug/Kg		98	77 - 127
Chloromethane	50.0	51.7		ug/Kg		103	60 - 149

TestAmerica San Francisco

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 720-86160/2-A

Matrix: Solid

Analysis Batch: 86098

Client Sample ID: LCS 720-86160/2-A

Prep Type: Total/NA

Prep Batch: 86160

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
2-Chlorotoluene	50.0	49.9		ug/Kg		100	80 - 138
4-Chlorotoluene	50.0	49.6		ug/Kg		99	79 - 136
Chlorodibromomethane	50.0	54.6		ug/Kg		109	75 - 146
1,2-Dichlorobenzene	50.0	50.7		ug/Kg		101	84 - 130
1,3-Dichlorobenzene	50.0	50.8		ug/Kg		102	84 - 131
1,4-Dichlorobenzene	50.0	49.2		ug/Kg		98	85 - 125
1,3-Dichloropropane	50.0	51.6		ug/Kg		103	79 - 140
1,1-Dichloropropene	50.0	47.4		ug/Kg		95	70 - 130
1,2-Dibromo-3-Chloropropane	50.0	50.2		ug/Kg		100	68 - 148
Ethylene Dibromide	50.0	52.0		ug/Kg		104	79 - 140
Dibromomethane	50.0	51.1		ug/Kg		102	80 - 139
Dichlorodifluoromethane	50.0	37.2		ug/Kg		74	37 - 158
1,1-Dichloroethane	50.0	49.5		ug/Kg		99	81 - 117
1,2-Dichloroethane	50.0	48.3		ug/Kg		97	78 - 140
1,1-Dichloroethene	50.0	48.8		ug/Kg		98	77 - 120
cis-1,2-Dichloroethene	50.0	55.9		ug/Kg		112	91 - 133
trans-1,2-Dichloroethene	50.0	44.3		ug/Kg		89	73 - 117
1,2-Dichloropropane	50.0	49.6		ug/Kg		99	81 - 124
cis-1,3-Dichloropropene	50.0	53.2		ug/Kg		106	68 - 147
trans-1,3-Dichloropropene	50.0	54.5		ug/Kg		109	84 - 136
Ethylbenzene	50.0	50.0		ug/Kg		100	80 - 137
Hexachlorobutadiene	50.0	46.6		ug/Kg		93	72 - 132
2-Hexanone	250	262		ug/Kg		105	60 - 161
Isopropylbenzene	50.0	52.0		ug/Kg		104	83 - 121
4-Isopropyltoluene	50.0	49.4		ug/Kg		99	85 - 133
Methylene Chloride	50.0	49.4		ug/Kg		99	68 - 126
4-Methyl-2-pentanone (MIBK)	250	270		ug/Kg		108	69 - 160
Naphthalene	50.0	50.3		ug/Kg		101	70 - 147
N-Propylbenzene	50.0	47.3		ug/Kg		95	72 - 125
Styrene	50.0	55.0		ug/Kg		110	87 - 128
1,1,1,2-Tetrachloroethane	50.0	52.9		ug/Kg		106	90 - 130
1,1,2,2-Tetrachloroethane	50.0	50.5		ug/Kg		101	82 - 146
Tetrachloroethene	50.0	50.0		ug/Kg		100	78 - 132
Toluene	50.0	49.7		ug/Kg		99	83 - 128
1,2,3-Trichlorobenzene	50.0	50.4		ug/Kg		101	74 - 136
1,2,4-Trichlorobenzene	50.0	50.1		ug/Kg		100	70 - 131
1,1,1-Trichloroethane	50.0	48.8		ug/Kg		98	85 - 133
1,1,2-Trichloroethane	50.0	51.1		ug/Kg		102	82 - 125
Trichloroethene	50.0	50.4		ug/Kg		101	81 - 133
Trichlorofluoromethane	50.0	51.5		ug/Kg		103	71 - 139
1,2,3-Trichloropropane	50.0	48.4		ug/Kg		97	76 - 146
1,1,2-Trichloro-1,2,2-trifluoroethane	50.0	50.2		ug/Kg		100	70 - 130
1,2,4-Trimethylbenzene	50.0	51.6		ug/Kg		103	84 - 131
1,3,5-Trimethylbenzene	50.0	50.3		ug/Kg		101	86 - 134
Vinyl acetate	50.0	61.7		ug/Kg		123	38 - 176
Vinyl chloride	50.0	48.9		ug/Kg		98	63 - 140
m-Xylene & p-Xylene	100	101		ug/Kg		101	79 - 146
o-Xylene	50.0	51.5		ug/Kg		103	84 - 140
2,2-Dichloropropane	50.0	49.1		ug/Kg		98	73 - 162

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 720-86160/2-A
Matrix: Solid
Analysis Batch: 86098

Client Sample ID: LCS 720-86160/2-A
Prep Type: Total/NA
Prep Batch: 86160

Surrogate	LCS		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	101		65 - 117
1,2-Dichloroethane-d4 (Surr)	98		73 - 140
Toluene-d8 (Surr)	99		84 - 116

Lab Sample ID: LCS 720-86160/4-A
Matrix: Solid
Analysis Batch: 86098

Client Sample ID: LCS 720-86160/4-A
Prep Type: Total/NA
Prep Batch: 86160

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec.
							Limits
Gasoline Range Organics (GRO) -C5-C12	1000	982		ug/Kg		98	68 - 115

Surrogate	LCS		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	101		65 - 117
1,2-Dichloroethane-d4 (Surr)	101		73 - 140
Toluene-d8 (Surr)	100		84 - 116

Lab Sample ID: LCSD 720-86160/3-A
Matrix: Solid
Analysis Batch: 86098

Client Sample ID: LCSD 720-86160/3-A
Prep Type: Total/NA
Prep Batch: 86160

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.	RPD	
							Limits	RPD	Limit
Methyl tert-butyl ether	50.0	50.1		ug/Kg		100	71 - 144	3	20
Acetone	250	265		ug/Kg		106	45 - 154	13	30
Benzene	50.0	49.3		ug/Kg		99	82 - 124	1	20
Dichlorobromomethane	50.0	54.3		ug/Kg		109	89 - 131	1	20
Bromobenzene	50.0	50.6		ug/Kg		101	84 - 120	2	20
Chlorobromomethane	50.0	51.8		ug/Kg		104	82 - 115	2	20
Bromoform	50.0	55.2		ug/Kg		110	59 - 158	2	20
Bromomethane	50.0	47.1		ug/Kg		94	71 - 136	6	20
2-Butanone (MEK)	250	253		ug/Kg		101	61 - 150	8	20
n-Butylbenzene	50.0	50.8		ug/Kg		102	80 - 142	1	20
sec-Butylbenzene	50.0	49.1		ug/Kg		98	85 - 136	1	20
tert-Butylbenzene	50.0	50.7		ug/Kg		101	74 - 134	1	20
Carbon disulfide	50.0	48.2		ug/Kg		96	60 - 136	1	20
Carbon tetrachloride	50.0	48.3		ug/Kg		97	81 - 138	1	20
Chlorobenzene	50.0	51.5		ug/Kg		103	82 - 115	0	20
Chloroethane	50.0	50.1		ug/Kg		100	69 - 141	5	20
Chloroform	50.0	49.5		ug/Kg		99	77 - 127	1	20
Chloromethane	50.0	48.3		ug/Kg		97	60 - 149	7	20
2-Chlorotoluene	50.0	50.2		ug/Kg		100	80 - 138	1	20
4-Chlorotoluene	50.0	49.9		ug/Kg		100	79 - 136	1	20
Chlorodibromomethane	50.0	55.9		ug/Kg		112	75 - 146	2	20
1,2-Dichlorobenzene	50.0	51.1		ug/Kg		102	84 - 130	1	20
1,3-Dichlorobenzene	50.0	51.4		ug/Kg		103	84 - 131	1	20
1,4-Dichlorobenzene	50.0	49.3		ug/Kg		99	85 - 125	0	20
1,3-Dichloropropane	50.0	52.7		ug/Kg		105	79 - 140	2	20
1,1-Dichloropropene	50.0	47.6		ug/Kg		95	70 - 130	0	20
1,2-Dibromo-3-Chloropropane	50.0	52.7		ug/Kg		105	68 - 148	5	20
Ethylene Dibromide	50.0	53.0		ug/Kg		106	79 - 140	2	20

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 720-86160/3-A

Matrix: Solid

Analysis Batch: 86098

Client Sample ID: LCSD 720-86160/3-A

Prep Type: Total/NA

Prep Batch: 86160

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD	Limit
							Limits	RPD		
Dibromomethane	50.0	52.6		ug/Kg		105	80 - 139	3	20	
Dichlorodifluoromethane	50.0	34.3		ug/Kg		69	37 - 158	8	20	
1,1-Dichloroethane	50.0	49.9		ug/Kg		100	81 - 117	1	20	
1,2-Dichloroethane	50.0	48.8		ug/Kg		98	78 - 140	1	20	
1,1-Dichloroethene	50.0	48.5		ug/Kg		97	77 - 120	0	20	
cis-1,2-Dichloroethene	50.0	56.7		ug/Kg		113	91 - 133	1	20	
trans-1,2-Dichloroethene	50.0	44.2		ug/Kg		88	73 - 117	0	20	
1,2-Dichloropropane	50.0	50.4		ug/Kg		101	81 - 124	1	20	
cis-1,3-Dichloropropene	50.0	54.6		ug/Kg		109	68 - 147	3	20	
trans-1,3-Dichloropropene	50.0	56.3		ug/Kg		113	84 - 136	3	20	
Ethylbenzene	50.0	49.8		ug/Kg		100	80 - 137	0	20	
Hexachlorobutadiene	50.0	47.9		ug/Kg		96	72 - 132	3	20	
2-Hexanone	250	280		ug/Kg		112	60 - 161	7	20	
Isopropylbenzene	50.0	51.7		ug/Kg		103	83 - 121	1	20	
4-Isopropyltoluene	50.0	49.7		ug/Kg		99	85 - 133	1	20	
Methylene Chloride	50.0	50.5		ug/Kg		101	68 - 126	2	20	
4-Methyl-2-pentanone (MIBK)	250	282		ug/Kg		113	69 - 160	4	20	
Naphthalene	50.0	52.5		ug/Kg		105	70 - 147	4	20	
N-Propylbenzene	50.0	47.5		ug/Kg		95	72 - 125	0	20	
Styrene	50.0	55.6		ug/Kg		111	87 - 128	1	20	
1,1,1,2-Tetrachloroethane	50.0	53.8		ug/Kg		108	90 - 130	2	20	
1,1,2,2-Tetrachloroethane	50.0	51.7		ug/Kg		103	82 - 146	2	20	
Tetrachloroethene	50.0	49.6		ug/Kg		99	78 - 132	1	20	
Toluene	50.0	49.3		ug/Kg		99	83 - 128	1	20	
1,2,3-Trichlorobenzene	50.0	53.1		ug/Kg		106	74 - 136	5	20	
1,2,4-Trichlorobenzene	50.0	52.2		ug/Kg		104	70 - 131	4	20	
1,1,1-Trichloroethane	50.0	48.6		ug/Kg		97	85 - 133	0	20	
1,1,2-Trichloroethane	50.0	52.3		ug/Kg		105	82 - 125	2	20	
Trichloroethene	50.0	50.5		ug/Kg		101	81 - 133	0	20	
Trichlorofluoromethane	50.0	48.4		ug/Kg		97	71 - 139	6	20	
1,2,3-Trichloropropane	50.0	49.8		ug/Kg		100	76 - 146	3	20	
1,1,2-Trichloro-1,2,2-trifluoroethane	50.0	49.3		ug/Kg		99	70 - 130	2	20	
1,2,4-Trimethylbenzene	50.0	52.3		ug/Kg		105	84 - 131	1	20	
1,3,5-Trimethylbenzene	50.0	50.5		ug/Kg		101	86 - 134	0	20	
Vinyl acetate	50.0	60.8		ug/Kg		122	38 - 176	1	20	
Vinyl chloride	50.0	45.6		ug/Kg		91	63 - 140	7	20	
m-Xylene & p-Xylene	100	99.8		ug/Kg		100	79 - 146	1	20	
o-Xylene	50.0	51.8		ug/Kg		104	84 - 140	1	20	
2,2-Dichloropropane	50.0	48.5		ug/Kg		97	73 - 162	1	20	

Surrogate	LCSD LCSD		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	100		65 - 117
1,2-Dichloroethane-d4 (Surr)	100		73 - 140
Toluene-d8 (Surr)	100		84 - 116

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 720-86160/5-A

Matrix: Solid

Analysis Batch: 86098

Client Sample ID: LCSD 720-86160/5-A

Prep Type: Total/NA

Prep Batch: 86160

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD Limit
							Limits	RPD	
Gasoline Range Organics (GRO) -C5-C12	1000	966		ug/Kg		97	68 - 115	2	20
Surrogate									
		LCSD	LCSD				% Recovery	Qualifier	Limits
4-Bromofluorobenzene							99		65 - 117
1,2-Dichloroethane-d4 (Surr)							103		73 - 140
Toluene-d8 (Surr)							101		84 - 116

Lab Sample ID: MB 720-86166/1-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: MB 720-86166/1-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Methyl tert-butyl ether	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Acetone	ND		50		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Benzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Dichlorobromomethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Bromobenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Chlorobromomethane	ND		20		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Bromoform	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Bromomethane	ND		10		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
2-Butanone (MEK)	ND		50		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
n-Butylbenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
sec-Butylbenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
tert-Butylbenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Carbon disulfide	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Carbon tetrachloride	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Chlorobenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Chloroethane	ND		10		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Chloroform	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Chloromethane	ND		10		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
2-Chlorotoluene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
4-Chlorotoluene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Chlorodibromomethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,2-Dichlorobenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,3-Dichlorobenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,4-Dichlorobenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,3-Dichloropropane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,1-Dichloropropene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,2-Dibromo-3-Chloropropane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Ethylene Dibromide	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Dibromomethane	ND		10		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Dichlorodifluoromethane	ND		10		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,1-Dichloroethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,2-Dichloroethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,1-Dichloroethene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
cis-1,2-Dichloroethene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
trans-1,2-Dichloroethene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,2-Dichloropropane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
cis-1,3-Dichloropropene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 720-86166/1-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: MB 720-86166/1-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	MB Result	MB Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
trans-1,3-Dichloropropene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Ethylbenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Hexachlorobutadiene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
2-Hexanone	ND		50		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Isopropylbenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
4-Isopropyltoluene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Methylene Chloride	ND		10		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Naphthalene	ND		10		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
N-Propylbenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Styrene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,1,1,2-Tetrachloroethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,1,2,2-Tetrachloroethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Tetrachloroethene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Toluene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,2,3-Trichlorobenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,2,4-Trichlorobenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,1,1-Trichloroethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,1,2-Trichloroethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Trichloroethene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Trichlorofluoromethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,2,3-Trichloropropane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,2,4-Trimethylbenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
1,3,5-Trimethylbenzene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Vinyl acetate	ND		50		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Vinyl chloride	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
m-Xylene & p-Xylene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
o-Xylene	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Xylenes, Total	ND		10		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
2,2-Dichloropropane	ND		5.0		ug/Kg		02/11/11 09:00	02/11/11 09:49	1
Gasoline Range Organics (GRO) -C5-C12	ND		250		ug/Kg		02/11/11 09:00	02/11/11 09:49	1

Surrogate	MB % Recovery	MB Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	88		65 - 117	02/11/11 09:00	02/11/11 09:49	1
1,2-Dichloroethane-d4 (Surr)	105		73 - 140	02/11/11 09:00	02/11/11 09:49	1
Toluene-d8 (Surr)	95		84 - 116	02/11/11 09:00	02/11/11 09:49	1

Lab Sample ID: LCS 720-86166/2-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: LCS 720-86166/2-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Methyl tert-butyl ether	50.0	49.1		ug/Kg		98	71 - 144
Acetone	250	195		ug/Kg		78	45 - 154
Benzene	50.0	48.3		ug/Kg		97	82 - 124
Dichlorobromomethane	50.0	54.5		ug/Kg		109	89 - 131
Bromobenzene	50.0	49.0		ug/Kg		98	84 - 120
Chlorobromomethane	50.0	51.3		ug/Kg		103	82 - 115

TestAmerica San Francisco

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 720-86166/2-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: LCS 720-86166/2-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Bromoform	50.0	53.4		ug/Kg		107	59 - 158
Bromomethane	50.0	51.3		ug/Kg		103	71 - 136
2-Butanone (MEK)	250	209		ug/Kg		83	61 - 150
n-Butylbenzene	50.0	50.0		ug/Kg		100	80 - 142
sec-Butylbenzene	50.0	47.6		ug/Kg		95	85 - 136
tert-Butylbenzene	50.0	49.6		ug/Kg		99	74 - 134
Carbon disulfide	50.0	46.6		ug/Kg		93	60 - 136
Carbon tetrachloride	50.0	49.7		ug/Kg		99	81 - 138
Chlorobenzene	50.0	50.8		ug/Kg		102	82 - 115
Chloroethane	50.0	54.1		ug/Kg		108	69 - 141
Chloroform	50.0	50.0		ug/Kg		100	77 - 127
Chloromethane	50.0	54.0		ug/Kg		108	60 - 149
2-Chlorotoluene	50.0	48.9		ug/Kg		98	80 - 138
4-Chlorotoluene	50.0	48.7		ug/Kg		97	79 - 136
Chlorodibromomethane	50.0	55.6		ug/Kg		111	75 - 146
1,2-Dichlorobenzene	50.0	50.2		ug/Kg		100	84 - 130
1,3-Dichlorobenzene	50.0	50.2		ug/Kg		100	84 - 131
1,4-Dichlorobenzene	50.0	48.5		ug/Kg		97	85 - 125
1,3-Dichloropropane	50.0	51.9		ug/Kg		104	79 - 140
1,1-Dichloropropene	50.0	46.7		ug/Kg		93	70 - 130
1,2-Dibromo-3-Chloropropane	50.0	49.1		ug/Kg		98	68 - 148
Ethylene Dibromide	50.0	51.2		ug/Kg		102	79 - 140
Dibromomethane	50.0	51.6		ug/Kg		103	80 - 139
Dichlorodifluoromethane	50.0	43.0		ug/Kg		86	37 - 158
1,1-Dichloroethane	50.0	49.1		ug/Kg		98	81 - 117
1,2-Dichloroethane	50.0	49.9		ug/Kg		100	78 - 140
1,1-Dichloroethene	50.0	46.7		ug/Kg		93	77 - 120
cis-1,2-Dichloroethene	50.0	56.2		ug/Kg		112	91 - 133
trans-1,2-Dichloroethene	50.0	42.3		ug/Kg		85	73 - 117
1,2-Dichloropropane	50.0	49.2		ug/Kg		98	81 - 124
cis-1,3-Dichloropropene	50.0	53.4		ug/Kg		107	68 - 147
trans-1,3-Dichloropropene	50.0	55.5		ug/Kg		111	84 - 136
Ethylbenzene	50.0	49.5		ug/Kg		99	80 - 137
Hexachlorobutadiene	50.0	47.6		ug/Kg		95	72 - 132
2-Hexanone	250	246		ug/Kg		98	60 - 161
Isopropylbenzene	50.0	51.6		ug/Kg		103	83 - 121
4-Isopropyltoluene	50.0	48.9		ug/Kg		98	85 - 133
Methylene Chloride	50.0	47.6		ug/Kg		95	68 - 126
4-Methyl-2-pentanone (MIBK)	250	268		ug/Kg		107	69 - 160
Naphthalene	50.0	49.7		ug/Kg		99	70 - 147
N-Propylbenzene	50.0	46.3		ug/Kg		93	72 - 125
Styrene	50.0	54.8		ug/Kg		110	87 - 128
1,1,1,2-Tetrachloroethane	50.0	53.9		ug/Kg		108	90 - 130
1,1,2,2-Tetrachloroethane	50.0	48.7		ug/Kg		97	82 - 146
Tetrachloroethene	50.0	50.0		ug/Kg		100	78 - 132
Toluene	50.0	49.2		ug/Kg		98	83 - 128
1,2,3-Trichlorobenzene	50.0	51.5		ug/Kg		103	74 - 136
1,2,4-Trichlorobenzene	50.0	51.4		ug/Kg		103	70 - 131
1,1,1-Trichloroethane	50.0	49.5		ug/Kg		99	85 - 133
1,1,2-Trichloroethane	50.0	50.6		ug/Kg		101	82 - 125

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 720-86166/2-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: LCS 720-86166/2-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits	
Trichloroethene	50.0	50.0		ug/Kg		100	81 - 133	
Trichlorofluoromethane	50.0	54.3		ug/Kg		109	71 - 139	
1,2,3-Trichloropropane	50.0	47.3		ug/Kg		95	76 - 146	
1,1,2-Trichloro-1,2,2-trifluoroethane	50.0	48.8		ug/Kg		98	70 - 130	
1,2,4-Trimethylbenzene	50.0	51.2		ug/Kg		102	84 - 131	
1,3,5-Trimethylbenzene	50.0	49.6		ug/Kg		99	86 - 134	
Vinyl acetate	50.0	60.5		ug/Kg		121	38 - 176	
Vinyl chloride	50.0	51.7		ug/Kg		103	63 - 140	
m-Xylene & p-Xylene	100	101		ug/Kg		101	79 - 146	
o-Xylene	50.0	52.1		ug/Kg		104	84 - 140	
2,2-Dichloropropane	50.0	49.7		ug/Kg		99	73 - 162	

Surrogate	LCS LCS		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	102		65 - 117
1,2-Dichloroethane-d4 (Surr)	103		73 - 140
Toluene-d8 (Surr)	99		84 - 116

Lab Sample ID: LCS 720-86166/4-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: LCS 720-86166/4-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits	
Gasoline Range Organics (GRO) -C5-C12	1000	985		ug/Kg		99	68 - 115	

Surrogate	LCS LCS		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	101		65 - 117
1,2-Dichloroethane-d4 (Surr)	106		73 - 140
Toluene-d8 (Surr)	101		84 - 116

Lab Sample ID: LCSD 720-86166/3-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: LCSD 720-86166/3-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec. Limits		RPD	
									RPD	Limit
Methyl tert-butyl ether	50.0	48.3		ug/Kg		97	71 - 144	2	20	
Acetone	250	193		ug/Kg		77	45 - 154	1	30	
Benzene	50.0	48.2		ug/Kg		96	82 - 124	0	20	
Dichlorobromomethane	50.0	53.8		ug/Kg		108	89 - 131	1	20	
Bromobenzene	50.0	49.5		ug/Kg		99	84 - 120	1	20	
Chlorobromomethane	50.0	50.3		ug/Kg		101	82 - 115	2	20	
Bromoform	50.0	53.3		ug/Kg		107	59 - 158	0	20	
Bromomethane	50.0	51.5		ug/Kg		103	71 - 136	0	20	
2-Butanone (MEK)	250	204		ug/Kg		82	61 - 150	2	20	
n-Butylbenzene	50.0	50.6		ug/Kg		101	80 - 142	1	20	
sec-Butylbenzene	50.0	48.7		ug/Kg		97	85 - 136	2	20	
tert-Butylbenzene	50.0	50.5		ug/Kg		101	74 - 134	2	20	
Carbon disulfide	50.0	47.0		ug/Kg		94	60 - 136	1	20	
Carbon tetrachloride	50.0	49.1		ug/Kg		98	81 - 138	1	20	

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 720-86166/3-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: LCSD 720-86166/3-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD	Limit
							Limits	RPD		
Chlorobenzene	50.0	50.6		ug/Kg		101	82 - 115	0	20	
Chloroethane	50.0	54.4		ug/Kg		109	69 - 141	0	20	
Chloroform	50.0	49.4		ug/Kg		99	77 - 127	1	20	
Chloromethane	50.0	54.3		ug/Kg		109	60 - 149	1	20	
2-Chlorotoluene	50.0	49.6		ug/Kg		99	80 - 138	1	20	
4-Chlorotoluene	50.0	49.4		ug/Kg		99	79 - 136	1	20	
Chlorodibromomethane	50.0	55.0		ug/Kg		110	75 - 146	1	20	
1,2-Dichlorobenzene	50.0	50.6		ug/Kg		101	84 - 130	1	20	
1,3-Dichlorobenzene	50.0	50.5		ug/Kg		101	84 - 131	1	20	
1,4-Dichlorobenzene	50.0	48.6		ug/Kg		97	85 - 125	0	20	
1,3-Dichloropropane	50.0	51.6		ug/Kg		103	79 - 140	1	20	
1,1-Dichloropropene	50.0	47.2		ug/Kg		94	70 - 130	1	20	
1,2-Dibromo-3-Chloropropane	50.0	50.6		ug/Kg		101	68 - 148	3	20	
Ethylene Dibromide	50.0	51.0		ug/Kg		102	79 - 140	0	20	
Dibromomethane	50.0	51.0		ug/Kg		102	80 - 139	1	20	
Dichlorodifluoromethane	50.0	42.6		ug/Kg		85	37 - 158	1	20	
1,1-Dichloroethane	50.0	49.0		ug/Kg		98	81 - 117	0	20	
1,2-Dichloroethane	50.0	48.6		ug/Kg		97	78 - 140	2	20	
1,1-Dichloroethene	50.0	48.0		ug/Kg		96	77 - 120	3	20	
cis-1,2-Dichloroethene	50.0	56.1		ug/Kg		112	91 - 133	0	20	
trans-1,2-Dichloroethene	50.0	43.0		ug/Kg		86	73 - 117	2	20	
1,2-Dichloropropane	50.0	49.1		ug/Kg		98	81 - 124	0	20	
cis-1,3-Dichloropropene	50.0	53.3		ug/Kg		107	68 - 147	0	20	
trans-1,3-Dichloropropene	50.0	55.1		ug/Kg		110	84 - 136	1	20	
Ethylbenzene	50.0	49.4		ug/Kg		99	80 - 137	0	20	
Hexachlorobutadiene	50.0	47.2		ug/Kg		94	72 - 132	1	20	
2-Hexanone	250	250		ug/Kg		100	60 - 161	2	20	
Isopropylbenzene	50.0	51.5		ug/Kg		103	83 - 121	0	20	
4-Isopropyltoluene	50.0	49.2		ug/Kg		98	85 - 133	1	20	
Methylene Chloride	50.0	50.4		ug/Kg		101	68 - 126	6	20	
4-Methyl-2-pentanone (MIBK)	250	271		ug/Kg		108	69 - 160	1	20	
Naphthalene	50.0	51.1		ug/Kg		102	70 - 147	3	20	
N-Propylbenzene	50.0	47.1		ug/Kg		94	72 - 125	2	20	
Styrene	50.0	54.3		ug/Kg		109	87 - 128	1	20	
1,1,1,2-Tetrachloroethane	50.0	53.0		ug/Kg		106	90 - 130	2	20	
1,1,1,2,2-Tetrachloroethane	50.0	50.3		ug/Kg		101	82 - 146	3	20	
Tetrachloroethene	50.0	49.4		ug/Kg		99	78 - 132	1	20	
Toluene	50.0	48.7		ug/Kg		97	83 - 128	1	20	
1,2,3-Trichlorobenzene	50.0	51.4		ug/Kg		103	74 - 136	0	20	
1,2,4-Trichlorobenzene	50.0	50.9		ug/Kg		102	70 - 131	1	20	
1,1,1-Trichloroethane	50.0	49.0		ug/Kg		98	85 - 133	1	20	
1,1,2-Trichloroethane	50.0	50.6		ug/Kg		101	82 - 125	0	20	
Trichloroethene	50.0	50.2		ug/Kg		100	81 - 133	1	20	
Trichlorofluoromethane	50.0	54.2		ug/Kg		108	71 - 139	0	20	
1,2,3-Trichloropropane	50.0	48.6		ug/Kg		97	76 - 146	3	20	
1,1,2-Trichloro-1,2,2-trifluoroethane	50.0	49.4		ug/Kg		99	70 - 130	1	20	
1,2,4-Trimethylbenzene	50.0	51.6		ug/Kg		103	84 - 131	1	20	
1,3,5-Trimethylbenzene	50.0	50.3		ug/Kg		101	86 - 134	1	20	
Vinyl acetate	50.0	61.2		ug/Kg		122	38 - 176	1	20	

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 720-86166/3-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: LCSD 720-86166/3-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec. Limits	RPD	RPD Limit
Vinyl chloride	50.0	52.0		ug/Kg		104	63 - 140	1	20
m-Xylene & p-Xylene	100	99.7		ug/Kg		100	79 - 146	1	20
o-Xylene	50.0	51.6		ug/Kg		103	84 - 140	1	20
2,2-Dichloropropane	50.0	49.6		ug/Kg		99	73 - 162	0	20

Surrogate	LCSD % Recovery	LCSD Qualifier	LCSD Limits
4-Bromofluorobenzene	101		65 - 117
1,2-Dichloroethane-d4 (Surr)	101		73 - 140
Toluene-d8 (Surr)	99		84 - 116

Lab Sample ID: LCSD 720-86166/5-A

Matrix: Solid

Analysis Batch: 86144

Client Sample ID: LCSD 720-86166/5-A

Prep Type: Total/NA

Prep Batch: 86166

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec. Limits	RPD	RPD Limit
Gasoline Range Organics (GRO) -C5-C12	1000	944		ug/Kg		94	68 - 115	4	20

Surrogate	LCSD % Recovery	LCSD Qualifier	LCSD Limits
4-Bromofluorobenzene	99		65 - 117
1,2-Dichloroethane-d4 (Surr)	104		73 - 140
Toluene-d8 (Surr)	100		84 - 116

Method: 8015B - Diesel Range Organics (DRO) (GC)

Lab Sample ID: MB 720-86124/1-A

Matrix: Solid

Analysis Batch: 86143

Client Sample ID: MB 720-86124/1-A

Prep Type: Total/NA

Prep Batch: 86124

Analyte	MB Result	MB Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		0.99		mg/Kg		02/10/11 14:22	02/11/11 10:55	1
Motor Oil Range Organics [C24-C36]	ND		49		mg/Kg		02/10/11 14:22	02/11/11 10:55	1

Surrogate	MB % Recovery	MB Qualifier	MB Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	97		31 - 114	02/10/11 14:22	02/11/11 10:55	1

Lab Sample ID: LCS 720-86124/2-A

Matrix: Solid

Analysis Batch: 86143

Client Sample ID: LCS 720-86124/2-A

Prep Type: Total/NA

Prep Batch: 86124

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Diesel Range Organics [C10-C28]	83.3	86.0		mg/Kg		103	59 - 134

Surrogate	LCS % Recovery	LCS Qualifier	LCS Limits
p-Terphenyl	103		31 - 114

Quality Control Data

Client: KEH & Associates, Inc.
 Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method: 8015B - Diesel Range Organics (DRO) (GC) (Continued)

Lab Sample ID: LCSD 720-86124/3-A

Matrix: Solid

Analysis Batch: 86143

Client Sample ID: LCSD 720-86124/3-A

Prep Type: Total/NA

Prep Batch: 86124

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD	Limit
							Limits	RPD		
Diesel Range Organics [C10-C28]	82.6	81.4		mg/Kg		99	59 - 134	6		35
Surrogate		LCSD	LCSD				% Recovery	Qualifier		Limits
<i>p-Terphenyl</i>							100			31 - 114

Lab Sample ID: 720-33294-16 MS

Matrix: Solid

Analysis Batch: 86203

Client Sample ID: SAC4-18

Prep Type: Total/NA

Prep Batch: 86124

Analyte	Sample Result	Sample Qualifier	Spike Added	MS Result	MS Qualifier	Unit	D	% Rec	% Rec.		RPD	Limit
									Limits	RPD		
Diesel Range Organics [C10-C28]	34		82.2	109		mg/Kg		91	50 - 130			
Surrogate		MS	MS					% Recovery	Qualifier		Limits	
<i>p-Terphenyl</i>								92			31 - 114	

Lab Sample ID: 720-33294-16 MSD

Matrix: Solid

Analysis Batch: 86203

Client Sample ID: SAC4-18

Prep Type: Total/NA

Prep Batch: 86124

Analyte	Sample Result	Sample Qualifier	Spike Added	MSD Result	MSD Qualifier	Unit	D	% Rec	% Rec.		RPD	Limit
									Limits	RPD		
Diesel Range Organics [C10-C28]	34		82.3	138		mg/Kg		127	50 - 130	24		30
Surrogate		MSD	MSD					% Recovery	Qualifier		Limits	
<i>p-Terphenyl</i>								80			31 - 114	

QC Association Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

GC/MS VOA

Analysis Batch: 86098

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
720-33294-1	SAC1-7	Total/NA	Solid	8260B	86160
720-33294-2	SAC1-11	Total/NA	Solid	8260B	86160
720-33294-3	SAC1-15	Total/NA	Solid	8260B	86160
720-33294-4	SAC1-18	Total/NA	Solid	8260B	86160
720-33294-5	SAC2-8	Total/NA	Solid	8260B	86160
720-33294-6	SAC2-12	Total/NA	Solid	8260B	86160
720-33294-7	SAC2-16	Total/NA	Solid	8260B	86160
720-33294-8	SAC2-20	Total/NA	Solid	8260B	86160
720-33294-9	SAC3-8.5	Total/NA	Solid	8260B	86160
720-33294-10	SAC3-12	Total/NA	Solid	8260B	86160
MB 720-86160/1-A	MB 720-86160/1-A	Total/NA	Solid	8260B	86160
LCS 720-86160/2-A	LCS 720-86160/2-A	Total/NA	Solid	8260B	86160
LCSD 720-86160/3-A	LCSD 720-86160/3-A	Total/NA	Solid	8260B	86160
LCS 720-86160/4-A	LCS 720-86160/4-A	Total/NA	Solid	8260B	86160
LCSD 720-86160/5-A	LCSD 720-86160/5-A	Total/NA	Solid	8260B	86160

Analysis Batch: 86144

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
720-33294-11	SAC3-15	Total/NA	Solid	8260B	86166
720-33294-12	SAC3-18	Total/NA	Solid	8260B	86166
720-33294-13	SAC4-6	Total/NA	Solid	8260B	86166
720-33294-14	SAC4-11	Total/NA	Solid	8260B	86166
720-33294-15	SAC4-15	Total/NA	Solid	8260B	86166
720-33294-16	SAC4-18	Total/NA	Solid	8260B	86166
MB 720-86166/1-A	MB 720-86166/1-A	Total/NA	Solid	8260B	86166
LCS 720-86166/2-A	LCS 720-86166/2-A	Total/NA	Solid	8260B	86166
LCSD 720-86166/3-A	LCSD 720-86166/3-A	Total/NA	Solid	8260B	86166
LCS 720-86166/4-A	LCS 720-86166/4-A	Total/NA	Solid	8260B	86166
LCSD 720-86166/5-A	LCSD 720-86166/5-A	Total/NA	Solid	8260B	86166

Prep Batch: 86160

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
MB 720-86160/1-A	MB 720-86160/1-A	Total/NA	Solid	5035	
720-33294-3	SAC1-15	Total/NA	Solid	5035	
720-33294-4	SAC1-18	Total/NA	Solid	5035	
720-33294-5	SAC2-8	Total/NA	Solid	5035	
720-33294-6	SAC2-12	Total/NA	Solid	5035	
720-33294-7	SAC2-16	Total/NA	Solid	5035	
720-33294-8	SAC2-20	Total/NA	Solid	5035	
720-33294-9	SAC3-8.5	Total/NA	Solid	5035	
720-33294-10	SAC3-12	Total/NA	Solid	5035	
LCS 720-86160/2-A	LCS 720-86160/2-A	Total/NA	Solid	5035	
LCSD 720-86160/3-A	LCSD 720-86160/3-A	Total/NA	Solid	5035	
LCS 720-86160/4-A	LCS 720-86160/4-A	Total/NA	Solid	5035	
LCSD 720-86160/5-A	LCSD 720-86160/5-A	Total/NA	Solid	5035	
720-33294-1	SAC1-7	Total/NA	Solid	5035	
720-33294-2	SAC1-11	Total/NA	Solid	5035	

Prep Batch: 86166

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
MB 720-86166/1-A	MB 720-86166/1-A	Total/NA	Solid	5035	
720-33294-13	SAC4-6	Total/NA	Solid	5035	



QC Association Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

GC/MS VOA (Continued)

Prep Batch: 86166 (Continued)

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
720-33294-14	SAC4-11	Total/NA	Solid	5035	
720-33294-15	SAC4-15	Total/NA	Solid	5035	
720-33294-16	SAC4-18	Total/NA	Solid	5035	
LCS 720-86166/2-A	LCS 720-86166/2-A	Total/NA	Solid	5035	
LCSD 720-86166/3-A	LCSD 720-86166/3-A	Total/NA	Solid	5035	
LCS 720-86166/4-A	LCS 720-86166/4-A	Total/NA	Solid	5035	
LCSD 720-86166/5-A	LCSD 720-86166/5-A	Total/NA	Solid	5035	
720-33294-11	SAC3-15	Total/NA	Solid	5035	
720-33294-12	SAC3-18	Total/NA	Solid	5035	

GC Semi VOA

Prep Batch: 86124

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
MB 720-86124/1-A	MB 720-86124/1-A	Total/NA	Solid	3550B	
720-33294-7	SAC2-16	Total/NA	Solid	3550B	
720-33294-8	SAC2-20	Total/NA	Solid	3550B	
720-33294-9	SAC3-8.5	Total/NA	Solid	3550B	
720-33294-10	SAC3-12	Total/NA	Solid	3550B	
720-33294-11	SAC3-15	Total/NA	Solid	3550B	
720-33294-12	SAC3-18	Total/NA	Solid	3550B	
720-33294-13	SAC4-6	Total/NA	Solid	3550B	
720-33294-14	SAC4-11	Total/NA	Solid	3550B	
720-33294-15	SAC4-15	Total/NA	Solid	3550B	
720-33294-16	SAC4-18	Total/NA	Solid	3550B	
LCS 720-86124/2-A	LCS 720-86124/2-A	Total/NA	Solid	3550B	
720-33294-16 MS	SAC4-18	Total/NA	Solid	3550B	
720-33294-16 MSD	SAC4-18	Total/NA	Solid	3550B	
LCSD 720-86124/3-A	LCSD 720-86124/3-A	Total/NA	Solid	3550B	
720-33294-1	SAC1-7	Total/NA	Solid	3550B	
720-33294-2	SAC1-11	Total/NA	Solid	3550B	
720-33294-3	SAC1-15	Total/NA	Solid	3550B	
720-33294-4	SAC1-18	Total/NA	Solid	3550B	
720-33294-5	SAC2-8	Total/NA	Solid	3550B	
720-33294-6	SAC2-12	Total/NA	Solid	3550B	

Analysis Batch: 86141

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
720-33294-14	SAC4-11	Total/NA	Solid	8015B	86124
720-33294-15	SAC4-15	Total/NA	Solid	8015B	86124

Analysis Batch: 86143

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
MB 720-86124/1-A	MB 720-86124/1-A	Total/NA	Solid	8015B	86124
720-33294-1	SAC1-7	Total/NA	Solid	8015B	86124
720-33294-3	SAC1-15	Total/NA	Solid	8015B	86124
720-33294-4	SAC1-18	Total/NA	Solid	8015B	86124
720-33294-5	SAC2-8	Total/NA	Solid	8015B	86124
720-33294-6	SAC2-12	Total/NA	Solid	8015B	86124
720-33294-7	SAC2-16	Total/NA	Solid	8015B	86124
720-33294-8	SAC2-20	Total/NA	Solid	8015B	86124
720-33294-9	SAC3-8.5	Total/NA	Solid	8015B	86124

QC Association Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

GC Semi VOA (Continued)

Analysis Batch: 86143 (Continued)

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
720-33294-10	SAC3-12	Total/NA	Solid	8015B	86124
720-33294-11	SAC3-15	Total/NA	Solid	8015B	86124
720-33294-12	SAC3-18	Total/NA	Solid	8015B	86124
720-33294-13	SAC4-6	Total/NA	Solid	8015B	86124
720-33294-2	SAC1-11	Total/NA	Solid	8015B	86124
LCSD 720-86124/3-A	LCSD 720-86124/3-A	Total/NA	Solid	8015B	86124
LCS 720-86124/2-A	LCS 720-86124/2-A	Total/NA	Solid	8015B	86124

Analysis Batch: 86203

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
720-33294-16	SAC4-18	Total/NA	Solid	8015B	86124
720-33294-16 MS	SAC4-18	Total/NA	Solid	8015B	86124
720-33294-16 MSD	SAC4-18	Total/NA	Solid	8015B	86124



Certification Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Laboratory	Authority	Program	EPA Region	Certification ID	* Expiration Date
TestAmerica San Francisco	California	State Program	9	2496	01/31/12

Accreditation may not be offered or required for all methods and analytes reported in this package. Please contact your project manager for the laboratory's current list of certified methods and analytes.

* Any expired certifications in this list are currently pending renewal and are considered valid.

- 1
- 2
- 3
- 4
- 5
- 6
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- 13

Method Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Method	Method Description	Protocol	Laboratory
8260B	Volatile Organic Compounds (GC/MS)	SW846	TAL SF
8015B	Diesel Range Organics (DRO) (GC)	SW846	TAL SF

Protocol References:

SW846 = "Test Methods For Evaluating Solid Waste, Physical/Chemical Methods", Third Edition, November 1986 And Its Updates.

Laboratory References:

TAL SF = TestAmerica San Francisco, 1220 Quarry Lane, Pleasanton, CA 94566, TEL (925)484-1919



Sample Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-1

Lab Sample ID	Client Sample ID	Matrix	Collected	Received
720-33294-1	SAC1-7	Solid	02/09/11 08:20	02/09/11 20:17
720-33294-2	SAC1-11	Solid	02/09/11 08:50	02/09/11 20:17
720-33294-3	SAC1-15	Solid	02/09/11 09:20	02/09/11 20:17
720-33294-4	SAC1-18	Solid	02/09/11 10:00	02/09/11 20:17
720-33294-5	SAC2-8	Solid	02/09/11 11:55	02/09/11 20:17
720-33294-6	SAC2-12	Solid	02/09/11 12:05	02/09/11 20:17
720-33294-7	SAC2-16	Solid	02/09/11 12:26	02/09/11 20:17
720-33294-8	SAC2-20	Solid	02/09/11 12:45	02/09/11 20:17
720-33294-9	SAC3-8.5	Solid	02/09/11 14:45	02/09/11 20:17
720-33294-10	SAC3-12	Solid	02/09/11 14:55	02/09/11 20:17
720-33294-11	SAC3-15	Solid	02/09/11 15:15	02/09/11 20:17
720-33294-12	SAC3-18	Solid	02/09/11 15:45	02/09/11 20:17
720-33294-13	SAC4-6	Solid	02/09/11 17:25	02/09/11 20:17
720-33294-14	SAC4-11	Solid	02/09/11 17:40	02/09/11 20:17
720-33294-15	SAC4-15	Solid	02/09/11 17:48	02/09/11 20:17
720-33294-16	SAC4-18	Solid	02/09/11 18:05	02/09/11 20:17



TestAmerica

THE LEADER IN ENVIRONMENTAL TESTING

TESTAMERICA San Francisco Chain of Custody

1220 Quarry Lane • Pleasanton CA 94566-4756
 Phone: (925) 444-1919 • Fax: (925) 600-3002

Reference #: 1291e05

Date: _____ Page: _____

Report To

Attn: JEFF BORUM
 Company: KEITH'S ASSOCIATES, INC
 Address: _____
 Phone: 949-370-2046 Email: jborum@keithgroup.com
 Bill To: _____ Sampled By: JEFF BORUM
 Attn: _____ Phone: 949-370-2046

Sample ID	Date	Time	Met	Preser	TPH EPA - <input checked="" type="checkbox"/> 8260B <input checked="" type="checkbox"/> Gas w/ <input type="checkbox"/> BTEX <input type="checkbox"/> MTBE	TEPH EPA 8015M* <input checked="" type="checkbox"/> Silica Gel <input checked="" type="checkbox"/> Diesel <input type="checkbox"/> Motor Oil <input type="checkbox"/> Other _____	EPA 8260B: <input type="checkbox"/> Gas <input type="checkbox"/> BTEX <input type="checkbox"/> 5 Oxygenates <input type="checkbox"/> DCA, EDB <input type="checkbox"/> Ethanol (HVOCs) EPA 8021 by 8260B	Volatile Organics GC/MS (VOCs) <input checked="" type="checkbox"/> EPA 8260B <input type="checkbox"/> 624	Semivolatiles GC/MS <input type="checkbox"/> EPA 8270 <input type="checkbox"/> 625	Oil and Grease <input type="checkbox"/> Petroleum (EPA 1664) <input type="checkbox"/> Total	Pesticides <input type="checkbox"/> EPA 8081 <input type="checkbox"/> 608 PCBs <input type="checkbox"/> EPA 8082 <input type="checkbox"/> 608	PNAs by <input type="checkbox"/> 8270 <input type="checkbox"/> 8310	CAM17 Metals (EPA 6010/7470/7471)	Metals: <input type="checkbox"/> Lead <input type="checkbox"/> LUFT <input type="checkbox"/> RCRA <input type="checkbox"/> Other: _____	Low Level Metals by EPA 200.8/6020 (ICP-MS): _____	<input type="checkbox"/> W.E.T (STLC) <input type="checkbox"/> TCLP	<input type="checkbox"/> Hexavalent Chromium <input type="checkbox"/> pH (24h hold time for H ₂ O)	<input type="checkbox"/> Spec. Cond. <input type="checkbox"/> Alkalinity <input type="checkbox"/> TSS <input type="checkbox"/> TDS	Anions: <input type="checkbox"/> Cl <input type="checkbox"/> SO ₄ <input type="checkbox"/> NO ₃ <input type="checkbox"/> F <input type="checkbox"/> Br <input type="checkbox"/> NO ₂ <input type="checkbox"/> PO ₄	Number of Containers
SACJ-7	2/9/11	8:20	9AM																	3
-11		8:30																		3
-15		9:20																		3
-18		10:00																		3
SAC2-8		11:55																		3
-12		12:05																		3
-16		12:26																		3
-20		12:45																		3
SAC3-8.5		2:45																		3
-12		2:55																		3

Project Info

Project Name: SAN ANTONIO CENTER
 Project#: GW007
 PO#: _____
 Credit Card#: _____

of Containers: _____
 Head Space: _____
 Temp: 5.6°
 Conforms to record:

Report: Routine Level 3 Level 4 EDD State Tank
 Fund EDF _____
 Special Instructions / Comments: Global ID _____

1) Relinquished by: _____
 Signature: [Signature] Time: 7:00 PM
 Printed Name: JEFF BORUM Date: 2/9/11
 Company: KEITH'S ASSOCIATES

Received by: _____
 Signature: _____ Time: _____
 Printed Name: _____ Date: _____
 Company: _____

2) Relinquished by: _____
 Signature: _____ Time: _____
 Printed Name: _____ Date: _____
 Company: _____

Received by: _____
 Signature: _____ Time: _____
 Printed Name: _____ Date: _____
 Company: _____

3) Relinquished by: _____
 Signature: _____ Time: _____
 Printed Name: _____ Date: _____
 Company: _____

TestAmerica

THE LEADER IN ENVIRONMENTAL TESTING

TESTAMERICA San Francisco Chain of Custody
 1220 Quarry Lane • Pleasanton CA 94566-4756
 Phone: (925) 484-1919 • Fax: (925) 600-3002

720-33294

Reference #: 129605
 Date _____ of _____ Page _____ of _____

Report To: **JEFF BORUM**
 Company: **KEH Associates**
 Address: _____
 Phone: **919-370-2046** Email: **borum@kehcorp.com**
 Bill To: _____ Sampled By: **JEFF BORUM**
 Attn: _____ Phone: **919-370-2046**

Sample ID	Date	Time	Mat	Preserv	TPH EPA - <input checked="" type="checkbox"/> 8260B <input checked="" type="checkbox"/> Gas w/ <input checked="" type="checkbox"/> BTEX <input checked="" type="checkbox"/> MTBE	TEPH EPA 8015M* <input checked="" type="checkbox"/> Silica Gel <input checked="" type="checkbox"/> Diesel <input checked="" type="checkbox"/> Motor Oil <input type="checkbox"/> Other _____	EPA 8260B: <input checked="" type="checkbox"/> Gas <input type="checkbox"/> BTEX <input type="checkbox"/> 5 Oxygenates <input type="checkbox"/> DCA, EDB <input type="checkbox"/> Ethanol	(HVCs) EPA 8021 by 8260B	Volatile Organics GC/MS (VOCs) <input checked="" type="checkbox"/> EPA 8260B <input type="checkbox"/> 624	Semivolatiles GC/MS <input type="checkbox"/> EPA 8270 <input type="checkbox"/> 625	Oil and Grease <input type="checkbox"/> Petroleum (EPA 1664) <input type="checkbox"/> Total	Pesticides <input type="checkbox"/> EPA 8081 <input type="checkbox"/> 608 PCBs <input type="checkbox"/> EPA 8082 <input type="checkbox"/> 608	PNAs by <input type="checkbox"/> 8270 <input type="checkbox"/> 8310	CAM17 Metals (EPA 6010/7470/7471)	Metals: <input type="checkbox"/> Lead <input type="checkbox"/> LUFT <input type="checkbox"/> RCRA <input type="checkbox"/> Other: _____	Low Level Metals by EPA 200.8/6020 (ICP-MS): _____	<input type="checkbox"/> W.E.T (STLC) <input type="checkbox"/> TCLP	<input type="checkbox"/> Hexavalent Chromium <input type="checkbox"/> pH (24h hold time for H ₂ O)	<input type="checkbox"/> Spec. Cond. <input type="checkbox"/> Alkalinity <input type="checkbox"/> TSS <input type="checkbox"/> TDS	Anions: <input type="checkbox"/> Cl <input type="checkbox"/> SO ₄ <input type="checkbox"/> NO ₃ <input type="checkbox"/> F <input type="checkbox"/> Br <input type="checkbox"/> NO ₂ <input type="checkbox"/> PO ₄	Number of Containers	
SAC3-15	2/9/11	3:45	soil																		3	
-18		3:45																				3
SAC4-6		5:10																				3
-11		5:48																				3
-15		6:05																				3
-18																						3

Project Info	Sample Receipt
Project Name: San Antonio Center	# of Containers: _____
Project#: 6W-007	Head Space: _____
PO#: _____	Temp: 5.6°C
Credit Card#: _____	Conforms to record: _____

Relinquished by:	Signature	Time	Company
1) Relinquished by:	<i>[Signature]</i>	7:00 PM	
	Printed Name: JEFF BORUM	Date: 2/9/11	
2) Relinquished by:	Signature _____	Time _____	Company _____
	Printed Name _____	Date _____	
3) Relinquished by:	Signature _____	Time _____	Company _____
	Printed Name _____	Date _____	

San Terms and Conditions on reverse
 TestAmerica SF reports 8015M from C₆-C₈ (Industry norm). Default for 8015B is C₆-C₈

Login Sample Receipt Check List

Client: TestAmerica San Francisco

Job Number: 720-33294-1

Login Number: 33294

Creator: Mullen, Joan

List Number: 1

List Source: TestAmerica San Francisco

Question	T / F / NA	Comment
Radioactivity either was not measured or, if measured, is at or below background	N/A	
The cooler's custody seal, if present, is intact.	N/A	
The cooler or samples do not appear to have been compromised or tampered with.	True	
Samples were received on ice.	True	
Cooler Temperature is acceptable.	True	
Cooler Temperature is recorded.	True	
COC is present.	True	
COC is filled out in ink and legible.	True	
COC is filled out with all pertinent information.	False	see ncm
Is the Field Sampler's name present on COC?	True	
There are no discrepancies between the sample IDs on the containers and the COC.	True	
Samples are received within Holding Time.	True	
Sample containers have legible labels.	True	
Containers are not broken or leaking.	True	
Sample collection date/times are provided.	True	
Appropriate sample containers are used.	True	
Sample bottles are completely filled.	True	
Sample Preservation Verified	N/A	
There is sufficient vol. for all requested analyses, incl. any requested MS/MSDs	True	
VOA sample vials do not have headspace or bubble is <6mm (1/4") in diameter.	True	
If necessary, staff have been informed of any short hold time or quick TAT needs	True	
Multiphasic samples are not present.	True	
Samples do not require splitting or compositing.	True	



TestAmerica

THE LEADER IN ENVIRONMENTAL TESTING

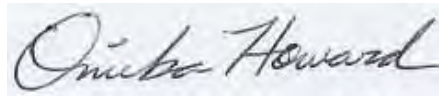
ANALYTICAL REPORT

TestAmerica Laboratories, Inc.
TestAmerica San Francisco
1220 Quarry Lane
Pleasanton, CA 94566
Tel: (925)484-1919

TestAmerica Job ID: 720-33295-1
Client Project/Site: San Antonio Center

For:
KEH & Associates, Inc.
2434 Auto Park Way
Suite 100
Escondido, California 92029

Attn: Jeff Borum



Authorized for release by:
2/16/2011 11:10 AM

Onieka Howard
Project Manager I
onieka.howard@testamericainc.com

LINKS

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results through
TotalAccess

Have a Question?



Visit us at:
www.testamericainc.com

This report has been electronically signed and authorized by the signatory. Electronic signature is intended to be the legally binding equivalent of a traditionally handwritten signature.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
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- 9
- 10
- 11
- 12
- 13



Table of Contents

Cover Page	1
Table of Contents	2
Definitions	3
Case Narrative	4
Detection Summary	5
Client Sample Results	6
QC Sample Results	15
QC Association	30
Certification Summary	31
Method Summary	32
Sample Summary	33
Chain of Custody	34
Sample Receipt Checklist	35

Qualifier Definition/Glossary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Glossary

Glossary	Glossary Description
☼	Listed under the "D" column to designate that the result is reported on a dry weight basis.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13

Case Narrative

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Job ID: 720-33295-1

Laboratory: TestAmerica San Francisco

Narrative

Job Narrative
720-33295-1

Comments

No additional comments.

Receipt

COC says 624 but per client request logged for 8260.

All other samples were received in good condition within temperature requirements.

GC/MS VOA

No analytical or quality issues were noted.

GC Semi VOA

No analytical or quality issues were noted.

Organic Prep

No analytical or quality issues were noted.

- 1
- 2
- 3
- 4
- 5
- 6
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- 8
- 9
- 10
- 11
- 12
- 13

Detection Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: SAC1

Lab Sample ID: 720-33295-1

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Toluene	1.2		0.50		ug/L	1		8260B	Total/NA
Xylenes, Total	1.3		1.0		ug/L	1		8260B	Total/NA

Client Sample ID: SAC2

Lab Sample ID: 720-33295-2

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Toluene	0.61		0.50		ug/L	1		8260B	Total/NA

Client Sample ID: SAC3

Lab Sample ID: 720-33295-3

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Toluene	0.52		0.50		ug/L	1		8260B	Total/NA

Client Sample ID: SAC4

Lab Sample ID: 720-33295-4

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Toluene	0.84		0.50		ug/L	1		8260B	Total/NA
Xylenes, Total	1.9		1.0		ug/L	1		8260B	Total/NA

Client Sample ID: TRIP BLANK

Lab Sample ID: 720-33295-5

No Detections.

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: SAC1

Date Collected: 02/09/11 10:05

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-1

Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		0.50		ug/L			02/11/11 12:58	1
Acetone	ND		50		ug/L			02/11/11 12:58	1
Benzene	ND		0.50		ug/L			02/11/11 12:58	1
Dichlorobromomethane	ND		0.50		ug/L			02/11/11 12:58	1
Bromobenzene	ND		1.0		ug/L			02/11/11 12:58	1
Chlorobromomethane	ND		1.0		ug/L			02/11/11 12:58	1
Bromoform	ND		1.0		ug/L			02/11/11 12:58	1
Bromomethane	ND		1.0		ug/L			02/11/11 12:58	1
2-Butanone (MEK)	ND		50		ug/L			02/11/11 12:58	1
n-Butylbenzene	ND		1.0		ug/L			02/11/11 12:58	1
sec-Butylbenzene	ND		1.0		ug/L			02/11/11 12:58	1
tert-Butylbenzene	ND		1.0		ug/L			02/11/11 12:58	1
Carbon disulfide	ND		5.0		ug/L			02/11/11 12:58	1
Carbon tetrachloride	ND		0.50		ug/L			02/11/11 12:58	1
Chlorobenzene	ND		0.50		ug/L			02/11/11 12:58	1
Chloroethane	ND		1.0		ug/L			02/11/11 12:58	1
Chloroform	ND		1.0		ug/L			02/11/11 12:58	1
Chloromethane	ND		1.0		ug/L			02/11/11 12:58	1
2-Chlorotoluene	ND		0.50		ug/L			02/11/11 12:58	1
4-Chlorotoluene	ND		0.50		ug/L			02/11/11 12:58	1
Chlorodibromomethane	ND		0.50		ug/L			02/11/11 12:58	1
1,2-Dichlorobenzene	ND		0.50		ug/L			02/11/11 12:58	1
1,3-Dichlorobenzene	ND		0.50		ug/L			02/11/11 12:58	1
1,4-Dichlorobenzene	ND		0.50		ug/L			02/11/11 12:58	1
1,3-Dichloropropane	ND		1.0		ug/L			02/11/11 12:58	1
1,1-Dichloropropene	ND		0.50		ug/L			02/11/11 12:58	1
1,2-Dibromo-3-Chloropropane	ND		1.0		ug/L			02/11/11 12:58	1
Ethylene Dibromide	ND		0.50		ug/L			02/11/11 12:58	1
Dibromomethane	ND		0.50		ug/L			02/11/11 12:58	1
Dichlorodifluoromethane	ND		0.50		ug/L			02/11/11 12:58	1
1,1-Dichloroethane	ND		0.50		ug/L			02/11/11 12:58	1
1,2-Dichloroethane	ND		0.50		ug/L			02/11/11 12:58	1
1,1-Dichloroethene	ND		0.50		ug/L			02/11/11 12:58	1
cis-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 12:58	1
trans-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 12:58	1
1,2-Dichloropropane	ND		0.50		ug/L			02/11/11 12:58	1
cis-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 12:58	1
trans-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 12:58	1
Ethylbenzene	ND		0.50		ug/L			02/11/11 12:58	1
Hexachlorobutadiene	ND		1.0		ug/L			02/11/11 12:58	1
2-Hexanone	ND		50		ug/L			02/11/11 12:58	1
Isopropylbenzene	ND		0.50		ug/L			02/11/11 12:58	1
4-Isopropyltoluene	ND		1.0		ug/L			02/11/11 12:58	1
Methylene Chloride	ND		5.0		ug/L			02/11/11 12:58	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/L			02/11/11 12:58	1
Naphthalene	ND		1.0		ug/L			02/11/11 12:58	1
N-Propylbenzene	ND		1.0		ug/L			02/11/11 12:58	1
Styrene	ND		0.50		ug/L			02/11/11 12:58	1
1,1,1,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 12:58	1
1,1,2,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 12:58	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: SAC1

Date Collected: 02/09/11 10:05

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-1

Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Tetrachloroethene	ND		0.50		ug/L			02/11/11 12:58	1
Toluene	1.2		0.50		ug/L			02/11/11 12:58	1
1,2,3-Trichlorobenzene	ND		1.0		ug/L			02/11/11 12:58	1
1,2,4-Trichlorobenzene	ND		1.0		ug/L			02/11/11 12:58	1
1,1,1-Trichloroethane	ND		0.50		ug/L			02/11/11 12:58	1
1,1,2-Trichloroethane	ND		0.50		ug/L			02/11/11 12:58	1
Trichloroethene	ND		0.50		ug/L			02/11/11 12:58	1
Trichlorofluoromethane	ND		1.0		ug/L			02/11/11 12:58	1
1,2,3-Trichloropropane	ND		0.50		ug/L			02/11/11 12:58	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		0.50		ug/L			02/11/11 12:58	1
1,2,4-Trimethylbenzene	ND		0.50		ug/L			02/11/11 12:58	1
1,3,5-Trimethylbenzene	ND		0.50		ug/L			02/11/11 12:58	1
Vinyl acetate	ND		10		ug/L			02/11/11 12:58	1
Vinyl chloride	ND		0.50		ug/L			02/11/11 12:58	1
Xylenes, Total	1.3		1.0		ug/L			02/11/11 12:58	1
2,2-Dichloropropane	ND		0.50		ug/L			02/11/11 12:58	1
Gasoline Range Organics (GRO) -C5-C12	ND		50		ug/L			02/11/11 12:58	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	102		67 - 130		02/11/11 12:58	1
1,2-Dichloroethane-d4 (Surr)	107		67 - 130		02/11/11 12:58	1
Toluene-d8 (Surr)	101		70 - 130		02/11/11 12:58	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		54		ug/L		02/10/11 11:29	02/11/11 16:13	1
Motor Oil Range Organics [C24-C36]	ND		110		ug/L		02/10/11 11:29	02/11/11 16:13	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	91		23 - 156	02/10/11 11:29	02/11/11 16:13	1

Client Sample ID: SAC2

Date Collected: 02/09/11 12:55

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-2

Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		0.50		ug/L			02/11/11 13:27	1
Acetone	ND		50		ug/L			02/11/11 13:27	1
Benzene	ND		0.50		ug/L			02/11/11 13:27	1
Dichlorobromomethane	ND		0.50		ug/L			02/11/11 13:27	1
Bromobenzene	ND		1.0		ug/L			02/11/11 13:27	1
Chlorobromomethane	ND		1.0		ug/L			02/11/11 13:27	1
Bromoform	ND		1.0		ug/L			02/11/11 13:27	1
Bromomethane	ND		1.0		ug/L			02/11/11 13:27	1
2-Butanone (MEK)	ND		50		ug/L			02/11/11 13:27	1
n-Butylbenzene	ND		1.0		ug/L			02/11/11 13:27	1
sec-Butylbenzene	ND		1.0		ug/L			02/11/11 13:27	1
tert-Butylbenzene	ND		1.0		ug/L			02/11/11 13:27	1
Carbon disulfide	ND		5.0		ug/L			02/11/11 13:27	1
Carbon tetrachloride	ND		0.50		ug/L			02/11/11 13:27	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: SAC2
Date Collected: 02/09/11 12:55
Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-2
Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Chlorobenzene	ND		0.50		ug/L			02/11/11 13:27	1
Chloroethane	ND		1.0		ug/L			02/11/11 13:27	1
Chloroform	ND		1.0		ug/L			02/11/11 13:27	1
Chloromethane	ND		1.0		ug/L			02/11/11 13:27	1
2-Chlorotoluene	ND		0.50		ug/L			02/11/11 13:27	1
4-Chlorotoluene	ND		0.50		ug/L			02/11/11 13:27	1
Chlorodibromomethane	ND		0.50		ug/L			02/11/11 13:27	1
1,2-Dichlorobenzene	ND		0.50		ug/L			02/11/11 13:27	1
1,3-Dichlorobenzene	ND		0.50		ug/L			02/11/11 13:27	1
1,4-Dichlorobenzene	ND		0.50		ug/L			02/11/11 13:27	1
1,3-Dichloropropane	ND		1.0		ug/L			02/11/11 13:27	1
1,1-Dichloropropene	ND		0.50		ug/L			02/11/11 13:27	1
1,2-Dibromo-3-Chloropropane	ND		1.0		ug/L			02/11/11 13:27	1
Ethylene Dibromide	ND		0.50		ug/L			02/11/11 13:27	1
Dibromomethane	ND		0.50		ug/L			02/11/11 13:27	1
Dichlorodifluoromethane	ND		0.50		ug/L			02/11/11 13:27	1
1,1-Dichloroethane	ND		0.50		ug/L			02/11/11 13:27	1
1,2-Dichloroethane	ND		0.50		ug/L			02/11/11 13:27	1
1,1-Dichloroethene	ND		0.50		ug/L			02/11/11 13:27	1
cis-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 13:27	1
trans-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 13:27	1
1,2-Dichloropropane	ND		0.50		ug/L			02/11/11 13:27	1
cis-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 13:27	1
trans-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 13:27	1
Ethylbenzene	ND		0.50		ug/L			02/11/11 13:27	1
Hexachlorobutadiene	ND		1.0		ug/L			02/11/11 13:27	1
2-Hexanone	ND		50		ug/L			02/11/11 13:27	1
Isopropylbenzene	ND		0.50		ug/L			02/11/11 13:27	1
4-Isopropyltoluene	ND		1.0		ug/L			02/11/11 13:27	1
Methylene Chloride	ND		5.0		ug/L			02/11/11 13:27	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/L			02/11/11 13:27	1
Naphthalene	ND		1.0		ug/L			02/11/11 13:27	1
N-Propylbenzene	ND		1.0		ug/L			02/11/11 13:27	1
Styrene	ND		0.50		ug/L			02/11/11 13:27	1
1,1,1,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 13:27	1
1,1,2,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 13:27	1
Tetrachloroethene	ND		0.50		ug/L			02/11/11 13:27	1
Toluene	0.61		0.50		ug/L			02/11/11 13:27	1
1,2,3-Trichlorobenzene	ND		1.0		ug/L			02/11/11 13:27	1
1,2,4-Trichlorobenzene	ND		1.0		ug/L			02/11/11 13:27	1
1,1,1-Trichloroethane	ND		0.50		ug/L			02/11/11 13:27	1
1,1,2-Trichloroethane	ND		0.50		ug/L			02/11/11 13:27	1
Trichloroethene	ND		0.50		ug/L			02/11/11 13:27	1
Trichlorofluoromethane	ND		1.0		ug/L			02/11/11 13:27	1
1,2,3-Trichloropropane	ND		0.50		ug/L			02/11/11 13:27	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		0.50		ug/L			02/11/11 13:27	1
1,2,4-Trimethylbenzene	ND		0.50		ug/L			02/11/11 13:27	1
1,3,5-Trimethylbenzene	ND		0.50		ug/L			02/11/11 13:27	1
Vinyl acetate	ND		10		ug/L			02/11/11 13:27	1
Vinyl chloride	ND		0.50		ug/L			02/11/11 13:27	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: SAC2

Date Collected: 02/09/11 12:55

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-2

Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Xylenes, Total	ND		1.0		ug/L			02/11/11 13:27	1
2,2-Dichloropropane	ND		0.50		ug/L			02/11/11 13:27	1
Gasoline Range Organics (GRO) -C5-C12	ND		50		ug/L			02/11/11 13:27	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	103		67 - 130					02/11/11 13:27	1
1,2-Dichloroethane-d4 (Surr)	108		67 - 130					02/11/11 13:27	1
Toluene-d8 (Surr)	103		70 - 130					02/11/11 13:27	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		57		ug/L		02/10/11 11:29	02/11/11 16:36	1
Motor Oil Range Organics [C24-C36]	ND		110		ug/L		02/10/11 11:29	02/11/11 16:36	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
p-Terphenyl	89		23 - 156				02/10/11 11:29	02/11/11 16:36	1

Client Sample ID: SAC3

Date Collected: 02/09/11 15:57

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-3

Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		0.50		ug/L			02/11/11 13:56	1
Acetone	ND		50		ug/L			02/11/11 13:56	1
Benzene	ND		0.50		ug/L			02/11/11 13:56	1
Dichlorobromomethane	ND		0.50		ug/L			02/11/11 13:56	1
Bromobenzene	ND		1.0		ug/L			02/11/11 13:56	1
Chlorobromomethane	ND		1.0		ug/L			02/11/11 13:56	1
Bromoform	ND		1.0		ug/L			02/11/11 13:56	1
Bromomethane	ND		1.0		ug/L			02/11/11 13:56	1
2-Butanone (MEK)	ND		50		ug/L			02/11/11 13:56	1
n-Butylbenzene	ND		1.0		ug/L			02/11/11 13:56	1
sec-Butylbenzene	ND		1.0		ug/L			02/11/11 13:56	1
tert-Butylbenzene	ND		1.0		ug/L			02/11/11 13:56	1
Carbon disulfide	ND		5.0		ug/L			02/11/11 13:56	1
Carbon tetrachloride	ND		0.50		ug/L			02/11/11 13:56	1
Chlorobenzene	ND		0.50		ug/L			02/11/11 13:56	1
Chloroethane	ND		1.0		ug/L			02/11/11 13:56	1
Chloroform	ND		1.0		ug/L			02/11/11 13:56	1
Chloromethane	ND		1.0		ug/L			02/11/11 13:56	1
2-Chlorotoluene	ND		0.50		ug/L			02/11/11 13:56	1
4-Chlorotoluene	ND		0.50		ug/L			02/11/11 13:56	1
Chlorodibromomethane	ND		0.50		ug/L			02/11/11 13:56	1
1,2-Dichlorobenzene	ND		0.50		ug/L			02/11/11 13:56	1
1,3-Dichlorobenzene	ND		0.50		ug/L			02/11/11 13:56	1
1,4-Dichlorobenzene	ND		0.50		ug/L			02/11/11 13:56	1
1,3-Dichloropropane	ND		1.0		ug/L			02/11/11 13:56	1
1,1-Dichloropropene	ND		0.50		ug/L			02/11/11 13:56	1
1,2-Dibromo-3-Chloropropane	ND		1.0		ug/L			02/11/11 13:56	1
Ethylene Dibromide	ND		0.50		ug/L			02/11/11 13:56	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: SAC3

Lab Sample ID: 720-33295-3

Date Collected: 02/09/11 15:57

Matrix: Water

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Dibromomethane	ND		0.50		ug/L			02/11/11 13:56	1
Dichlorodifluoromethane	ND		0.50		ug/L			02/11/11 13:56	1
1,1-Dichloroethane	ND		0.50		ug/L			02/11/11 13:56	1
1,2-Dichloroethane	ND		0.50		ug/L			02/11/11 13:56	1
1,1-Dichloroethene	ND		0.50		ug/L			02/11/11 13:56	1
cis-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 13:56	1
trans-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 13:56	1
1,2-Dichloropropane	ND		0.50		ug/L			02/11/11 13:56	1
cis-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 13:56	1
trans-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 13:56	1
Ethylbenzene	ND		0.50		ug/L			02/11/11 13:56	1
Hexachlorobutadiene	ND		1.0		ug/L			02/11/11 13:56	1
2-Hexanone	ND		50		ug/L			02/11/11 13:56	1
Isopropylbenzene	ND		0.50		ug/L			02/11/11 13:56	1
4-Isopropyltoluene	ND		1.0		ug/L			02/11/11 13:56	1
Methylene Chloride	ND		5.0		ug/L			02/11/11 13:56	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/L			02/11/11 13:56	1
Naphthalene	ND		1.0		ug/L			02/11/11 13:56	1
N-Propylbenzene	ND		1.0		ug/L			02/11/11 13:56	1
Styrene	ND		0.50		ug/L			02/11/11 13:56	1
1,1,1,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 13:56	1
1,1,2,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 13:56	1
Tetrachloroethene	ND		0.50		ug/L			02/11/11 13:56	1
Toluene	0.52		0.50		ug/L			02/11/11 13:56	1
1,2,3-Trichlorobenzene	ND		1.0		ug/L			02/11/11 13:56	1
1,2,4-Trichlorobenzene	ND		1.0		ug/L			02/11/11 13:56	1
1,1,1-Trichloroethane	ND		0.50		ug/L			02/11/11 13:56	1
1,1,2-Trichloroethane	ND		0.50		ug/L			02/11/11 13:56	1
Trichloroethene	ND		0.50		ug/L			02/11/11 13:56	1
Trichlorofluoromethane	ND		1.0		ug/L			02/11/11 13:56	1
1,2,3-Trichloropropane	ND		0.50		ug/L			02/11/11 13:56	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		0.50		ug/L			02/11/11 13:56	1
1,2,4-Trimethylbenzene	ND		0.50		ug/L			02/11/11 13:56	1
1,3,5-Trimethylbenzene	ND		0.50		ug/L			02/11/11 13:56	1
Vinyl acetate	ND		10		ug/L			02/11/11 13:56	1
Vinyl chloride	ND		0.50		ug/L			02/11/11 13:56	1
Xylenes, Total	ND		1.0		ug/L			02/11/11 13:56	1
2,2-Dichloropropane	ND		0.50		ug/L			02/11/11 13:56	1
Gasoline Range Organics (GRO) -C5-C12	ND		50		ug/L			02/11/11 13:56	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	100		67 - 130		02/11/11 13:56	1
1,2-Dichloroethane-d4 (Surr)	107		67 - 130		02/11/11 13:56	1
Toluene-d8 (Surr)	101		70 - 130		02/11/11 13:56	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		55		ug/L		02/10/11 17:06	02/11/11 16:59	1
Motor Oil Range Organics [C24-C36]	ND		110		ug/L		02/10/11 17:06	02/11/11 16:59	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: SAC3

Date Collected: 02/09/11 15:57

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-3

Matrix: Water

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	91		23 - 156	02/10/11 17:06	02/11/11 16:59	1

Client Sample ID: SAC4

Date Collected: 02/09/11 18:45

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-4

Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		0.50		ug/L			02/11/11 14:25	1
Acetone	ND		50		ug/L			02/11/11 14:25	1
Benzene	ND		0.50		ug/L			02/11/11 14:25	1
Dichlorobromomethane	ND		0.50		ug/L			02/11/11 14:25	1
Bromobenzene	ND		1.0		ug/L			02/11/11 14:25	1
Chlorobromomethane	ND		1.0		ug/L			02/11/11 14:25	1
Bromoform	ND		1.0		ug/L			02/11/11 14:25	1
Bromomethane	ND		1.0		ug/L			02/11/11 14:25	1
2-Butanone (MEK)	ND		50		ug/L			02/11/11 14:25	1
n-Butylbenzene	ND		1.0		ug/L			02/11/11 14:25	1
sec-Butylbenzene	ND		1.0		ug/L			02/11/11 14:25	1
tert-Butylbenzene	ND		1.0		ug/L			02/11/11 14:25	1
Carbon disulfide	ND		5.0		ug/L			02/11/11 14:25	1
Carbon tetrachloride	ND		0.50		ug/L			02/11/11 14:25	1
Chlorobenzene	ND		0.50		ug/L			02/11/11 14:25	1
Chloroethane	ND		1.0		ug/L			02/11/11 14:25	1
Chloroform	ND		1.0		ug/L			02/11/11 14:25	1
Chloromethane	ND		1.0		ug/L			02/11/11 14:25	1
2-Chlorotoluene	ND		0.50		ug/L			02/11/11 14:25	1
4-Chlorotoluene	ND		0.50		ug/L			02/11/11 14:25	1
Chlorodibromomethane	ND		0.50		ug/L			02/11/11 14:25	1
1,2-Dichlorobenzene	ND		0.50		ug/L			02/11/11 14:25	1
1,3-Dichlorobenzene	ND		0.50		ug/L			02/11/11 14:25	1
1,4-Dichlorobenzene	ND		0.50		ug/L			02/11/11 14:25	1
1,3-Dichloropropane	ND		1.0		ug/L			02/11/11 14:25	1
1,1-Dichloropropene	ND		0.50		ug/L			02/11/11 14:25	1
1,2-Dibromo-3-Chloropropane	ND		1.0		ug/L			02/11/11 14:25	1
Ethylene Dibromide	ND		0.50		ug/L			02/11/11 14:25	1
Dibromomethane	ND		0.50		ug/L			02/11/11 14:25	1
Dichlorodifluoromethane	ND		0.50		ug/L			02/11/11 14:25	1
1,1-Dichloroethane	ND		0.50		ug/L			02/11/11 14:25	1
1,2-Dichloroethane	ND		0.50		ug/L			02/11/11 14:25	1
1,1-Dichloroethene	ND		0.50		ug/L			02/11/11 14:25	1
cis-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 14:25	1
trans-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 14:25	1
1,2-Dichloropropane	ND		0.50		ug/L			02/11/11 14:25	1
cis-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 14:25	1
trans-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 14:25	1
Ethylbenzene	ND		0.50		ug/L			02/11/11 14:25	1
Hexachlorobutadiene	ND		1.0		ug/L			02/11/11 14:25	1
2-Hexanone	ND		50		ug/L			02/11/11 14:25	1
Isopropylbenzene	ND		0.50		ug/L			02/11/11 14:25	1
4-Isopropyltoluene	ND		1.0		ug/L			02/11/11 14:25	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: SAC4

Date Collected: 02/09/11 18:45

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-4

Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methylene Chloride	ND		5.0		ug/L			02/11/11 14:25	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/L			02/11/11 14:25	1
Naphthalene	ND		1.0		ug/L			02/11/11 14:25	1
N-Propylbenzene	ND		1.0		ug/L			02/11/11 14:25	1
Styrene	ND		0.50		ug/L			02/11/11 14:25	1
1,1,1,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 14:25	1
1,1,2,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 14:25	1
Tetrachloroethene	ND		0.50		ug/L			02/11/11 14:25	1
Toluene	0.84		0.50		ug/L			02/11/11 14:25	1
1,2,3-Trichlorobenzene	ND		1.0		ug/L			02/11/11 14:25	1
1,2,4-Trichlorobenzene	ND		1.0		ug/L			02/11/11 14:25	1
1,1,1-Trichloroethane	ND		0.50		ug/L			02/11/11 14:25	1
1,1,2-Trichloroethane	ND		0.50		ug/L			02/11/11 14:25	1
Trichloroethene	ND		0.50		ug/L			02/11/11 14:25	1
Trichlorofluoromethane	ND		1.0		ug/L			02/11/11 14:25	1
1,2,3-Trichloropropane	ND		0.50		ug/L			02/11/11 14:25	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		0.50		ug/L			02/11/11 14:25	1
1,2,4-Trimethylbenzene	ND		0.50		ug/L			02/11/11 14:25	1
1,3,5-Trimethylbenzene	ND		0.50		ug/L			02/11/11 14:25	1
Vinyl acetate	ND		10		ug/L			02/11/11 14:25	1
Vinyl chloride	ND		0.50		ug/L			02/11/11 14:25	1
Xylenes, Total	1.9		1.0		ug/L			02/11/11 14:25	1
2,2-Dichloropropane	ND		0.50		ug/L			02/11/11 14:25	1
Gasoline Range Organics (GRO) -C5-C12	ND		50		ug/L			02/11/11 14:25	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	102		67 - 130		02/11/11 14:25	1
1,2-Dichloroethane-d4 (Surr)	110		67 - 130		02/11/11 14:25	1
Toluene-d8 (Surr)	101		70 - 130		02/11/11 14:25	1

Method: 8015B - Diesel Range Organics (DRO) (GC)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	ND		54		ug/L		02/10/11 17:06	02/11/11 18:41	1
Motor Oil Range Organics [C24-C36]	ND		110		ug/L		02/10/11 17:06	02/11/11 18:41	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
p-Terphenyl	100		23 - 156	02/10/11 17:06	02/11/11 18:41	1

Client Sample ID: TRIP BLANK

Date Collected: 02/09/11 00:00

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33295-5

Matrix: Water

Method: 8260B - Volatile Organic Compounds (GC/MS)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		0.50		ug/L			02/10/11 18:50	1
Acetone	ND		50		ug/L			02/10/11 18:50	1
Benzene	ND		0.50		ug/L			02/10/11 18:50	1
Dichlorobromomethane	ND		0.50		ug/L			02/10/11 18:50	1
Bromobenzene	ND		1.0		ug/L			02/10/11 18:50	1
Chlorobromomethane	ND		1.0		ug/L			02/10/11 18:50	1
Bromoform	ND		1.0		ug/L			02/10/11 18:50	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: TRIP BLANK

Lab Sample ID: 720-33295-5

Date Collected: 02/09/11 00:00

Matrix: Water

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Bromomethane	ND		1.0		ug/L			02/10/11 18:50	1
2-Butanone (MEK)	ND		50		ug/L			02/10/11 18:50	1
n-Butylbenzene	ND		1.0		ug/L			02/10/11 18:50	1
sec-Butylbenzene	ND		1.0		ug/L			02/10/11 18:50	1
tert-Butylbenzene	ND		1.0		ug/L			02/10/11 18:50	1
Carbon disulfide	ND		5.0		ug/L			02/10/11 18:50	1
Carbon tetrachloride	ND		0.50		ug/L			02/10/11 18:50	1
Chlorobenzene	ND		0.50		ug/L			02/10/11 18:50	1
Chloroethane	ND		1.0		ug/L			02/10/11 18:50	1
Chloroform	ND		1.0		ug/L			02/10/11 18:50	1
Chloromethane	ND		1.0		ug/L			02/10/11 18:50	1
2-Chlorotoluene	ND		0.50		ug/L			02/10/11 18:50	1
4-Chlorotoluene	ND		0.50		ug/L			02/10/11 18:50	1
Chlorodibromomethane	ND		0.50		ug/L			02/10/11 18:50	1
1,2-Dichlorobenzene	ND		0.50		ug/L			02/10/11 18:50	1
1,3-Dichlorobenzene	ND		0.50		ug/L			02/10/11 18:50	1
1,4-Dichlorobenzene	ND		0.50		ug/L			02/10/11 18:50	1
1,3-Dichloropropane	ND		1.0		ug/L			02/10/11 18:50	1
1,1-Dichloropropene	ND		0.50		ug/L			02/10/11 18:50	1
1,2-Dibromo-3-Chloropropane	ND		1.0		ug/L			02/10/11 18:50	1
Ethylene Dibromide	ND		0.50		ug/L			02/10/11 18:50	1
Dibromomethane	ND		0.50		ug/L			02/10/11 18:50	1
Dichlorodifluoromethane	ND		0.50		ug/L			02/10/11 18:50	1
1,1-Dichloroethane	ND		0.50		ug/L			02/10/11 18:50	1
1,2-Dichloroethane	ND		0.50		ug/L			02/10/11 18:50	1
1,1-Dichloroethene	ND		0.50		ug/L			02/10/11 18:50	1
cis-1,2-Dichloroethene	ND		0.50		ug/L			02/10/11 18:50	1
trans-1,2-Dichloroethene	ND		0.50		ug/L			02/10/11 18:50	1
1,2-Dichloropropane	ND		0.50		ug/L			02/10/11 18:50	1
cis-1,3-Dichloropropene	ND		0.50		ug/L			02/10/11 18:50	1
trans-1,3-Dichloropropene	ND		0.50		ug/L			02/10/11 18:50	1
Ethylbenzene	ND		0.50		ug/L			02/10/11 18:50	1
Hexachlorobutadiene	ND		1.0		ug/L			02/10/11 18:50	1
2-Hexanone	ND		50		ug/L			02/10/11 18:50	1
Isopropylbenzene	ND		0.50		ug/L			02/10/11 18:50	1
4-Isopropyltoluene	ND		1.0		ug/L			02/10/11 18:50	1
Methylene Chloride	ND		5.0		ug/L			02/10/11 18:50	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/L			02/10/11 18:50	1
Naphthalene	ND		1.0		ug/L			02/10/11 18:50	1
N-Propylbenzene	ND		1.0		ug/L			02/10/11 18:50	1
Styrene	ND		0.50		ug/L			02/10/11 18:50	1
1,1,1,2-Tetrachloroethane	ND		0.50		ug/L			02/10/11 18:50	1
1,1,1,2-Tetrachloroethane	ND		0.50		ug/L			02/10/11 18:50	1
Tetrachloroethene	ND		0.50		ug/L			02/10/11 18:50	1
Toluene	ND		0.50		ug/L			02/10/11 18:50	1
1,2,3-Trichlorobenzene	ND		1.0		ug/L			02/10/11 18:50	1
1,2,4-Trichlorobenzene	ND		1.0		ug/L			02/10/11 18:50	1
1,1,1-Trichloroethane	ND		0.50		ug/L			02/10/11 18:50	1
1,1,2-Trichloroethane	ND		0.50		ug/L			02/10/11 18:50	1
Trichloroethene	ND		0.50		ug/L			02/10/11 18:50	1

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Client Sample ID: TRIP BLANK

Lab Sample ID: 720-33295-5

Date Collected: 02/09/11 00:00

Matrix: Water

Date Received: 02/09/11 20:17

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Trichlorofluoromethane	ND		1.0		ug/L			02/10/11 18:50	1
1,2,3-Trichloropropane	ND		0.50		ug/L			02/10/11 18:50	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		0.50		ug/L			02/10/11 18:50	1
1,2,4-Trimethylbenzene	ND		0.50		ug/L			02/10/11 18:50	1
1,3,5-Trimethylbenzene	ND		0.50		ug/L			02/10/11 18:50	1
Vinyl acetate	ND		10		ug/L			02/10/11 18:50	1
Vinyl chloride	ND		0.50		ug/L			02/10/11 18:50	1
Xylenes, Total	ND		1.0		ug/L			02/10/11 18:50	1
2,2-Dichloropropane	ND		0.50		ug/L			02/10/11 18:50	1
Gasoline Range Organics (GRO) -C5-C12	ND		50		ug/L			02/10/11 18:50	1

Surrogate	% Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	101		67 - 130		02/10/11 18:50	1
1,2-Dichloroethane-d4 (Surr)	101		67 - 130		02/10/11 18:50	1
Toluene-d8 (Surr)	102		70 - 130		02/10/11 18:50	1

- 1
- 2
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- 10
- 11
- 12
- 13

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS)

Lab Sample ID: MB 720-86120/4

Matrix: Water

Analysis Batch: 86120

Client Sample ID: MB 720-86120/4

Prep Type: Total/NA

Analyte	MB	MB	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Methyl tert-butyl ether	ND		0.50		ug/L			02/10/11 15:02	1
Acetone	ND		50		ug/L			02/10/11 15:02	1
Benzene	ND		0.50		ug/L			02/10/11 15:02	1
Dichlorobromomethane	ND		0.50		ug/L			02/10/11 15:02	1
Bromobenzene	ND		1.0		ug/L			02/10/11 15:02	1
Chlorobromomethane	ND		1.0		ug/L			02/10/11 15:02	1
Bromoform	ND		1.0		ug/L			02/10/11 15:02	1
Bromomethane	ND		1.0		ug/L			02/10/11 15:02	1
2-Butanone (MEK)	ND		50		ug/L			02/10/11 15:02	1
n-Butylbenzene	ND		1.0		ug/L			02/10/11 15:02	1
sec-Butylbenzene	ND		1.0		ug/L			02/10/11 15:02	1
tert-Butylbenzene	ND		1.0		ug/L			02/10/11 15:02	1
Carbon disulfide	ND		5.0		ug/L			02/10/11 15:02	1
Carbon tetrachloride	ND		0.50		ug/L			02/10/11 15:02	1
Chlorobenzene	ND		0.50		ug/L			02/10/11 15:02	1
Chloroethane	ND		1.0		ug/L			02/10/11 15:02	1
Chloroform	ND		1.0		ug/L			02/10/11 15:02	1
Chloromethane	ND		1.0		ug/L			02/10/11 15:02	1
2-Chlorotoluene	ND		0.50		ug/L			02/10/11 15:02	1
4-Chlorotoluene	ND		0.50		ug/L			02/10/11 15:02	1
Chlorodibromomethane	ND		0.50		ug/L			02/10/11 15:02	1
1,2-Dichlorobenzene	ND		0.50		ug/L			02/10/11 15:02	1
1,3-Dichlorobenzene	ND		0.50		ug/L			02/10/11 15:02	1
1,4-Dichlorobenzene	ND		0.50		ug/L			02/10/11 15:02	1
1,3-Dichloropropane	ND		1.0		ug/L			02/10/11 15:02	1
1,1-Dichloropropene	ND		0.50		ug/L			02/10/11 15:02	1
1,2-Dibromo-3-Chloropropane	ND		1.0		ug/L			02/10/11 15:02	1
Ethylene Dibromide	ND		0.50		ug/L			02/10/11 15:02	1
Dibromomethane	ND		0.50		ug/L			02/10/11 15:02	1
Dichlorodifluoromethane	ND		0.50		ug/L			02/10/11 15:02	1
1,1-Dichloroethane	ND		0.50		ug/L			02/10/11 15:02	1
1,2-Dichloroethane	ND		0.50		ug/L			02/10/11 15:02	1
1,1-Dichloroethene	ND		0.50		ug/L			02/10/11 15:02	1
cis-1,2-Dichloroethene	ND		0.50		ug/L			02/10/11 15:02	1
trans-1,2-Dichloroethene	ND		0.50		ug/L			02/10/11 15:02	1
1,2-Dichloropropane	ND		0.50		ug/L			02/10/11 15:02	1
cis-1,3-Dichloropropene	ND		0.50		ug/L			02/10/11 15:02	1
trans-1,3-Dichloropropene	ND		0.50		ug/L			02/10/11 15:02	1
Ethylbenzene	ND		0.50		ug/L			02/10/11 15:02	1
Hexachlorobutadiene	ND		1.0		ug/L			02/10/11 15:02	1
2-Hexanone	ND		50		ug/L			02/10/11 15:02	1
Isopropylbenzene	ND		0.50		ug/L			02/10/11 15:02	1
4-Isopropyltoluene	ND		1.0		ug/L			02/10/11 15:02	1
Methylene Chloride	ND		5.0		ug/L			02/10/11 15:02	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/L			02/10/11 15:02	1
Naphthalene	ND		1.0		ug/L			02/10/11 15:02	1
N-Propylbenzene	ND		1.0		ug/L			02/10/11 15:02	1
Styrene	ND		0.50		ug/L			02/10/11 15:02	1
1,1,1,2-Tetrachloroethane	ND		0.50		ug/L			02/10/11 15:02	1

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 720-86120/4

Matrix: Water

Analysis Batch: 86120

Client Sample ID: MB 720-86120/4

Prep Type: Total/NA

Analyte	MB Result	MB Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
1,1,2,2-Tetrachloroethane	ND		0.50		ug/L			02/10/11 15:02	1
Tetrachloroethene	ND		0.50		ug/L			02/10/11 15:02	1
Toluene	ND		0.50		ug/L			02/10/11 15:02	1
1,2,3-Trichlorobenzene	ND		1.0		ug/L			02/10/11 15:02	1
1,2,4-Trichlorobenzene	ND		1.0		ug/L			02/10/11 15:02	1
1,1,1-Trichloroethane	ND		0.50		ug/L			02/10/11 15:02	1
1,1,2-Trichloroethane	ND		0.50		ug/L			02/10/11 15:02	1
Trichloroethene	ND		0.50		ug/L			02/10/11 15:02	1
Trichlorofluoromethane	ND		1.0		ug/L			02/10/11 15:02	1
1,2,3-Trichloropropane	ND		0.50		ug/L			02/10/11 15:02	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		0.50		ug/L			02/10/11 15:02	1
1,2,4-Trimethylbenzene	ND		0.50		ug/L			02/10/11 15:02	1
1,3,5-Trimethylbenzene	ND		0.50		ug/L			02/10/11 15:02	1
Vinyl acetate	ND		10		ug/L			02/10/11 15:02	1
Vinyl chloride	ND		0.50		ug/L			02/10/11 15:02	1
m-Xylene & p-Xylene	ND		1.0		ug/L			02/10/11 15:02	1
o-Xylene	ND		0.50		ug/L			02/10/11 15:02	1
Xylenes, Total	ND		1.0		ug/L			02/10/11 15:02	1
2,2-Dichloropropane	ND		0.50		ug/L			02/10/11 15:02	1
Gasoline Range Organics (GRO) -C5-C12	ND		50		ug/L			02/10/11 15:02	1

Surrogate	MB % Recovery	MB Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	101		67 - 130		02/10/11 15:02	1
1,2-Dichloroethane-d4 (Surr)	96		67 - 130		02/10/11 15:02	1
Toluene-d8 (Surr)	100		70 - 130		02/10/11 15:02	1

Lab Sample ID: LCS 720-86120/5

Matrix: Water

Analysis Batch: 86120

Client Sample ID: LCS 720-86120/5

Prep Type: Total/NA

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Methyl tert-butyl ether	25.0	26.0		ug/L		104	62 - 130
Acetone	125	123		ug/L		99	26 - 180
Benzene	25.0	26.1		ug/L		104	82 - 127
Dichlorobromomethane	25.0	25.6		ug/L		102	70 - 130
Bromobenzene	25.0	25.4		ug/L		102	79 - 127
Chlorobromomethane	25.0	25.3		ug/L		101	70 - 130
Bromoform	25.0	23.7		ug/L		95	68 - 136
Bromomethane	25.0	25.1		ug/L		101	43 - 151
2-Butanone (MEK)	125	133		ug/L		106	66 - 149
n-Butylbenzene	25.0	27.4		ug/L		110	79 - 142
sec-Butylbenzene	25.0	25.4		ug/L		102	81 - 134
tert-Butylbenzene	25.0	25.6		ug/L		102	82 - 135
Carbon disulfide	25.0	24.4		ug/L		98	68 - 137
Carbon tetrachloride	25.0	25.9		ug/L		103	77 - 146
Chlorobenzene	25.0	25.3		ug/L		101	70 - 130
Chloroethane	25.0	25.3		ug/L		101	62 - 138
Chloroform	25.0	24.6		ug/L		98	70 - 130
Chloromethane	25.0	23.7		ug/L		95	52 - 175

TestAmerica San Francisco

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 720-86120/5

Matrix: Water

Analysis Batch: 86120

Client Sample ID: LCS 720-86120/5

Prep Type: Total/NA

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
2-Chlorotoluene	25.0	26.0		ug/L		104	70 - 130
4-Chlorotoluene	25.0	25.6		ug/L		102	70 - 130
Chlorodibromomethane	25.0	26.0		ug/L		104	78 - 145
1,2-Dichlorobenzene	25.0	25.0		ug/L		100	70 - 130
1,3-Dichlorobenzene	25.0	25.5		ug/L		102	70 - 130
1,4-Dichlorobenzene	25.0	25.5		ug/L		102	87 - 118
1,3-Dichloropropane	25.0	25.9		ug/L		103	82 - 128
1,1-Dichloropropene	25.0	25.4		ug/L		101	70 - 130
1,2-Dibromo-3-Chloropropane	25.0	22.6		ug/L		90	72 - 136
Ethylene Dibromide	25.0	26.9		ug/L		108	70 - 130
Dibromomethane	25.0	25.1		ug/L		100	70 - 130
Dichlorodifluoromethane	25.0	18.6		ug/L		75	33 - 125
1,1-Dichloroethane	25.0	25.2		ug/L		101	70 - 130
1,2-Dichloroethane	25.0	23.8		ug/L		95	70 - 126
1,1-Dichloroethene	25.0	25.3		ug/L		101	64 - 128
cis-1,2-Dichloroethene	25.0	28.5		ug/L		114	70 - 130
trans-1,2-Dichloroethene	25.0	22.3		ug/L		89	75 - 131
1,2-Dichloropropane	25.0	25.4		ug/L		102	70 - 130
cis-1,3-Dichloropropene	25.0	27.7		ug/L		111	88 - 137
trans-1,3-Dichloropropene	25.0	27.1		ug/L		108	83 - 140
Ethylbenzene	25.0	25.4		ug/L		101	86 - 135
Hexachlorobutadiene	25.0	26.4		ug/L		106	70 - 130
2-Hexanone	125	139		ug/L		111	60 - 164
Isopropylbenzene	25.0	26.0		ug/L		104	70 - 130
4-Isopropyltoluene	25.0	25.8		ug/L		103	70 - 130
Methylene Chloride	25.0	20.1		ug/L		80	73 - 147
4-Methyl-2-pentanone (MIBK)	125	131		ug/L		104	63 - 165
Naphthalene	25.0	25.7		ug/L		103	78 - 135
N-Propylbenzene	25.0	24.9		ug/L		100	70 - 130
Styrene	25.0	27.5		ug/L		110	70 - 130
1,1,1,2-Tetrachloroethane	25.0	25.8		ug/L		103	70 - 130
1,1,2,2-Tetrachloroethane	25.0	26.0		ug/L		104	70 - 130
Tetrachloroethene	25.0	25.9		ug/L		104	70 - 130
Toluene	25.0	25.9		ug/L		104	83 - 129
1,2,3-Trichlorobenzene	25.0	26.6		ug/L		106	70 - 130
1,2,4-Trichlorobenzene	25.0	26.8		ug/L		107	70 - 130
1,1,1-Trichloroethane	25.0	25.1		ug/L		100	70 - 130
1,1,2-Trichloroethane	25.0	25.9		ug/L		104	82 - 128
Trichloroethene	25.0	25.5		ug/L		102	70 - 130
Trichlorofluoromethane	25.0	24.4		ug/L		98	74 - 146
1,2,3-Trichloropropane	25.0	24.8		ug/L		99	70 - 130
1,1,2-Trichloro-1,2,2-trifluoroethane	25.0	24.3		ug/L		97	42 - 162
1,2,4-Trimethylbenzene	25.0	25.8		ug/L		103	70 - 132
1,3,5-Trimethylbenzene	25.0	26.3		ug/L		105	70 - 130
Vinyl acetate	25.0	29.2		ug/L		117	43 - 163
Vinyl chloride	25.0	23.2		ug/L		93	65 - 156
m-Xylene & p-Xylene	50.0	51.5		ug/L		103	70 - 142
o-Xylene	25.0	26.2		ug/L		105	89 - 136
2,2-Dichloropropane	25.0	26.5		ug/L		106	70 - 140

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 720-86120/5

Matrix: Water

Analysis Batch: 86120

Client Sample ID: LCS 720-86120/5

Prep Type: Total/NA

Surrogate	LCS		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	100		67 - 130
1,2-Dichloroethane-d4 (Surr)	95		67 - 130
Toluene-d8 (Surr)	99		70 - 130

Lab Sample ID: LCS 720-86120/7

Matrix: Water

Analysis Batch: 86120

Client Sample ID: LCS 720-86120/7

Prep Type: Total/NA

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec.	
							Limits	
Gasoline Range Organics (GRO) -C5-C12	500	523		ug/L		105	62 - 117	

Surrogate	LCS		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	101		67 - 130
1,2-Dichloroethane-d4 (Surr)	96		67 - 130
Toluene-d8 (Surr)	101		70 - 130

Lab Sample ID: LCSD 720-86120/6

Matrix: Water

Analysis Batch: 86120

Client Sample ID: LCSD 720-86120/6

Prep Type: Total/NA

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD	
							Limits	RPD	RPD	Limit
Methyl tert-butyl ether	25.0	25.9		ug/L		104	62 - 130	1	20	
Acetone	125	129		ug/L		103	26 - 180	5	30	
Benzene	25.0	25.6		ug/L		102	82 - 127	2	20	
Dichlorobromomethane	25.0	25.3		ug/L		101	70 - 130	1	20	
Bromobenzene	25.0	25.0		ug/L		100	79 - 127	1	20	
Chlorobromomethane	25.0	25.0		ug/L		100	70 - 130	1	20	
Bromoform	25.0	24.4		ug/L		98	68 - 136	3	20	
Bromomethane	25.0	24.9		ug/L		100	43 - 151	1	20	
2-Butanone (MEK)	125	128		ug/L		102	66 - 149	4	20	
n-Butylbenzene	25.0	26.8		ug/L		107	79 - 142	2	20	
sec-Butylbenzene	25.0	24.9		ug/L		99	81 - 134	2	20	
tert-Butylbenzene	25.0	25.4		ug/L		102	82 - 135	1	20	
Carbon disulfide	25.0	24.1		ug/L		96	68 - 137	1	20	
Carbon tetrachloride	25.0	25.9		ug/L		104	77 - 146	0	20	
Chlorobenzene	25.0	25.1		ug/L		100	70 - 130	1	20	
Chloroethane	25.0	24.8		ug/L		99	62 - 138	2	20	
Chloroform	25.0	24.1		ug/L		97	70 - 130	2	20	
Chloromethane	25.0	22.8		ug/L		91	52 - 175	4	20	
2-Chlorotoluene	25.0	25.5		ug/L		102	70 - 130	2	20	
4-Chlorotoluene	25.0	25.0		ug/L		100	70 - 130	2	20	
Chlorodibromomethane	25.0	26.1		ug/L		104	78 - 145	0	20	
1,2-Dichlorobenzene	25.0	24.7		ug/L		99	70 - 130	1	20	
1,3-Dichlorobenzene	25.0	25.0		ug/L		100	70 - 130	2	20	
1,4-Dichlorobenzene	25.0	25.0		ug/L		100	87 - 118	2	20	
1,3-Dichloropropane	25.0	25.9		ug/L		104	82 - 128	0	20	
1,1-Dichloropropene	25.0	25.0		ug/L		100	70 - 130	1	20	
1,2-Dibromo-3-Chloropropane	25.0	23.3		ug/L		93	72 - 136	3	20	
Ethylene Dibromide	25.0	27.1		ug/L		108	70 - 130	1	20	

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 720-86120/6

Matrix: Water

Analysis Batch: 86120

Client Sample ID: LCSD 720-86120/6

Prep Type: Total/NA

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD	RPD Limit
							Limits	RPD		
Dibromomethane	25.0	25.3		ug/L		101	70 - 130	1	20	
Dichlorodifluoromethane	25.0	18.3		ug/L		73	33 - 125	2	20	
1,1-Dichloroethane	25.0	24.3		ug/L		97	70 - 130	4	20	
1,2-Dichloroethane	25.0	23.5		ug/L		94	70 - 126	1	20	
1,1-Dichloroethene	25.0	25.2		ug/L		101	64 - 128	0	20	
cis-1,2-Dichloroethene	25.0	28.0		ug/L		112	70 - 130	2	20	
trans-1,2-Dichloroethene	25.0	22.0		ug/L		88	75 - 131	2	20	
1,2-Dichloropropane	25.0	25.1		ug/L		100	70 - 130	2	20	
cis-1,3-Dichloropropene	25.0	27.3		ug/L		109	88 - 137	2	20	
trans-1,3-Dichloropropene	25.0	26.9		ug/L		108	83 - 140	1	20	
Ethylbenzene	25.0	25.4		ug/L		102	86 - 135	0	20	
Hexachlorobutadiene	25.0	25.6		ug/L		102	70 - 130	3	20	
2-Hexanone	125	137		ug/L		110	60 - 164	1	20	
Isopropylbenzene	25.0	26.0		ug/L		104	70 - 130	0	20	
4-Isopropyltoluene	25.0	25.3		ug/L		101	70 - 130	2	20	
Methylene Chloride	25.0	19.8		ug/L		79	73 - 147	2	20	
4-Methyl-2-pentanone (MIBK)	125	133		ug/L		106	63 - 165	2	20	
Naphthalene	25.0	27.2		ug/L		109	78 - 135	5	20	
N-Propylbenzene	25.0	24.3		ug/L		97	70 - 130	2	20	
Styrene	25.0	27.3		ug/L		109	70 - 130	1	20	
1,1,1,2-Tetrachloroethane	25.0	25.9		ug/L		104	70 - 130	0	20	
1,1,2,2-Tetrachloroethane	25.0	26.8		ug/L		107	70 - 130	3	20	
Tetrachloroethene	25.0	25.3		ug/L		101	70 - 130	2	20	
Toluene	25.0	25.9		ug/L		104	83 - 129	0	20	
1,2,3-Trichlorobenzene	25.0	27.0		ug/L		108	70 - 130	2	20	
1,2,4-Trichlorobenzene	25.0	26.4		ug/L		105	70 - 130	2	20	
1,1,1-Trichloroethane	25.0	24.8		ug/L		99	70 - 130	1	20	
1,1,2-Trichloroethane	25.0	26.0		ug/L		104	82 - 128	0	20	
Trichloroethene	25.0	25.0		ug/L		100	70 - 130	2	20	
Trichlorofluoromethane	25.0	24.3		ug/L		97	74 - 146	0	20	
1,2,3-Trichloropropane	25.0	25.2		ug/L		101	70 - 130	1	20	
1,1,2-Trichloro-1,2,2-trifluoroethane	25.0	24.4		ug/L		97	42 - 162	0	20	
1,2,4-Trimethylbenzene	25.0	25.4		ug/L		101	70 - 132	2	20	
1,3,5-Trimethylbenzene	25.0	26.0		ug/L		104	70 - 130	1	20	
Vinyl acetate	25.0	32.1		ug/L		129	43 - 163	9	20	
Vinyl chloride	25.0	23.0		ug/L		92	65 - 156	1	20	
m-Xylene & p-Xylene	50.0	51.2		ug/L		102	70 - 142	1	20	
o-Xylene	25.0	26.1		ug/L		104	89 - 136	0	20	
2,2-Dichloropropane	25.0	26.2		ug/L		105	70 - 140	1	20	

Surrogate	LCSD LCSD		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	100		67 - 130
1,2-Dichloroethane-d4 (Surr)	95		67 - 130
Toluene-d8 (Surr)	101		70 - 130

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 720-86120/8

Matrix: Water

Analysis Batch: 86120

Client Sample ID: LCSD 720-86120/8

Prep Type: Total/NA

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec. Limits	RPD	RPD Limit
Gasoline Range Organics (GRO) -C5-C12	500	527		ug/L		105	62 - 117	1	20
Surrogate		LCSD % Recovery	LCSD Qualifier						Limits
4-Bromofluorobenzene		105							67 - 130
1,2-Dichloroethane-d4 (Surr)		97							67 - 130
Toluene-d8 (Surr)		101							70 - 130

Lab Sample ID: MB 720-86145/5

Matrix: Water

Analysis Batch: 86145

Client Sample ID: MB 720-86145/5

Prep Type: Total/NA

Analyte	MB Result	MB Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Methyl tert-butyl ether	ND		0.50		ug/L			02/11/11 09:48	1
Acetone	ND		50		ug/L			02/11/11 09:48	1
Benzene	ND		0.50		ug/L			02/11/11 09:48	1
Dichlorobromomethane	ND		0.50		ug/L			02/11/11 09:48	1
Bromobenzene	ND		1.0		ug/L			02/11/11 09:48	1
Chlorobromomethane	ND		1.0		ug/L			02/11/11 09:48	1
Bromoform	ND		1.0		ug/L			02/11/11 09:48	1
Bromomethane	ND		1.0		ug/L			02/11/11 09:48	1
2-Butanone (MEK)	ND		50		ug/L			02/11/11 09:48	1
n-Butylbenzene	ND		1.0		ug/L			02/11/11 09:48	1
sec-Butylbenzene	ND		1.0		ug/L			02/11/11 09:48	1
tert-Butylbenzene	ND		1.0		ug/L			02/11/11 09:48	1
Carbon disulfide	ND		5.0		ug/L			02/11/11 09:48	1
Carbon tetrachloride	ND		0.50		ug/L			02/11/11 09:48	1
Chlorobenzene	ND		0.50		ug/L			02/11/11 09:48	1
Chloroethane	ND		1.0		ug/L			02/11/11 09:48	1
Chloroform	ND		1.0		ug/L			02/11/11 09:48	1
Chloromethane	ND		1.0		ug/L			02/11/11 09:48	1
2-Chlorotoluene	ND		0.50		ug/L			02/11/11 09:48	1
4-Chlorotoluene	ND		0.50		ug/L			02/11/11 09:48	1
Chlorodibromomethane	ND		0.50		ug/L			02/11/11 09:48	1
1,2-Dichlorobenzene	ND		0.50		ug/L			02/11/11 09:48	1
1,3-Dichlorobenzene	ND		0.50		ug/L			02/11/11 09:48	1
1,4-Dichlorobenzene	ND		0.50		ug/L			02/11/11 09:48	1
1,3-Dichloropropane	ND		1.0		ug/L			02/11/11 09:48	1
1,1-Dichloropropene	ND		0.50		ug/L			02/11/11 09:48	1
1,2-Dibromo-3-Chloropropane	ND		1.0		ug/L			02/11/11 09:48	1
Ethylene Dibromide	ND		0.50		ug/L			02/11/11 09:48	1
Dibromomethane	ND		0.50		ug/L			02/11/11 09:48	1
Dichlorodifluoromethane	ND		0.50		ug/L			02/11/11 09:48	1
1,1-Dichloroethane	ND		0.50		ug/L			02/11/11 09:48	1
1,2-Dichloroethane	ND		0.50		ug/L			02/11/11 09:48	1
1,1-Dichloroethene	ND		0.50		ug/L			02/11/11 09:48	1
cis-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 09:48	1
trans-1,2-Dichloroethene	ND		0.50		ug/L			02/11/11 09:48	1
1,2-Dichloropropane	ND		0.50		ug/L			02/11/11 09:48	1
cis-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 09:48	1

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: MB 720-86145/5

Matrix: Water

Analysis Batch: 86145

Client Sample ID: MB 720-86145/5

Prep Type: Total/NA

Analyte	MB Result	MB Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
trans-1,3-Dichloropropene	ND		0.50		ug/L			02/11/11 09:48	1
Ethylbenzene	ND		0.50		ug/L			02/11/11 09:48	1
Hexachlorobutadiene	ND		1.0		ug/L			02/11/11 09:48	1
2-Hexanone	ND		50		ug/L			02/11/11 09:48	1
Isopropylbenzene	ND		0.50		ug/L			02/11/11 09:48	1
4-Isopropyltoluene	ND		1.0		ug/L			02/11/11 09:48	1
Methylene Chloride	ND		5.0		ug/L			02/11/11 09:48	1
4-Methyl-2-pentanone (MIBK)	ND		50		ug/L			02/11/11 09:48	1
Naphthalene	ND		1.0		ug/L			02/11/11 09:48	1
N-Propylbenzene	ND		1.0		ug/L			02/11/11 09:48	1
Styrene	ND		0.50		ug/L			02/11/11 09:48	1
1,1,1,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 09:48	1
1,1,2,2-Tetrachloroethane	ND		0.50		ug/L			02/11/11 09:48	1
Tetrachloroethene	ND		0.50		ug/L			02/11/11 09:48	1
Toluene	ND		0.50		ug/L			02/11/11 09:48	1
1,2,3-Trichlorobenzene	ND		1.0		ug/L			02/11/11 09:48	1
1,2,4-Trichlorobenzene	ND		1.0		ug/L			02/11/11 09:48	1
1,1,1-Trichloroethane	ND		0.50		ug/L			02/11/11 09:48	1
1,1,2-Trichloroethane	ND		0.50		ug/L			02/11/11 09:48	1
Trichloroethene	ND		0.50		ug/L			02/11/11 09:48	1
Trichlorofluoromethane	ND		1.0		ug/L			02/11/11 09:48	1
1,2,3-Trichloropropane	ND		0.50		ug/L			02/11/11 09:48	1
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		0.50		ug/L			02/11/11 09:48	1
1,2,4-Trimethylbenzene	ND		0.50		ug/L			02/11/11 09:48	1
1,3,5-Trimethylbenzene	ND		0.50		ug/L			02/11/11 09:48	1
Vinyl acetate	ND		10		ug/L			02/11/11 09:48	1
Vinyl chloride	ND		0.50		ug/L			02/11/11 09:48	1
m-Xylene & p-Xylene	ND		1.0		ug/L			02/11/11 09:48	1
o-Xylene	ND		0.50		ug/L			02/11/11 09:48	1
Xylenes, Total	ND		1.0		ug/L			02/11/11 09:48	1
2,2-Dichloropropane	ND		0.50		ug/L			02/11/11 09:48	1
Gasoline Range Organics (GRO) -C5-C12	ND		50		ug/L			02/11/11 09:48	1

Surrogate	MB % Recovery	MB Qualifier	Limits	Prepared	Analyzed	Dil Fac
4-Bromofluorobenzene	101		67 - 130		02/11/11 09:48	1
1,2-Dichloroethane-d4 (Surr)	103		67 - 130		02/11/11 09:48	1
Toluene-d8 (Surr)	101		70 - 130		02/11/11 09:48	1

Lab Sample ID: LCS 720-86145/6

Matrix: Water

Analysis Batch: 86145

Client Sample ID: LCS 720-86145/6

Prep Type: Total/NA

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Methyl tert-butyl ether	25.0	24.2		ug/L		97	62 - 130
Acetone	125	111		ug/L		89	26 - 180
Benzene	25.0	23.7		ug/L		95	82 - 127
Dichlorobromomethane	25.0	25.8		ug/L		103	70 - 130
Bromobenzene	25.0	25.5		ug/L		102	79 - 127
Chlorobromomethane	25.0	23.7		ug/L		95	70 - 130

TestAmerica San Francisco

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 720-86145/6

Matrix: Water

Analysis Batch: 86145

Client Sample ID: LCS 720-86145/6

Prep Type: Total/NA

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Bromoform	25.0	24.9		ug/L		100	68 - 136
Bromomethane	25.0	27.9		ug/L		112	43 - 151
2-Butanone (MEK)	125	118		ug/L		94	66 - 149
n-Butylbenzene	25.0	27.9		ug/L		111	79 - 142
sec-Butylbenzene	25.0	27.0		ug/L		108	81 - 134
tert-Butylbenzene	25.0	27.8		ug/L		111	82 - 135
Carbon disulfide	25.0	22.2		ug/L		89	68 - 137
Carbon tetrachloride	25.0	26.5		ug/L		106	77 - 146
Chlorobenzene	25.0	23.7		ug/L		95	70 - 130
Chloroethane	25.0	27.3		ug/L		109	62 - 138
Chloroform	25.0	23.8		ug/L		95	70 - 130
Chloromethane	25.0	25.0		ug/L		100	52 - 175
2-Chlorotoluene	25.0	25.7		ug/L		103	70 - 130
4-Chlorotoluene	25.0	25.2		ug/L		101	70 - 130
Chlorodibromomethane	25.0	27.1		ug/L		108	78 - 145
1,2-Dichlorobenzene	25.0	23.6		ug/L		94	70 - 130
1,3-Dichlorobenzene	25.0	24.6		ug/L		98	70 - 130
1,4-Dichlorobenzene	25.0	24.3		ug/L		97	87 - 118
1,3-Dichloropropane	25.0	24.7		ug/L		99	82 - 128
1,1-Dichloropropene	25.0	25.5		ug/L		102	70 - 130
1,2-Dibromo-3-Chloropropane	25.0	24.1		ug/L		96	72 - 136
Ethylene Dibromide	25.0	25.8		ug/L		103	70 - 130
Dibromomethane	25.0	23.3		ug/L		93	70 - 130
Dichlorodifluoromethane	25.0	24.6		ug/L		99	33 - 125
1,1-Dichloroethane	25.0	23.3		ug/L		93	70 - 130
1,2-Dichloroethane	25.0	23.3		ug/L		93	70 - 126
1,1-Dichloroethene	25.0	23.6		ug/L		94	64 - 128
cis-1,2-Dichloroethene	25.0	26.4		ug/L		106	70 - 130
trans-1,2-Dichloroethene	25.0	20.6		ug/L		82	75 - 131
1,2-Dichloropropane	25.0	23.6		ug/L		95	70 - 130
cis-1,3-Dichloropropene	25.0	26.1		ug/L		104	88 - 137
trans-1,3-Dichloropropene	25.0	24.6		ug/L		98	83 - 140
Ethylbenzene	25.0	25.3		ug/L		101	86 - 135
Hexachlorobutadiene	25.0	27.9		ug/L		112	70 - 130
2-Hexanone	125	124		ug/L		99	60 - 164
Isopropylbenzene	25.0	28.4		ug/L		114	70 - 130
4-Isopropyltoluene	25.0	26.9		ug/L		108	70 - 130
Methylene Chloride	25.0	22.2		ug/L		89	73 - 147
4-Methyl-2-pentanone (MIBK)	125	115		ug/L		92	63 - 165
Naphthalene	25.0	26.1		ug/L		104	78 - 135
N-Propylbenzene	25.0	25.9		ug/L		103	70 - 130
Styrene	25.0	27.9		ug/L		112	70 - 130
1,1,1,2-Tetrachloroethane	25.0	27.4		ug/L		110	70 - 130
1,1,2,2-Tetrachloroethane	25.0	22.1		ug/L		88	70 - 130
Tetrachloroethene	25.0	25.6		ug/L		103	70 - 130
Toluene	25.0	23.3		ug/L		93	83 - 129
1,2,3-Trichlorobenzene	25.0	27.0		ug/L		108	70 - 130
1,2,4-Trichlorobenzene	25.0	27.4		ug/L		110	70 - 130
1,1,1-Trichloroethane	25.0	26.3		ug/L		105	70 - 130
1,1,2-Trichloroethane	25.0	24.0		ug/L		96	82 - 128

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCS 720-86145/6

Matrix: Water

Analysis Batch: 86145

Client Sample ID: LCS 720-86145/6

Prep Type: Total/NA

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Trichloroethene	25.0	24.7		ug/L		99	70 - 130
Trichlorofluoromethane	25.0	29.7		ug/L		119	74 - 146
1,2,3-Trichloropropane	25.0	23.2		ug/L		93	70 - 130
1,1,2-Trichloro-1,2,2-trifluoroethane	25.0	25.6		ug/L		103	42 - 162
1,2,4-Trimethylbenzene	25.0	26.8		ug/L		107	70 - 132
1,3,5-Trimethylbenzene	25.0	27.8		ug/L		111	70 - 130
Vinyl acetate	25.0	30.0		ug/L		120	43 - 163
Vinyl chloride	25.0	29.8		ug/L		119	65 - 156
m-Xylene & p-Xylene	50.0	52.8		ug/L		106	70 - 142
o-Xylene	25.0	26.2		ug/L		105	89 - 136
2,2-Dichloropropane	25.0	28.1		ug/L		113	70 - 140

Surrogate	LCS % Recovery	LCS Qualifier	Limits
4-Bromofluorobenzene	103		67 - 130
1,2-Dichloroethane-d4 (Surr)	98		67 - 130
Toluene-d8 (Surr)	104		70 - 130

Lab Sample ID: LCS 720-86145/9

Matrix: Water

Analysis Batch: 86145

Client Sample ID: LCS 720-86145/9

Prep Type: Total/NA

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec. Limits
Gasoline Range Organics (GRO) -C5-C12	500	425		ug/L		85	62 - 117

Surrogate	LCS % Recovery	LCS Qualifier	Limits
4-Bromofluorobenzene	105		67 - 130
1,2-Dichloroethane-d4 (Surr)	105		67 - 130
Toluene-d8 (Surr)	105		70 - 130

Lab Sample ID: LCSD 720-86145/10

Matrix: Water

Analysis Batch: 86145

Client Sample ID: LCSD 720-86145/10

Prep Type: Total/NA

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec. Limits	RPD	RPD Limit
Gasoline Range Organics (GRO) -C5-C12	500	406		ug/L		81	62 - 117	4	20

Surrogate	LCSD % Recovery	LCSD Qualifier	Limits
4-Bromofluorobenzene	105		67 - 130
1,2-Dichloroethane-d4 (Surr)	105		67 - 130
Toluene-d8 (Surr)	105		70 - 130

Lab Sample ID: LCSD 720-86145/7

Matrix: Water

Analysis Batch: 86145

Client Sample ID: LCSD 720-86145/7

Prep Type: Total/NA

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec. Limits	RPD	RPD Limit
Methyl tert-butyl ether	25.0	26.6		ug/L		107	62 - 130	9	20

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 720-86145/7

Matrix: Water

Analysis Batch: 86145

Client Sample ID: LCSD 720-86145/7

Prep Type: Total/NA

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD
							Limits	RPD	
									RPD Limit
Acetone	125	120		ug/L		96	26 - 180	7	30
Benzene	25.0	24.5		ug/L		98	82 - 127	4	20
Dichlorobromomethane	25.0	27.5		ug/L		110	70 - 130	6	20
Bromobenzene	25.0	26.2		ug/L		105	79 - 127	2	20
Chlorobromomethane	25.0	25.4		ug/L		101	70 - 130	7	20
Bromoform	25.0	27.0		ug/L		108	68 - 136	8	20
Bromomethane	25.0	27.2		ug/L		109	43 - 151	3	20
2-Butanone (MEK)	125	131		ug/L		105	66 - 149	11	20
n-Butylbenzene	25.0	27.6		ug/L		111	79 - 142	1	20
sec-Butylbenzene	25.0	26.7		ug/L		107	81 - 134	1	20
tert-Butylbenzene	25.0	27.8		ug/L		111	82 - 135	0	20
Carbon disulfide	25.0	22.3		ug/L		89	68 - 137	1	20
Carbon tetrachloride	25.0	27.0		ug/L		108	77 - 146	2	20
Chlorobenzene	25.0	24.4		ug/L		98	70 - 130	3	20
Chloroethane	25.0	26.8		ug/L		107	62 - 138	2	20
Chloroform	25.0	24.8		ug/L		99	70 - 130	4	20
Chloromethane	25.0	24.9		ug/L		100	52 - 175	0	20
2-Chlorotoluene	25.0	26.0		ug/L		104	70 - 130	1	20
4-Chlorotoluene	25.0	25.6		ug/L		102	70 - 130	1	20
Chlorodibromomethane	25.0	29.0		ug/L		116	78 - 145	7	20
1,2-Dichlorobenzene	25.0	24.5		ug/L		98	70 - 130	4	20
1,3-Dichlorobenzene	25.0	25.2		ug/L		101	70 - 130	2	20
1,4-Dichlorobenzene	25.0	24.9		ug/L		100	87 - 118	2	20
1,3-Dichloropropane	25.0	26.5		ug/L		106	82 - 128	7	20
1,1-Dichloropropene	25.0	25.7		ug/L		103	70 - 130	1	20
1,2-Dibromo-3-Chloropropane	25.0	26.8		ug/L		107	72 - 136	11	20
Ethylene Dibromide	25.0	27.9		ug/L		112	70 - 130	8	20
Dibromomethane	25.0	25.2		ug/L		101	70 - 130	8	20
Dichlorodifluoromethane	25.0	23.8		ug/L		95	33 - 125	3	20
1,1-Dichloroethane	25.0	24.1		ug/L		97	70 - 130	3	20
1,2-Dichloroethane	25.0	25.2		ug/L		101	70 - 126	8	20
1,1-Dichloroethene	25.0	23.8		ug/L		95	64 - 128	1	20
cis-1,2-Dichloroethene	25.0	27.5		ug/L		110	70 - 130	4	20
trans-1,2-Dichloroethene	25.0	21.1		ug/L		84	75 - 131	3	20
1,2-Dichloropropane	25.0	24.8		ug/L		99	70 - 130	5	20
cis-1,3-Dichloropropene	25.0	27.6		ug/L		110	88 - 137	6	20
trans-1,3-Dichloropropene	25.0	26.6		ug/L		106	83 - 140	8	20
Ethylbenzene	25.0	25.7		ug/L		103	86 - 135	1	20
Hexachlorobutadiene	25.0	27.6		ug/L		110	70 - 130	1	20
2-Hexanone	125	135		ug/L		108	60 - 164	9	20
Isopropylbenzene	25.0	28.6		ug/L		114	70 - 130	1	20
4-Isopropyltoluene	25.0	26.9		ug/L		108	70 - 130	0	20
Methylene Chloride	25.0	23.3		ug/L		93	73 - 147	5	20
4-Methyl-2-pentanone (MIBK)	125	128		ug/L		102	63 - 165	11	20
Naphthalene	25.0	28.4		ug/L		113	78 - 135	8	20
N-Propylbenzene	25.0	25.6		ug/L		102	70 - 130	1	20
Styrene	25.0	28.5		ug/L		114	70 - 130	2	20
1,1,1,2-Tetrachloroethane	25.0	28.5		ug/L		114	70 - 130	4	20
1,1,1,2,2-Tetrachloroethane	25.0	24.2		ug/L		97	70 - 130	9	20
Tetrachloroethene	25.0	26.0		ug/L		104	70 - 130	1	20

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: LCSD 720-86145/7

Matrix: Water

Analysis Batch: 86145

Client Sample ID: LCSD 720-86145/7

Prep Type: Total/NA

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD	RPD Limit
							Limits	RPD		
Toluene	25.0	23.7		ug/L		95	83 - 129	2	20	
1,2,3-Trichlorobenzene	25.0	28.5		ug/L		114	70 - 130	5	20	
1,2,4-Trichlorobenzene	25.0	28.4		ug/L		114	70 - 130	3	20	
1,1,1-Trichloroethane	25.0	26.7		ug/L		107	70 - 130	2	20	
1,1,2-Trichloroethane	25.0	26.0		ug/L		104	82 - 128	8	20	
Trichloroethene	25.0	25.3		ug/L		101	70 - 130	2	20	
Trichlorofluoromethane	25.0	28.8		ug/L		115	74 - 146	3	20	
1,2,3-Trichloropropane	25.0	25.2		ug/L		101	70 - 130	8	20	
1,1,2-Trichloro-1,2,2-trifluoroethane	25.0	25.7		ug/L		103	42 - 162	0	20	
1,2,4-Trimethylbenzene	25.0	27.2		ug/L		109	70 - 132	1	20	
1,3,5-Trimethylbenzene	25.0	28.0		ug/L		112	70 - 130	1	20	
Vinyl acetate	25.0	32.2		ug/L		129	43 - 163	7	20	
Vinyl chloride	25.0	29.4		ug/L		117	65 - 156	2	20	
m-Xylene & p-Xylene	50.0	53.6		ug/L		107	70 - 142	1	20	
o-Xylene	25.0	26.9		ug/L		108	89 - 136	2	20	
2,2-Dichloropropane	25.0	28.6		ug/L		114	70 - 140	2	20	

Surrogate	LCSD		Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	103		67 - 130
1,2-Dichloroethane-d4 (Surr)	103		67 - 130
Toluene-d8 (Surr)	104		70 - 130

Lab Sample ID: 720-33295-2 MS

Matrix: Water

Analysis Batch: 86145

Client Sample ID: SAC2

Prep Type: Total/NA

Analyte	Sample Result	Sample Qualifier	Spike Added	MS		Unit	D	% Rec	% Rec.	
				Result	Qualifier				Limits	RPD
Methyl tert-butyl ether	ND		25.0	28.7		ug/L		115	60 - 138	
Acetone	ND		125	96.0		ug/L		77	60 - 140	
Benzene	ND		25.0	24.4		ug/L		97	60 - 140	
Dichlorobromomethane	ND		25.0	28.8		ug/L		115	60 - 140	
Bromobenzene	ND		25.0	26.6		ug/L		106	60 - 140	
Chlorobromomethane	ND		25.0	26.2		ug/L		105	60 - 140	
Bromoform	ND		25.0	28.4		ug/L		114	56 - 140	
Bromomethane	ND		25.0	26.2		ug/L		105	23 - 140	
2-Butanone (MEK)	ND		125	125		ug/L		100	60 - 140	
n-Butylbenzene	ND		25.0	26.2		ug/L		105	60 - 140	
sec-Butylbenzene	ND		25.0	25.9		ug/L		104	60 - 140	
tert-Butylbenzene	ND		25.0	27.3		ug/L		109	60 - 140	
Carbon disulfide	ND		25.0	21.4		ug/L		86	38 - 140	
Carbon tetrachloride	ND		25.0	26.6		ug/L		106	60 - 140	
Chlorobenzene	ND		25.0	24.1		ug/L		96	60 - 140	
Chloroethane	ND		25.0	25.7		ug/L		103	51 - 140	
Chloroform	ND		25.0	25.3		ug/L		101	60 - 140	
Chloromethane	ND		25.0	23.3		ug/L		93	52 - 140	
2-Chlorotoluene	ND		25.0	25.8		ug/L		103	60 - 140	
4-Chlorotoluene	ND		25.0	25.3		ug/L		101	60 - 140	
Chlorodibromomethane	ND		25.0	31.2		ug/L		125	60 - 140	
1,2-Dichlorobenzene	ND		25.0	24.8		ug/L		99	60 - 140	

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 720-33295-2 MS

Matrix: Water

Analysis Batch: 86145

Client Sample ID: SAC2

Prep Type: Total/NA

Analyte	Sample	Sample	Spike	MS	MS	Unit	D	% Rec	% Rec. Limits
	Result	Qualifier	Added	Result	Qualifier				
1,3-Dichlorobenzene	ND		25.0	25.0		ug/L		100	60 - 140
1,4-Dichlorobenzene	ND		25.0	24.7		ug/L		99	60 - 140
1,3-Dichloropropane	ND		25.0	28.3		ug/L		113	60 - 140
1,1-Dichloropropene	ND		25.0	25.0		ug/L		100	60 - 140
1,2-Dibromo-3-Chloropropane	ND		25.0	28.8		ug/L		115	60 - 140
Ethylene Dibromide	ND		25.0	30.1		ug/L		120	60 - 140
Dibromomethane	ND		25.0	26.6		ug/L		106	60 - 140
Dichlorodifluoromethane	ND		25.0	23.1		ug/L		93	38 - 140
1,1-Dichloroethane	ND		25.0	24.2		ug/L		97	60 - 140
1,2-Dichloroethane	ND		25.0	27.2		ug/L		109	60 - 140
1,1-Dichloroethene	ND		25.0	22.8		ug/L		91	60 - 140
cis-1,2-Dichloroethene	ND		25.0	28.0		ug/L		112	60 - 140
trans-1,2-Dichloroethene	ND		25.0	20.5		ug/L		82	60 - 140
1,2-Dichloropropane	ND		25.0	25.3		ug/L		101	60 - 140
cis-1,3-Dichloropropene	ND		25.0	28.1		ug/L		112	60 - 140
trans-1,3-Dichloropropene	ND		25.0	27.7		ug/L		111	60 - 140
Ethylbenzene	ND		25.0	25.2		ug/L		100	60 - 140
Hexachlorobutadiene	ND		25.0	26.0		ug/L		104	60 - 140
2-Hexanone	ND		125	138		ug/L		110	60 - 140
Isopropylbenzene	ND		25.0	27.6		ug/L		110	60 - 140
4-Isopropyltoluene	ND		25.0	26.0		ug/L		104	60 - 140
Methylene Chloride	ND		25.0	23.5		ug/L		94	40 - 140
4-Methyl-2-pentanone (MIBK)	ND		125	140		ug/L		112	60 - 140
Naphthalene	ND		25.0	29.3		ug/L		117	56 - 140
N-Propylbenzene	ND		25.0	24.9		ug/L		100	60 - 140
Styrene	ND		25.0	27.2		ug/L		109	60 - 140
1,1,1,2-Tetrachloroethane	ND		25.0	28.7		ug/L		115	60 - 140
1,1,2,2-Tetrachloroethane	ND		25.0	26.1		ug/L		104	60 - 140
Tetrachloroethene	ND		25.0	25.2		ug/L		101	60 - 140
Toluene	0.61		25.0	23.9		ug/L		93	60 - 140
1,2,3-Trichlorobenzene	ND		25.0	28.3		ug/L		113	60 - 140
1,2,4-Trichlorobenzene	ND		25.0	27.6		ug/L		110	60 - 140
1,1,1-Trichloroethane	ND		25.0	26.6		ug/L		106	60 - 140
1,1,2-Trichloroethane	ND		25.0	28.0		ug/L		112	60 - 140
Trichloroethene	ND		25.0	24.8		ug/L		99	60 - 140
Trichlorofluoromethane	ND		25.0	28.0		ug/L		112	60 - 140
1,2,3-Trichloropropane	ND		25.0	27.3		ug/L		109	60 - 140
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		25.0	24.3		ug/L		97	60 - 140
1,2,4-Trimethylbenzene	ND		25.0	26.5		ug/L		106	60 - 140
1,3,5-Trimethylbenzene	ND		25.0	27.3		ug/L		109	60 - 140
Vinyl acetate	ND		25.0	33.0		ug/L		132	40 - 140
Vinyl chloride	ND		25.0	27.9		ug/L		112	58 - 140
m-Xylene & p-Xylene	ND		50.0	52.7		ug/L		104	60 - 140
o-Xylene	ND		25.0	26.8		ug/L		106	60 - 140
2,2-Dichloropropane	ND		25.0	25.8		ug/L		103	60 - 140

Surrogate	MS % Recovery	MS Qualifier	Limits
4-Bromofluorobenzene	104		67 - 130
1,2-Dichloroethane-d4 (Surr)	111		67 - 130

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 720-33295-2 MS
Matrix: Water
Analysis Batch: 86145

Client Sample ID: SAC2
Prep Type: Total/NA

Surrogate	MS % Recovery	MS Qualifier	Limits
Toluene-d8 (Surr)	106		70 - 130

Lab Sample ID: 720-33295-2 MSD
Matrix: Water
Analysis Batch: 86145

Client Sample ID: SAC2
Prep Type: Total/NA

Analyte	Sample	Sample	Spike	MSD	MSD	Unit	D	% Rec	% Rec.		RPD
	Result	Qualifier	Added	Result	Qualifier				Limits	RPD	Limit
Methyl tert-butyl ether	ND		25.0	28.3		ug/L		113	60 - 138	1	20
Acetone	ND		125	88.0		ug/L		70	60 - 140	9	20
Benzene	ND		25.0	24.6		ug/L		98	60 - 140	1	20
Dichlorobromomethane	ND		25.0	29.0		ug/L		116	60 - 140	0	20
Bromobenzene	ND		25.0	27.1		ug/L		108	60 - 140	2	20
Chlorobromomethane	ND		25.0	26.4		ug/L		106	60 - 140	1	20
Bromoform	ND		25.0	27.5		ug/L		110	56 - 140	3	20
Bromomethane	ND		25.0	26.5		ug/L		106	23 - 140	1	20
2-Butanone (MEK)	ND		125	115		ug/L		92	60 - 140	8	20
n-Butylbenzene	ND		25.0	26.5		ug/L		106	60 - 140	1	20
sec-Butylbenzene	ND		25.0	26.5		ug/L		106	60 - 140	2	20
tert-Butylbenzene	ND		25.0	27.9		ug/L		112	60 - 140	2	20
Carbon disulfide	ND		25.0	21.7		ug/L		87	38 - 140	1	20
Carbon tetrachloride	ND		25.0	26.6		ug/L		106	60 - 140	0	20
Chlorobenzene	ND		25.0	24.4		ug/L		97	60 - 140	1	20
Chloroethane	ND		25.0	25.9		ug/L		103	51 - 140	1	20
Chloroform	ND		25.0	25.4		ug/L		102	60 - 140	1	20
Chloromethane	ND		25.0	23.2		ug/L		93	52 - 140	0	20
2-Chlorotoluene	ND		25.0	26.2		ug/L		105	60 - 140	2	20
4-Chlorotoluene	ND		25.0	25.6		ug/L		102	60 - 140	1	20
Chlorodibromomethane	ND		25.0	30.7		ug/L		123	60 - 140	2	20
1,2-Dichlorobenzene	ND		25.0	25.3		ug/L		101	60 - 140	2	20
1,3-Dichlorobenzene	ND		25.0	25.2		ug/L		101	60 - 140	1	20
1,4-Dichlorobenzene	ND		25.0	25.0		ug/L		100	60 - 140	1	20
1,3-Dichloropropane	ND		25.0	27.7		ug/L		111	60 - 140	2	20
1,1-Dichloropropene	ND		25.0	25.2		ug/L		101	60 - 140	1	20
1,2-Dibromo-3-Chloropropane	ND		25.0	27.9		ug/L		112	60 - 140	3	20
Ethylene Dibromide	ND		25.0	29.2		ug/L		117	60 - 140	3	20
Dibromomethane	ND		25.0	26.3		ug/L		105	60 - 140	1	20
Dichlorodifluoromethane	ND		25.0	22.4		ug/L		89	38 - 140	3	20
1,1-Dichloroethane	ND		25.0	24.5		ug/L		98	60 - 140	2	20
1,2-Dichloroethane	ND		25.0	26.8		ug/L		107	60 - 140	1	20
1,1-Dichloroethene	ND		25.0	23.1		ug/L		92	60 - 140	1	20
cis-1,2-Dichloroethene	ND		25.0	28.3		ug/L		113	60 - 140	1	20
trans-1,2-Dichloroethene	ND		25.0	20.8		ug/L		83	60 - 140	1	20
1,2-Dichloropropane	ND		25.0	25.6		ug/L		102	60 - 140	1	20
cis-1,3-Dichloropropene	ND		25.0	28.0		ug/L		112	60 - 140	0	20
trans-1,3-Dichloropropene	ND		25.0	27.4		ug/L		110	60 - 140	1	20
Ethylbenzene	ND		25.0	25.2		ug/L		100	60 - 140	0	20
Hexachlorobutadiene	ND		25.0	27.0		ug/L		108	60 - 140	4	20
2-Hexanone	ND		125	126		ug/L		101	60 - 140	9	20
Isopropylbenzene	ND		25.0	27.8		ug/L		111	60 - 140	1	20

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8260B - Volatile Organic Compounds (GC/MS) (Continued)

Lab Sample ID: 720-33295-2 MSD

Matrix: Water

Analysis Batch: 86145

Client Sample ID: SAC2

Prep Type: Total/NA

Analyte	Sample	Sample	Spike	MSD	MSD	Unit	D	% Rec	% Rec.		RPD
	Result	Qualifier	Added	Result	Qualifier				Limits	RPD	
4-Isopropyltoluene	ND		25.0	26.2		ug/L		105	60 - 140	1	20
Methylene Chloride	ND		25.0	23.7		ug/L		95	40 - 140	1	20
4-Methyl-2-pentanone (MIBK)	ND		125	129		ug/L		103	60 - 140	8	20
Naphthalene	ND		25.0	30.2		ug/L		121	56 - 140	3	20
N-Propylbenzene	ND		25.0	25.3		ug/L		101	60 - 140	1	20
Styrene	ND		25.0	27.0		ug/L		108	60 - 140	1	20
1,1,1,2-Tetrachloroethane	ND		25.0	29.5		ug/L		118	60 - 140	3	20
1,1,2,2-Tetrachloroethane	ND		25.0	25.2		ug/L		101	60 - 140	3	20
Tetrachloroethene	ND		25.0	24.9		ug/L		100	60 - 140	1	20
Toluene	0.61		25.0	24.0		ug/L		94	60 - 140	1	20
1,2,3-Trichlorobenzene	ND		25.0	29.6		ug/L		119	60 - 140	5	20
1,2,4-Trichlorobenzene	ND		25.0	28.4		ug/L		113	60 - 140	3	20
1,1,1-Trichloroethane	ND		25.0	26.7		ug/L		107	60 - 140	0	20
1,1,2-Trichloroethane	ND		25.0	27.3		ug/L		109	60 - 140	3	20
Trichloroethene	ND		25.0	24.8		ug/L		99	60 - 140	0	20
Trichlorofluoromethane	ND		25.0	27.6		ug/L		110	60 - 140	2	20
1,2,3-Trichloropropane	ND		25.0	26.7		ug/L		107	60 - 140	2	20
1,1,2-Trichloro-1,2,2-trifluoroethane	ND		25.0	24.5		ug/L		98	60 - 140	1	20
1,2,4-Trimethylbenzene	ND		25.0	26.8		ug/L		107	60 - 140	1	20
1,3,5-Trimethylbenzene	ND		25.0	27.7		ug/L		111	60 - 140	1	20
Vinyl acetate	ND		25.0	31.4		ug/L		126	40 - 140	5	20
Vinyl chloride	ND		25.0	27.0		ug/L		108	58 - 140	3	20
m-Xylene & p-Xylene	ND		50.0	52.8		ug/L		105	60 - 140	0	20
o-Xylene	ND		25.0	27.0		ug/L		107	60 - 140	1	20
2,2-Dichloropropane	ND		25.0	26.3		ug/L		105	60 - 140	2	20

Surrogate	MSD	MSD	Limits
	% Recovery	Qualifier	
4-Bromofluorobenzene	102		67 - 130
1,2-Dichloroethane-d4 (Surr)	110		67 - 130
Toluene-d8 (Surr)	104		70 - 130

Method: 8015B - Diesel Range Organics (DRO) (GC)

Lab Sample ID: MB 720-86110/1-A

Matrix: Water

Analysis Batch: 86142

Client Sample ID: MB 720-86110/1-A

Prep Type: Total/NA

Prep Batch: 86110

Analyte	MB	MB	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Diesel Range Organics [C10-C28]	ND		50		ug/L		02/10/11 11:29	02/11/11 11:19	1
Motor Oil Range Organics [C24-C36]	ND		99		ug/L		02/10/11 11:29	02/11/11 11:19	1

Surrogate	MB	MB	Limits	Prepared	Analyzed	Dil Fac
	% Recovery	Qualifier				
p-Terphenyl	110		23 - 156	02/10/11 11:29	02/11/11 11:19	1

Quality Control Data

Client: KEH & Associates, Inc.
 Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method: 8015B - Diesel Range Organics (DRO) (GC) (Continued)

Lab Sample ID: LCS 720-86110/2-A

Matrix: Water

Analysis Batch: 86142

Client Sample ID: LCS 720-86110/2-A

Prep Type: Total/NA

Prep Batch: 86110

Analyte	Spike Added	LCS Result	LCS Qualifier	Unit	D	% Rec	% Rec.	
							Limits	
Diesel Range Organics [C10-C28]	2500	2780		ug/L		111	40 - 150	
Surrogate		LCS % Recovery	LCS Qualifier	Limits				
p-Terphenyl		105		23 - 156				

Lab Sample ID: LCSD 720-86110/3-A

Matrix: Water

Analysis Batch: 86142

Client Sample ID: LCSD 720-86110/3-A

Prep Type: Total/NA

Prep Batch: 86110

Analyte	Spike Added	LCSD Result	LCSD Qualifier	Unit	D	% Rec	% Rec.		RPD
							Limits	RPD	Limit
Diesel Range Organics [C10-C28]	2500	2160		ug/L		86	40 - 150	25	35
Surrogate		LCSD % Recovery	LCSD Qualifier	Limits					
p-Terphenyl		97		23 - 156					

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- 12
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QC Association Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

GC/MS VOA

Analysis Batch: 86120

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
720-33295-5	TRIP BLANK	Total/NA	Water	8260B	
MB 720-86120/4	MB 720-86120/4	Total/NA	Water	8260B	
LCS 720-86120/5	LCS 720-86120/5	Total/NA	Water	8260B	
LCSD 720-86120/6	LCSD 720-86120/6	Total/NA	Water	8260B	
LCS 720-86120/7	LCS 720-86120/7	Total/NA	Water	8260B	
LCSD 720-86120/8	LCSD 720-86120/8	Total/NA	Water	8260B	

Analysis Batch: 86145

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
LCSD 720-86145/10	LCSD 720-86145/10	Total/NA	Water	8260B	
720-33295-1	SAC1	Total/NA	Water	8260B	
720-33295-2	SAC2	Total/NA	Water	8260B	
720-33295-3	SAC3	Total/NA	Water	8260B	
720-33295-4	SAC4	Total/NA	Water	8260B	
720-33295-2 MS	SAC2	Total/NA	Water	8260B	
720-33295-2 MSD	SAC2	Total/NA	Water	8260B	
MB 720-86145/5	MB 720-86145/5	Total/NA	Water	8260B	
LCS 720-86145/6	LCS 720-86145/6	Total/NA	Water	8260B	
LCSD 720-86145/7	LCSD 720-86145/7	Total/NA	Water	8260B	
LCS 720-86145/9	LCS 720-86145/9	Total/NA	Water	8260B	

GC Semi VOA

Prep Batch: 86110

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
MB 720-86110/1-A	MB 720-86110/1-A	Total/NA	Water	3510C	
720-33295-1	SAC1	Total/NA	Water	3510C	
LCS 720-86110/2-A	LCS 720-86110/2-A	Total/NA	Water	3510C	
720-33295-2	SAC2	Total/NA	Water	3510C	
720-33295-3	SAC3	Total/NA	Water	3510C	
720-33295-4	SAC4	Total/NA	Water	3510C	
LCSD 720-86110/3-A	LCSD 720-86110/3-A	Total/NA	Water	3510C	

Analysis Batch: 86140

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
720-33295-1	SAC1	Total/NA	Water	8015B	86110
720-33295-2	SAC2	Total/NA	Water	8015B	86110
720-33295-3	SAC3	Total/NA	Water	8015B	86110
720-33295-4	SAC4	Total/NA	Water	8015B	86110

Analysis Batch: 86142

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
LCSD 720-86110/3-A	LCSD 720-86110/3-A	Total/NA	Water	8015B	86110
MB 720-86110/1-A	MB 720-86110/1-A	Total/NA	Water	8015B	86110
LCS 720-86110/2-A	LCS 720-86110/2-A	Total/NA	Water	8015B	86110

Certification Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Laboratory	Authority	Program	EPA Region	Certification ID	* Expiration Date
TestAmerica San Francisco	California	State Program	9	2496	01/31/12

Accreditation may not be offered or required for all methods and analytes reported in this package. Please contact your project manager for the laboratory's current list of certified methods and analytes.

* Any expired certifications in this list are currently pending renewal and are considered valid.

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- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13

Method Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Method	Method Description	Protocol	Laboratory
8260B	Volatile Organic Compounds (GC/MS)	SW846	TAL SF
8015B	Diesel Range Organics (DRO) (GC)	SW846	TAL SF

Protocol References:

SW846 = "Test Methods For Evaluating Solid Waste, Physical/Chemical Methods", Third Edition, November 1986 And Its Updates.

Laboratory References:

TAL SF = TestAmerica San Francisco, 1220 Quarry Lane, Pleasanton, CA 94566, TEL (925)484-1919



Sample Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33295-1

Lab Sample ID	Client Sample ID	Matrix	Collected	Received
720-33295-1	SAC1	Water	02/09/11 10:05	02/09/11 20:17
720-33295-2	SAC2	Water	02/09/11 12:55	02/09/11 20:17
720-33295-3	SAC3	Water	02/09/11 15:57	02/09/11 20:17
720-33295-4	SAC4	Water	02/09/11 18:45	02/09/11 20:17
720-33295-5	TRIP BLANK	Water	02/09/11 00:00	02/09/11 20:17

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- 2
- 3
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- 12
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TestAmerica

THE LEADER IN ENVIRONMENTAL TESTING

TESTAMERICA San Francisco Chain of Custody

1220 Quarry Lane • Pleasanton CA 94566-4756
 Phone: (925) 484-1919 • Fax: (925) 600-3002

740-33295

Reference #: 129606

Date _____ Page _____ of _____

Analysis Request

Report To

Attn: JEFF BERUM
 Company: KEH ASSOCIATES
 Address: _____
 Phone: 949-370-2046 Email: jberum@kehgroup.com
 Bill To: _____ Sampled By: Jeff Berum
 Attn: _____ Phone: 949-370-2046

TPH EPA - 8260B
 Gas w/ BTEX MTBE
 TEPH EPA 8015M* Silica Gel
 Diesel Motor Oil Other _____
 EPA 8260B: Gas BTEX
 5 Oxygenates DCA, EDB Ethanol
 (HVOcs) EPA 8021 by 8260B
 Volatile Organics GC/MS (VOCs)
 EPA 8260B 624
 Semivolatiles GC/MS
 EPA 8270 625
 Oil and Grease Petroleum
 (EPA 1664) Total
 Pesticides EPA 8081 608
 EPA 8082 608
 PNAs by 8270 8310
 CAM17 Metals
 (EPA 6010/7470/7471)
 Metals: Lead LUFT RCRA
 Other: _____
 Low Level Metals by EPA 200.8/6020
 (ICP-MS):
 W.E.T (STLC)
 TCLP
 Hexavalent Chromium
 pH (24h hold time for H₂O)
 Spec. Cond. Alkalinity
 TSS TDS
 Anions: Cl SO₄ NO₃ F
 Br NO₂ PO₄

Sample ID	Date	Time	Mail	Present	TPH EPA	TEPH EPA	EPA 8260B	(HVOcs)	Volatile Organics	Semivolatiles	Oil and Grease	Pesticides	PCBs	PNAs	CAM17 Metals	Metals	Low Level Metals	W.E.T	TCLP	Hexavalent Chromium	pH	Spec. Cond.	Alkalinity	TSS	TDS	Anions	Number of Containers
SAC1	2/9/11	12:55			X	X			X																		5
SAC2		12:55																									5
SAC3		3:57																									5
SACH		6:45																									5
TRIP Blank					X				X																		1

Project Info

Project Name: San Antonio Center # of Containers: _____
 Project#: 640007 Head Space: _____
 PO#: _____ Temp: 5.8C
 Credit Card#: _____ Conforms to record: _____

1) Relinquished by: _____ Signature: [Signature] Time: 7:00pm
 Printed Name: JEFF BERUM Date: 2/9/11
 Company: _____

2) Relinquished by: _____ Signature: _____ Time: _____
 Printed Name: _____ Date: _____
 Company: _____

3) Relinquished by: _____ Signature: _____ Time: _____
 Printed Name: _____ Date: _____
 Company: _____

Report: Routine Level 3 Level 4 EDD State Tank
 Fund EDF _____
 Special Instructions / Comments: Global ID _____

See Terms and Conditions on reverse
 TestAmerica Sr reports 8015M from C₂-C₂₄ (Industry norm). Default for 8015B is C₂-C₂₄

Login Sample Receipt Check List

Client: TestAmerica San Francisco

Job Number: 720-33295-1

Login Number: 33295

List Source: TestAmerica San Francisco

Creator: Mullen, Joan

List Number: 1

Question	T / F / NA	Comment
Radioactivity either was not measured or, if measured, is at or below background	N/A	
The cooler's custody seal, if present, is intact.	N/A	
The cooler or samples do not appear to have been compromised or tampered with.	True	
Samples were received on ice.	True	
Cooler Temperature is acceptable.	True	
Cooler Temperature is recorded.	True	
COC is present.	True	
COC is filled out in ink and legible.	True	
COC is filled out with all pertinent information.	False	NCM
Is the Field Sampler's name present on COC?	True	
There are no discrepancies between the sample IDs on the containers and the COC.	True	
Samples are received within Holding Time.	True	
Sample containers have legible labels.	True	
Containers are not broken or leaking.	True	
Sample collection date/times are provided.	True	
Appropriate sample containers are used.	True	
Sample bottles are completely filled.	True	
Sample Preservation Verified	N/A	
There is sufficient vol. for all requested analyses, incl. any requested MS/MSDs	True	
VOA sample vials do not have headspace or bubble is <6mm (1/4") in diameter.	True	
If necessary, staff have been informed of any short hold time or quick TAT needs	True	
Multiphasic samples are not present.	True	
Samples do not require splitting or compositing.	True	



TestAmerica

THE LEADER IN ENVIRONMENTAL TESTING

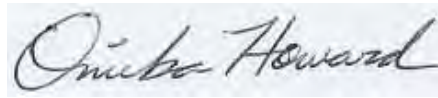
ANALYTICAL REPORT

TestAmerica Laboratories, Inc.
TestAmerica San Francisco
1220 Quarry Lane
Pleasanton, CA 94566
Tel: (925)484-1919

TestAmerica Job ID: 720-33294-2
Client Project/Site: San Antonio Center

For:
KEH & Associates, Inc.
2434 Auto Park Way
Suite 100
Escondido, California 92029

Attn: Jeff Borum



Authorized for release by:
03/03/2011 03:30:00 PM

Onieka Howard
Project Manager I
onieka.howard@testamericainc.com

LINKS

Review your project
results through
TotalAccess

Have a Question?



Visit us at:
www.testamericainc.com

This report has been electronically signed and authorized by the signatory. Electronic signature is intended to be the legally binding equivalent of a traditionally handwritten signature.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13



Table of Contents

Cover Page	1
Table of Contents	2
Definitions	3
Case Narrative	4
Detection Summary	5
Client Sample Results	6
QC Sample Results	7
QC Association	8
Certification Summary	9
Method Summary	10
Sample Summary	11
Chain of Custody	12
Sample Receipt Checklist	13

Qualifier Definition/Glossary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

Qualifiers

GC Semi VOA

Qualifier	Qualifier Description
H	Sample was prepped or analyzed beyond the specified holding time

Glossary

Glossary	Glossary Description
☼	Listed under the "D" column to designate that the result is reported on a dry weight basis.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13

Case Narrative

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

Job ID: 720-33294-2

Laboratory: TestAmerica San Francisco

Narrative

Job Narrative
720-33294-2

Comments

No additional comments.

Receipt

All other samples were received in good condition within temperature requirements.

GC Semi VOA

No analytical or quality issues were noted.

Organic Prep

Method(s) 3550B: The request for analysis on the following samples was received outside of holding time: SAC1-7, SAC1-11, SAC4-18.

No other analytical or quality issues were noted.

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13

Detection Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

Client Sample ID: SAC1-7

Lab Sample ID: 720-33294-1

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	5.0	H	1.0		mg/Kg	1		8015B	Silica Gel Clear

Client Sample ID: SAC1-11

Lab Sample ID: 720-33294-2

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	25	H	1.0		mg/Kg	1		8015B	Silica Gel Clear
Motor Oil Range Organics [C24-C36]	110	H	50		mg/Kg	1		8015B	Silica Gel Clear

Client Sample ID: SAC4-18

Lab Sample ID: 720-33294-16

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Diesel Range Organics [C10-C28]	17	H	0.99		mg/Kg	1		8015B	Silica Gel Clear
Motor Oil Range Organics [C24-C36]	57	H	49		mg/Kg	1		8015B	Silica Gel Clear

Analytical Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

Client Sample ID: SAC1-7

Date Collected: 02/09/11 08:20

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-1

Matrix: Solid

Method: 8015B - Diesel Range Organics (DRO) (GC) - Silica Gel Cleanup

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	5.0	H	1.0		mg/Kg		02/25/11 20:24	02/26/11 19:36	1
Motor Oil Range Organics [C24-C36]	ND	H	50		mg/Kg		02/25/11 20:24	02/26/11 19:36	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
Capric Acid (Surr)	0.08		0 - 5				02/25/11 20:24	02/26/11 19:36	1
p-Terphenyl	82		46 - 115				02/25/11 20:24	02/26/11 19:36	1

Client Sample ID: SAC1-11

Date Collected: 02/09/11 08:50

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-2

Matrix: Solid

Method: 8015B - Diesel Range Organics (DRO) (GC) - Silica Gel Cleanup

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	25	H	1.0		mg/Kg		02/25/11 20:24	02/26/11 20:00	1
Motor Oil Range Organics [C24-C36]	110	H	50		mg/Kg		02/25/11 20:24	02/26/11 20:00	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
Capric Acid (Surr)	3		0 - 5				02/25/11 20:24	02/26/11 20:00	1
p-Terphenyl	62		46 - 115				02/25/11 20:24	02/26/11 20:00	1

Client Sample ID: SAC4-18

Date Collected: 02/09/11 18:05

Date Received: 02/09/11 20:17

Lab Sample ID: 720-33294-16

Matrix: Solid

Method: 8015B - Diesel Range Organics (DRO) (GC) - Silica Gel Cleanup

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Diesel Range Organics [C10-C28]	17	H	0.99		mg/Kg		02/25/11 20:24	02/26/11 20:24	1
Motor Oil Range Organics [C24-C36]	57	H	49		mg/Kg		02/25/11 20:24	02/26/11 20:24	1
Surrogate	% Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
Capric Acid (Surr)	0.08		0 - 5				02/25/11 20:24	02/26/11 20:24	1
p-Terphenyl	74		46 - 115				02/25/11 20:24	02/26/11 20:24	1

Quality Control Data

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

Method: 8015B - Diesel Range Organics (DRO) (GC)

Lab Sample ID: MB 720-86842/1-A

Matrix: Solid

Analysis Batch: 86867

Client Sample ID: MB 720-86842/1-A

Prep Type: Silica Gel Cleanup

Prep Batch: 86842

Analyte	MB	MB	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Diesel Range Organics [C10-C28]	ND		1.0		mg/Kg		02/25/11 14:23	02/26/11 15:58	1
Motor Oil Range Organics [C24-C36]	ND		50		mg/Kg		02/25/11 14:23	02/26/11 15:58	1
Surrogate	MB	MB	Limits			D	Prepared	Analyzed	Dil Fac
	% Recovery	Qualifier		Result	Qualifier				
Capric Acid (Surr)	0.004		0 - 5				02/25/11 14:23	02/26/11 15:58	1
p-Terphenyl	86		46 - 115				02/25/11 14:23	02/26/11 15:58	1

Lab Sample ID: LCS 720-86842/2-A

Matrix: Solid

Analysis Batch: 86867

Client Sample ID: LCS 720-86842/2-A

Prep Type: Silica Gel Cleanup

Prep Batch: 86842

Analyte	Spike Added	LCS	LCS	Unit	D	% Rec	% Rec.		
		Result	Qualifier				Limits	Limit	
Diesel Range Organics [C10-C28]	82.6	65.6		mg/Kg		79	45 - 115		
Surrogate	LCS	LCS	Limits			D	% Rec	Limits	Limit
	% Recovery	Qualifier		Result	Qualifier				
p-Terphenyl	79		46 - 115						

Lab Sample ID: LCSD 720-86842/3-A

Matrix: Solid

Analysis Batch: 86867

Client Sample ID: LCSD 720-86842/3-A

Prep Type: Silica Gel Cleanup

Prep Batch: 86842

Analyte	Spike Added	LCSD	LCSD	Unit	D	% Rec	% Rec.		RPD	Limit
		Result	Qualifier				Limits	RPD		
Diesel Range Organics [C10-C28]	83.3	67.7		mg/Kg		81	45 - 115	3	35	
Surrogate	LCSD	LCSD	Limits			D	% Rec	Limits	Limit	
	% Recovery	Qualifier		Result	Qualifier					
p-Terphenyl	77		46 - 115							

QC Association Summary

Client: KEH & Associates, Inc.
 Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

GC Semi VOA

Prep Batch: 86842

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
MB 720-86842/1-A	MB 720-86842/1-A	Silica Gel Cleanup	Solid	3550B	
720-33294-1	SAC1-7	Silica Gel Cleanup	Solid	3550B	
720-33294-2	SAC1-11	Silica Gel Cleanup	Solid	3550B	
720-33294-16	SAC4-18	Silica Gel Cleanup	Solid	3550B	
LCS 720-86842/2-A	LCS 720-86842/2-A	Silica Gel Cleanup	Solid	3550B	
LCSD 720-86842/3-A	LCSD 720-86842/3-A	Silica Gel Cleanup	Solid	3550B	

Analysis Batch: 86867

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
LCS 720-86842/2-A	LCS 720-86842/2-A	Silica Gel Cleanup	Solid	8015B	86842
LCSD 720-86842/3-A	LCSD 720-86842/3-A	Silica Gel Cleanup	Solid	8015B	86842
MB 720-86842/1-A	MB 720-86842/1-A	Silica Gel Cleanup	Solid	8015B	86842
720-33294-1	SAC1-7	Silica Gel Cleanup	Solid	8015B	86842
720-33294-2	SAC1-11	Silica Gel Cleanup	Solid	8015B	86842
720-33294-16	SAC4-18	Silica Gel Cleanup	Solid	8015B	86842



Certification Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

Laboratory	Authority	Program	EPA Region	Certification ID	* Expiration Date
TestAmerica San Francisco	California	State Program	9	2496	01/31/12

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* Any expired certifications in this list are currently pending renewal and are considered valid.

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Method Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

Method	Method Description	Protocol	Laboratory
8015B	Diesel Range Organics (DRO) (GC)	SW846	TAL SF

Protocol References:

SW846 = "Test Methods For Evaluating Solid Waste, Physical/Chemical Methods", Third Edition, November 1986 And Its Updates.

Laboratory References:

TAL SF = TestAmerica San Francisco, 1220 Quarry Lane, Pleasanton, CA 94566, TEL (925)484-1919



Sample Summary

Client: KEH & Associates, Inc.
Project/Site: San Antonio Center

TestAmerica Job ID: 720-33294-2

Lab Sample ID	Client Sample ID	Matrix	Collected	Received
720-33294-1	SAC1-7	Solid	02/09/11 08:20	02/09/11 20:17
720-33294-2	SAC1-11	Solid	02/09/11 08:50	02/09/11 20:17
720-33294-16	SAC4-18	Solid	02/09/11 18:05	02/09/11 20:17

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Add on

Howard, Onieka

From: jborum@kehgroup.com
Sent: Thursday, February 24, 2011 2:40 PM
To: Howard, Onieka
Subject: KEH PN GW006-additional samples

720-332914

Dear Ms. Howard,

Per our conversation today, I am requesting the lab re-analyze the following three soil samples using EPA Method 8015M with the silica gel clean up:

SAC1-7
SAC1-11
SAC4-18
(analytical report attached)

Thank you for your attention to this matter. If you have any questions, please let me know.

Jeffrey D. Borum, P.G., C.E.G.
Principal Engineering Geologist
KEH & Associates, Inc.
Direct: 949.370.2046
jborum@kehgroup.com

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Login Sample Receipt Check List

Client: TestAmerica San Francisco

Job Number: 720-33294-2

Login Number: 33294

Creator: Mullen, Joan

List Number: 1

List Source: TestAmerica San Francisco

Question	T / F / NA	Comment
Radioactivity either was not measured or, if measured, is at or below background	N/A	
The cooler's custody seal, if present, is intact.	N/A	
The cooler or samples do not appear to have been compromised or tampered with.	True	
Samples were received on ice.	True	
Cooler Temperature is acceptable.	True	
Cooler Temperature is recorded.	True	
COC is present.	True	
COC is filled out in ink and legible.	True	
COC is filled out with all pertinent information.	False	see ncm
Is the Field Sampler's name present on COC?	True	
There are no discrepancies between the sample IDs on the containers and the COC.	True	
Samples are received within Holding Time.	True	
Sample containers have legible labels.	True	
Containers are not broken or leaking.	True	
Sample collection date/times are provided.	True	
Appropriate sample containers are used.	True	
Sample bottles are completely filled.	True	
Sample Preservation Verified	N/A	
There is sufficient vol. for all requested analyses, incl. any requested MS/MSDs	True	
VOA sample vials do not have headspace or bubble is <6mm (1/4") in diameter.	True	
If necessary, staff have been informed of any short hold time or quick TAT needs	True	
Multiphasic samples are not present.	True	
Samples do not require splitting or compositing.	True	

FIGURES

FIGURE 1: Subject Property Location Map

FIGURE 2: Direct Push Penetration Points

FIGURE 3: Soil Analytical Detection Summary Distribution Map

FIGURE 4: Groundwater Analytical Detection Summary
Distribution Map

Appendix B

EDR Historical Aerial Photo Decade Package

Appendix C

EDR Sanborn Fire Insurance Maps

Appendix D

EDR City Directory

Appendix E

EDR Historical Topographic Maps

Appendix F

Environmental Lien Search and Activity Use Limitations

Appendix G

User Provided Information

Appendix H

Interview Form

Appendix J

GeoTracker Project Reports



CITY OF MOUNTAIN VIEW

Fire Department ▪ Fire and Environmental Protection Division ▪ 500 Castro Street ▪ City Hall - 4th Floor
Mountain View, California 94041-2010 ▪ 650-903-6378 ▪ FAX 650-962-1430

July 27, 2011

Mike Olsen
Sears Roebuck & Company
3333 Beverly Road, B5-362A
Hoffman Estates, IL 60179

To Mike Olsen,

This is to confirm that the facility closure for Sears Auto Center located at 455 San Antonio Road in Mountain View, California has been completed according to the current guidelines established by the City of Mountain View Fire Department. This closure does not include the Sears Store also located at 455 San Antonio Road in Mountain View, California.

If you have any questions, do not hesitate to call our office at (650) 903-6378. Thank you for your cooperation in this project.

Sincerely,

A handwritten signature in black ink, which appears to read 'Patrick Mauri', is written over the word 'Sincerely,'.

Patrick Mauri
Hazardous Materials Specialist

Cc:

Patrick Walz
URS Corporation
100 W. San Fernando St. Suite 200
San Jose, CA 95113

Barron Caronite
Merlone Geier Partners
425 California Street, 11th Floor
San Francisco, CA 94104

ASTM PRACTICE E 1527-05

SUBJECT PROPERTY RECONNAISSANCE AND INTERVIEW FORM

PROPERTY NAME: Machado-San Antonio Partners, L.L.C.
 ADDRESS/LOCATION: 405 South San Antonio Road, Mountain View, California
 CURRENT USE: Commercial Retail

		Interview (circle answer)	Property Visit
1A	Is the subject property currently used for an industrial purpose? Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
1B	Is any adjoining property currently used for an industrial use? Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
2A	Did you observe or do you have any prior knowledge that the Subject Property has been used for an industrial use in the past? Comments:	Yes / No <i>don't know</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>
2B	Did you observe evidence or do you have any prior knowledge that any adjoining property has been used for an industrial use in the past? Comments:	Yes / No <i>don't know</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>
3A	Is the Subject Property currently used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment storage, disposal processing or recycling facility? (if applies-which?) Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
3B	Is any adjoining property currently used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment storage, disposal processing or recycling facility? (if applies-which?) Comments: Former SEARS Auto Center Closed 2011	Yes <input checked="" type="radio"/> No <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
4A	Did you observe evidence or do you have any prior knowledge that the Subject Property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment storage, disposal processing or recycling facility? (if applies-which?) City Directories list dry cleaners at 419 between 1962-1984 Comments:	Yes / No <i>no info on file</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>
4B	Did you observe evidence, or do you have any prior knowledge that any adjoining property has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment storage, disposal processing or recycling facility? (if applies-which?) Former SEARS Auto Center and Former Mikes Shell Station Comments:	Yes <input checked="" type="radio"/> No <input type="radio"/> <i>↓ SEARS</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>

5A	Are there currently any damaged or discarded automotive or industrial batteries, pesticides paints, or other chemicals in individual containers of > 5 gal. or >50gal. in the aggregate, stored on or used at the Subject Property? Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
5B	Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries pesticides, paints, or other chemicals in volume in individual containers of > 5 gal. or 50 gal. in the aggregate at the property or facility Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
6	Are there currently any industrial drums (55- gal.) or sacks of chemicals located on the Subject Property? Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
7A	Did you observe evidence or do you have <u>any prior knowledge</u> that fill dirt has been brought onto the Subject Property that originated from a contaminated site? Comments: <i>did not observe or evidence; no prior information available</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
7B	Did you observe evidence or do you have <u>any prior knowledge</u> that fill dirt was brought onto the Subject Property that is of an unknown origin? Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/> <i>ditto #7A</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>
8A	Are there currently any pits, ponds, or lagoons located on the Subject Property in connection with waste treatment or waste disposal? Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
8B	Did you observe evidence or do you have <u>any prior knowledge</u> that there have been previously, any pits, ponds, lagoons located on the Subject Property in connection with waste treatment or waste disposal? Comments: <i>no prior information available</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
9A	Is there currently any stained soil or other surface staining on the Subject Property? Comments: <i>Other than typical parking lot vehicle oil staining</i>	Yes <input type="radio"/> No <input checked="" type="radio"/> ←	Yes <input type="radio"/> No <input checked="" type="radio"/>
9B	Did you observe evidence or do you have <u>any prior knowledge</u> that there has been previously, any stained soil or other surface staining on the subject property? Comments: <i>no prior information available</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
10A	Are there currently any registered or unregistered storage tanks (above or underground) located on the Subject Property? Comments:	Yes <input type="radio"/> No <input checked="" type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>

10B	Did you observe evidence or do you have any prior knowledge that there have been previously, registered or unregistered storage tanks located on the Subject Property? Comments:	Yes / No <i>don't know</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>
11A	Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the Subject Property or adjacent to any structure located on the Subject Property? Comments:	Yes <input checked="" type="radio"/> No <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
11B	Did you observe evidence or do you have any prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the Subject Property or adjacent to any structure located on the Subject Property? Comments:	Yes / No <i>don't know</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>
12A	Are there currently any flooring, drains, or walls located within the Subject Property building that are stained by substances other than water or are emitting foul odors? Comments:	Yes <input checked="" type="radio"/> No <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>
12B	Did you observe evidence or do you have any prior knowledge that there have been previously any flooring, drains, or walls located within the Subject Property building that are stained by substances other than water or are emitting foul odors? Comments:	Yes / No <i>don't know</i>	Yes <input type="radio"/> No <input checked="" type="radio"/>
13A	If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that contaminants have been identified in the well or system that exceed guidelines applicable to the water system? Comments: Public Water Supply System	Yes / No <i>n/a</i>	Yes / No <i>n/a</i>
13B	If the property is served by a private well or non-public water system, is there any evidence or do you have prior knowledge that the well has been designated as contaminated by any government environmental/health agency? Comments: Public Water Supply System	Yes / No <i>n/a</i>	Yes / No <i>n/a</i>
14	Does the owner or occupant of the Subject Property have any knowledge of environmental liens or governmental notification relating to past or recurrent violations of environmental laws with respect to the Subject Property? Comments:	Yes <input checked="" type="radio"/> No <input type="radio"/>	Yes <input type="radio"/> No <input checked="" type="radio"/>

15A	Has the owner or occupant of the Subject Property been informed of the past existence of hazardous substances or petroleum products with respect to the property or any facility located on the Subject Property? Comments: Disclosed 2005 Phase I ESA discussed prior dry cleaners	Yes / No - don't know not on file	Yes (No) / No (Yes)
15B	Has the owner or occupant of the property been informed of the current existence of hazardous substances or petroleum products with respect to the Subject Property? Comments:	Yes (No) / No (Yes)	Yes (No) / No (Yes)
16	Does the owner or occupant of the Subject Property have any knowledge of any environmental site assessment of the Subject Property that indicated the presence of hazardous substances or petroleum products on, or contamination of, the Subject Property? Has further assessment of potential or known contamination, or mitigation of contamination, been recommended at the Subject Property? Comments:	Yes / No - don't know	Yes (No) / No (Yes)
17	Does the owner or occupant of the Subject Property know of any past, threatened, pending lawsuits, or administrative proceedings concerning a release or threatened release of any hazardous substance or petroleum products involving the Subject Property by any owner or occupant of the Subject Property? Comments:	Yes (No) / No (Yes)	Yes (No) / No (Yes)
18A	Does the Subject Property discharge waste water, other than storm water, into a storm drain system? Comments:	Yes (No) / No (Yes)	Yes (No) / No (Yes)
18B	Does the Subject Property discharge waste water, other than storm water, into a sanitary sewer system? Comments? Sewage only	Yes (No) / No (Yes) ←	Yes (No) / No (Yes)
19	Did you observe evidence or do you have any prior knowledge that any hazardous substances or petroleum products, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the Subject Property? Comments?	Yes (No) / No (Yes)	Yes (No) / No (Yes)
20	Is there a transformer, capacitor, or any hydraulic equipment located on the Subject Property for which there are any records indicating the presence of PCB's? Comments?	Yes / No don't know	Yes (No) / No (Yes)

21	<p>Do any of the following Federal Government record systems list the Subject Property or any site within the circumference of the area noted below?</p> <p>NPL (1 mile): 0</p> <p>CERCLIS (1/2 mile): 6 listed CERCLIS Sites- 5 closed, 1-certified OWM</p> <p>RCRA CORRACTS (1 mile): 0</p> <p>RCRA TSD (1 mile): 0</p> <p>Comments: See PHASE I ESA - ASTM E1527-05</p>	<p>Yes / No</p> <p>don't know</p>	<p>Yes / No</p> <p><input checked="" type="radio"/> No</p>
22	<p>Do any of the following state record systems list the Subject Property or any site within the circumference of the area noted below?</p> <p>SPL (1 mile): 1</p> <p>SCL (1/2 mile): 6</p> <p>LUST (1/2 mile): 14-13 Case Closed, 1 verification monitoring</p> <p>SWLF (1/2 mile): 0</p> <p>Comments: SEE PHASE I ESA - ASTM E1527-05</p>	<p>Yes / No</p> <p>don't know</p>	<p>Yes / No</p> <p><input checked="" type="radio"/> No</p>
23	<p>Based upon a review of fire insurance maps or consultation with the local fire department serving the Subject Property, are any buildings or other improvements on the Subject Property or on any adjoining property identified as having been used for an industrial use or uses likely to lead to contamination of the Subject Property?</p> <p>Comments:</p>	<p>Yes / No</p> <p>don't know</p>	<p>Yes <input checked="" type="radio"/> No</p>

QUESTIONNAIRE PREPARER INFORMATION

Preparer represents that to the best of the preparer's knowledge the above statements and facts are true and correct and to the best of the preparer's actual knowledge no material facts have been suppressed or misstated.

Preparer Information:

Name: B. Kay Harbal

Title: Property Supervisor

Firm: Portfolio Realty Management, Inc.

Address: 4864 Lakebird Pl., San Jose, CA 95124

Phone Number: 408-556-0200

Email Address: Kay@portfoliorealty.com

Date: 9/7/11

TOR Environmental, Inc. Preparer Information

Jeffrey D. Borum, P.G., C.E.G.
Principal Engineering Geologist

Date: 1 September 2011

Photo 1: North side store fronts, BevMo!, Kumon ,
Ross Dress for Less, Machado commercial building



Photo 2: Ross south side store front,
Machado commercial building



Photo 3: BevMo! north side store front,
Machado commercial building



Photo 4: Kumon, Math, Reading Success north
side store front, Machado Commercial Building



Photo 5: South side Machado commercial building.



Photo 6: Machado Parcel PG&E transformer installation



Photo 7: JO-ANN fabrics and crafts store front adjacent east of Subject Property



Photo 8: Planned Parenthood adjacent south of Subject Property across California Ave.



Photo 9: San Antonio Cleaners adjacent south and downgradient of Subject Property across California Ave.



Photo 12: Dentist adjacent south of Subject Property across California Ave.



[LINK TO THIS MAP](#)

GEOTRACKER

LAYERS

SIGNIFIES A CLOSED SITE

■ Leaking Underground Tank (LUST) Cleanup Sites

■ Other Cleanup Sites

■ Land Disposal Sites

■ Military Sites

■ WDR Sites

■ Permitted Underground Storage Tank (UST) Facilities

● Monitoring Wells*

* ZOOM IN TO SEE MWS

▲ DTSC Cleanup Sites

▲ DTSC Haz Waste Permit

MAP SIZE

640x480

OPTIONS

Site List - [EXPORT TO EXCEL](#)

33 Sites

SHOW SITES WITHIN FEET OF THE FOLLOWING ADDRESS:

SITE NAME	GLOBAL ID	CLEANUP STATUS	ADDRESS	CITY
✗ ARCO #0707	T0608500189	COMPLETED - CASE CLOSED	988 N SAN ANTONIO RD	LOS ALTOS
✗ BEACON (#590)	T0608501468	COMPLETED - CASE CLOSED	780 SAN ANTONIO AVE	PALO ALTO
✗ BRUSIE PROPERTY	T0608569452	COMPLETED - CASE CLOSED	67 DEL MONTE AVE	LOS ALTOS
✗ COAST CASEY PUMP STATION	T0608500435	COMPLETED - CASE CLOSED	101 N SAN ANTONIO RD	MOUNTAIN VIEW
✗ DIGAS	T0608500515	COMPLETED - CASE CLOSED	555 SHOWERS DR	MOUNTAIN VIEW
✗ FIRESTONE STORE NO. 3670	T0608508015	COMPLETED - CASE CLOSED	462 SAN ANTONIO RD	MOUNTAIN VIEW
✗ FRANCISCAN GLASS CO.	T0608500644	COMPLETED - CASE CLOSED	100 SAN ANTONIO CIR	MOUNTAIN VIEW
■ HYATT RICKEYS	T0608591652	OPEN - INACTIVE	4201 4219 EL CAMINO REAL	PALO ALTO
✗ HENGELHOLD MOTOR COMPANY	T0608500713	COMPLETED - CASE CLOSED	762 SAN ANTONIO RD	PALO ALTO
✗ HYATT RICKEY'S	T0608501005	COMPLETED - CASE CLOSED	4219 EL CAMINO REAL	PALO ALTO
■ IRM COST SHARING SITE	SL18311731	OPEN - VERIFICATION MONITORING	2520 CALIFORNIA STREET	MOUNTAIN VIEW
■ J.C. PENNEY	T0608502059	OPEN - SITE ASSESSMENT	SAN ANTONIO RD. AT ALMA ST	MOUNTAIN VIEW
✗ LOS ALTOS GARDEN SUPPLY	T0608501940	COMPLETED - CASE CLOSED	4730 EL CAMINO REAL	LOS ALTOS
✗ LOS ALTOS GARDEN SUPPLY	T0608501940	COMPLETED - CASE CLOSED	4730 EL CAMINO REAL	LOS ALTOS

MAP AN ADDRESS:

[LINK TO THIS MAP](#)



LAYERS

- Federal Superfund
- State Response
- Voluntary Cleanup
- School Cleanup
- Evaluation
- School Investigation
- Military Evaluation
- Tiered Permit
- Corrective Action
- Haz Waste Permit
- Monitoring Wells
- [GeoTracker LUFT](#)
- [GeoTracker SLIC](#)

MAP SIZE

640x480



Map data ©2011 Google

MAP AN ADDRESS:



Ms. Jennifer C. Sedlachek
ExxonMobil Refining & Supply – Global Remediation
4096 Piedmont Avenue #194
Oakland, California 94611

SUBJECT Case Closure Documents
Former Exxon Service Station 7-0230
334 San Antonio Road, Mountain View, California
Local Oversight Program No. 02-020
SCVWD ID No. 06S2W17N01f

INTRODUCTION

At the request of Exxon Mobil Corporation (Exxon Mobil), Environmental Resolutions, Inc. (ERI), assessed the status of the environmental investigation at the subject site. ERI reviewed documents and reports in its own files and on the web site of the County of Santa Clara Environmental Resources Agency, Department of Environmental Health, Hazardous Materials Compliance Division (the County). ERI performed this review, following a telephone conversation with the County, to facilitate consideration of this site for environmental case closure.

The site is located on the southwestern corner of San Antonio Road and California Street in Mountain View, California, as shown on the Site Vicinity Map (Plate 1). The locations of existing underground storage tanks (USTs), dispenser islands, and other select features are shown on Plate 2. Ownership of the property and UST system was transferred to Valero Energy Corporation (Valero) in June 2000. An independently operated Valero-branded service station currently occupies the site.

BACKGROUND

The environmental investigation at this site began in 1986. A detailed chronology of events at the site will be included in the Case Closure Summary form. Currently, there are nine on-site groundwater monitoring wells (MW1 through MW9), two on-site groundwater recovery wells (RW1 and RW2), one on-site UST observation well (TP1), five off-site groundwater monitoring wells (MW10, MW11, MW12A, MW12B, and MW13), and two off-site piezometers (PZ1 and PZ2).

Historical and recent groundwater monitoring and sampling data are summarized in Tables 1A and 1B. Select analytical results and groundwater elevations from the first quarter 2006 monitoring and sampling event are presented on Plates 3 and 4, respectively. Cumulative results of grab groundwater samples are presented in Tables 2A and 2B. Cumulative analytical results of soil samples are presented in Tables 3A and 3B. Well construction details are presented in Table 4. Details of the operation and performance of the groundwater extraction and treatment (GET) system are presented in Table 5 and Graph 1.

DISCUSSION

Stratigraphy

The hydrostratigraphy beneath the site and vicinity consists of three main hydrogeologic units, illustrated in the cross sections presented on Plates 4 through 8, and discussed in the following bulleted sections:

- An upper water-bearing zone consisting of gravelly and sandy layers interbedded with clayey and silty layers. This unit occurs from ground surface to approximately 16 to 23 feet below ground

surface (fbgs), and was encountered by the borings drilled on site and off site to date. Some of the gravelly and sandy layers appear to be continuous; others appear to be discontinuous lenses. Groundwater elevation data and dissolved hydrocarbon and methyl tertiary butyl ether (MTBE) concentration data collected from monitoring wells MW12A and MW12B (the only wells that are screened exclusively across separate gravelly layers within this unit) indicate the gravelly and sandy layers are hydraulically connected.

- An intermediate aquitard of clay, including plastic, dark bluish-gray to greenish-gray clay, which grades downward into clayey silt. This unit is partially penetrated by most borings drilled to date and is fully penetrated by direct-push borings GP3, GP15, and CPT1 through CPT3. Based on the sediment composition, this unit appears to have low permeability.
- A relatively thick lower water-bearing zone consisting of gravelly sand; clayey, gravelly sand; and sandy gravel, interbedded with silt and clay, which underlies the intermediate aquitard. This unit is partially penetrated by direct-push borings GP3, GP15, and CPT1 through CPT3. Groundwater in this unit in boring GP3 equilibrated at approximately 10.5 fbgs, suggesting that groundwater occurs under confined or semi-confined conditions within this layer.

Distribution of Hydrocarbon Concentrations in Soil

Petroleum hydrocarbons, including MTBE, have been detected in soil samples collected from on-site borings, particularly in the vicinity of the UST pit and the dispenser islands. Hydrocarbon concentrations in soil samples collected downgradient of the site are below or near laboratory reporting limits. Cumulative soil sample analytical results are presented in Tables 3A and 3B.

Sensitive Receptor Survey

ERI conducted an annual update of the Sensitive Receptor Survey in June 2006. There is one unconfirmed active production well located within a ¼-mile radius of the site. The well is No. 06S02W17M003, it is classified as a water-producing domestic well, it is located approximately 1,000 feet northwest (crossgradient) from the site (in the vicinity of 4376 Silva Court), and its existence could not be confirmed in the field. Based on the location of this well, crossgradient from the site, it is not considered to be a likely receptor.

The closest known active production well in the downgradient direction is No. 06S02W17L003, located approximately 1,400 feet northeast of the site, at 4265 Alma Street. ERI has sampled this well on a quarterly basis since April 2003, and petroleum hydrocarbons have not been detected at or above the laboratory reporting limits.

Groundwater Extraction and Treatment System

GET System Details

ERI constructed a GET system at the site in July 2003. The purpose of the GET system was to remove petroleum hydrocarbons from groundwater beneath the site. The GET system extracted groundwater from recovery wells RW1 and RW2 using submersible electric pumps. Extracted groundwater was directed through particulate filters for removal of suspended sediment, and three 2,000-pound granular activated carbon (GAC) vessels prior to discharge to the storm sewer. ERI collected water samples monthly at influent, intermediate, and effluent sample ports to ensure proper performance of the GET system.

GET System Data

The GET system operated from August 2003 to February 2005 and treated and discharged approximately 3,219,510 gallons of groundwater in accordance with a permit from the City of Mountain View Sanitation District. Operation and performance data for the GET system are summarized in Table 5. The amount of hydrocarbons removed from groundwater at the site is summarized in the following table:

Period	Volume of Groundwater Treated (gallons)	Mass of TPHg Removed (pounds)	Mass of Benzene Removed (pounds)	Mass of MTBE Removed (pounds)
8/8/03 - 2/5/05	3,219,510	<6.591	<0.0744	<0.927

Influent hydrocarbon concentrations decreased during the period of GET system operation. Concentrations of total petroleum hydrocarbons as gasoline (TPHg) were not detected in the influent samples at or above the laboratory reporting limits in the last four sampling events (November 2004 through February 2005). Concentrations of MTBE were not detected in the influent samples at or above the laboratory reporting limits in the last two sampling events (January and February 2005). The influent TPHg and MTBE concentrations over time are shown on Graph 1.

Groundwater Monitoring Data

Petroleum hydrocarbon concentrations in on-site groundwater monitoring wells decreased during remediation system operation. Concentrations of MTBE in groundwater monitoring well MW2 decreased from a maximum of 57,000 µg/L on October 15, 2001, to <0.50 µg/L on May 9, 2006. Concentrations of MTBE in groundwater monitoring well MW3 have decreased from a maximum of 50,600 µg/L on January 14, 2002, to 1.0 µg/L on May 9, 2006.

GET System Summary

Based on review of GET system and site data, ERI draws the following conclusions:

- The GET system processed 3,219,510 gallons of water and removed approximately 6.5 pounds of TPHg and 1 pound of MTBE.
- Influent TPHg, benzene, and MTBE concentrations were below laboratory reporting limits for at least the last two months of system operation.
- Benzene and MTBE concentrations in on-site groundwater monitoring wells declined to near or below the laboratory reporting limits.

Lateral and Vertical Delineation of Dissolved-Phase Hydrocarbons in Groundwater

Hydrocarbon concentrations are delineated laterally by current monitoring well data, by the transverse transects carried out in 2002, and by the longitudinal transect carried out in 2005. Plate 9 presents an MTBE isoconcentration map made with data from the 2002 investigation; Plate 10 presents an MTBE isoconcentration map made with data from 2005. The most recent quarterly monitoring and sampling data, from second quarter 2006 (Plate 2), indicate that concentrations of dissolved-phase hydrocarbons in groundwater continue to decrease at the site and vicinity.

On and near the site, monitoring wells MW7, MW9, and MW10 provide lateral delineation to the east and west. Monitoring wells MW1 and MW4 provide delineation to the south. In the 2005 investigation, the northern limit of hydrocarbon concentrations in groundwater was located near boring HP2a. Further north, samples collected from wells MW13, PZ1, and PZ2 have not contained hydrocarbon concentrations at or above the laboratory reporting limit.

Hydrocarbon concentrations in groundwater have been delineated vertically by the 2005 investigation. Samples collected from below 22 fbg in the HP borings showed no analytes at or above laboratory reporting limits, with the exception of various questionable detections of TPHd.

Comparison of 2002 Data to the 2005 Data

A comparison of the 2002 MTBE Isoconcentration Map (Plate 9) to the 2005 MTBE Isoconcentration Map (Plate 10) shows a significant reduction of the lateral extent of MTBE concentrations. The 100 µg/L contour on the 2002 map retreated approximately 500 feet on the 2005 map. In addition, the maximum concentration downgradient of the site within the area of hydrocarbon concentrations decreased from 19,900 µg/L at MW11 in 2002, to 347 µg/L at HP1 in 2005.

The most recent quarterly monitoring and sampling data from second quarter 2006 indicate that concentrations of dissolved-phase hydrocarbons in groundwater continue to decrease at the site and vicinity. ERI concludes that natural attenuation and the remediation of the site by the GET system are reducing the dissolved-phase hydrocarbons downgradient of the site. Because the GET system removed the MTBE source in groundwater, the concentrations will continue to decrease.

In summary, ERI concludes:

- A broadly consistent stratigraphy beneath the site and vicinity includes a clay layer at approximately 25 fbg that acts as an aquitard. No dissolved-phase hydrocarbons have been detected below this aquitard to date.
- Soil data collected downgradient of the site do not indicate that residual hydrocarbons are a secondary source of dissolved-phase hydrocarbons in groundwater downgradient of the site.
- The GET system processed approximately 3.2 million gallons of water and removed approximately 6.5 pounds of TPHg and 1 pound of MTBE. Influent TPHg, benzene, and MTBE concentrations were below laboratory reporting limits for at least the last two months of system operation.
- Hydrocarbon concentrations in groundwater are well-defined laterally and vertically as follows:
 - To the south by monitoring wells MW1 and MW4;
 - To the east by monitoring wells MW7 and MW8, and borings HP2, GP5, GP6, and GP14;
 - To the west by monitoring wells MW5, MW6, MW9, and MW10; and borings GP2, GP11, and GP12;
 - To the north by wells MW13, PZ1, and PZ2; and boring HP3; and
 - Vertically, by borings GP3, GP4, HP1, HP2a, and HP3.
- The extent of dissolved-phase MTBE concentrations in groundwater present in 2002 downgradient of the site has diminished. Because the site has been effectively remediated by the GET system, concentrations both on and off site will continue to decrease via natural attenuation.

CONCLUSIONS

Based on the review of site data, ERI draws the following conclusions:

- Concentrations of dissolved-phase hydrocarbon constituents of concern in groundwater monitoring wells at the site and vicinity have decreased by one to four orders of magnitude.
- Decreasing hydrocarbon concentrations in the groundwater monitoring wells at the site and vicinity indicate that natural attenuation processes are occurring.
- There are no sensitive receptors, including water production wells, within a ¼-mile downgradient of the site.

- Environmental case closure and destruction of the wells at the site is appropriate at this time.

LIMITATIONS

This report was prepared in accordance with generally accepted standards of environmental practice in California at the time this report was written. This investigation was conducted solely for the purpose of evaluating environmental conditions of the soil and groundwater. No soil engineering or geotechnical references are implied or should be inferred. Evaluation of the geologic conditions at the site for the purpose of this investigation is made from a limited number of observation points. Subsurface conditions may vary away from the data points available. Additional work, including further subsurface investigation, can reduce the inherent uncertainties associated with this type of investigation. This report has been prepared solely for Exxon Mobil, and any reliance on this report by third parties shall be at such party's sole risk.

DOCUMENT DISTRIBUTION

ERI recommends forwarding copies of this report to:

Ms. Lani Lee
Santa Clara County
Department of Environmental Health
1555 Berger Drive, Suite 300
San Jose, California 95112-2716

Mr. Robert C. Ehlers, M.S., P.E.
The Valero Companies
Environmental Liability Management
685 West Third Street
Hanford, California 93230

Please call Mr. Geoffrey V. Waterhouse, ERI's project manager for this site, at (707) 766-2000 with any questions regarding this report.

Sincerely,
Environmental Resolutions, Inc.

SCANNED IMAGE

[Handwritten Signature]
Daniel A. Parsons
Staff Geologist

SCANNED IMAGE

Geoffrey V. Waterhouse
P.G. 5019
C.H.G. 374
C.E.G. 1561

Attachments:	Table 1A	Cumulative Groundwater Monitoring and Sampling Data
	Table 1B	Additional Cumulative Groundwater Monitoring and Sampling Data
	Table 2A:	Cumulative Analytical Laboratory Results of Grab Groundwater Samples
	Table 2B:	Additional Cumulative Analytical Laboratory Results of Grab Groundwater Samples
	Table 3A:	Cumulative Analytical Results of Soil Samples
	Table 3B:	Additional Cumulative Analytical Results of Soil Samples
	Table 4:	Well Construction Details
	Table 5:	Operation and Performance Data for Groundwater Extraction and Treatment System
	Plate 1:	Site Vicinity Map
	Plate 2:	Select Analytical Results
	Plate 3:	Groundwater Elevation Map
	Plate 4:	Cross Section Location Map
	Plate 5:	Cross Section A-A', Southern Portion
	Plate 6:	Cross Section A-A', Northern Portion
	Plate 7:	Cross Section B-B'
	Plate 8:	Cross Section C-C'
	Plate 9:	MTBE Isoconcentration Map, Third Quarter 2002
	Plate 10:	MTBE Isoconcentration Map, Third and Fourth Quarter 2005
	Graph 1:	Influent Hydrocarbon Concentration and Hydrocarbon Removal versus Time

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 2 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fmsl)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW1	03/26/92	48.84	19.46	29.38	NLPH	---	---	---	---	---	---	---	---
MW1	04/30/92	48.84	20.69	28.15	NLPH	---	---	---	---	---	---	---	---
MW1	05/22/92	48.84	20.40	28.44	NLPH	---	<50	250	---	6.3	0.58	0.32	1.1
MW1	06/23/92	48.84	20.30	28.54	NLPH	---	---	---	---	---	---	---	---
MW1	08/21/92	48.84	20.03	28.81	NLPH	---	<50	92	---	<0.5	<0.5	5.0	<0.5
MW1	09/28/92	48.84	20.22	28.62	NLPH	---	---	---	---	---	---	---	---
MW1	12/10/92	48.84	---	---	---	---	<50	140	---	<0.5	<0.5	<0.5	<0.5
MW1	01/18/93	48.84	19.19	29.65	NLPH	---	---	---	---	---	---	---	---
MW1	03/04/93	48.84	17.25	31.59	NLPH	---	<50	400	---	5.8	<0.5	4.0	1.7
MW1	03/31/93	48.84	16.13	32.71	NLPH	---	---	---	---	---	---	---	---
MW1	04/05/93	48.84	15.95	32.89	NLPH	---	---	---	---	---	---	---	---
MW1	05/07/93	48.84	15.23	33.61	NLPH	---	---	---	---	---	---	---	---
MW1	06/01/93	48.84	14.59	34.25	NLPH	---	<50	150	---	0.9	<0.5	<0.5	0.9
MW1	07/06/93	48.84	15.41	33.43	NLPH	---	---	---	---	---	---	---	---
MW1	08/06/93	48.84	14.29	34.55	NLPH	---	---	---	---	---	---	---	---
MW1	09/03/93	48.84	14.61	34.23	NLPH	---	<50	<50	---	<0.5	<0.5	<0.5	<0.5
MW1	10/22/93	48.84	14.92	33.92	NLPH	---	<50	<50	---	<0.5	<0.5	<0.5	<0.5
MW1	01/24/94	48.84	15.10	33.74	NLPH	---	<50	<50	---	<0.5	<0.5	<0.5	<0.5
MW1	07/14/94	48.84	16.09	33.75	NLPH	---	<50	<50	---	<0.5	<0.5	<0.5	<0.5
MW1	01/19/95	48.84	14.10	34.74	NLPH	---	86	150	---	<0.5	<0.5	2.8	2.3
MW1	07/06/95	48.84	11.16	37.68	NLPH	---	<50	<50	<10	<0.5	<0.5	<0.5	<0.5
MW1	08/24/95	48.84	11.37	37.47	NLPH	---	---	---	---	---	---	---	---
MW1	09/28/95	48.32	11.64	36.68	NLPH	---	---	---	---	---	---	---	---
MW1	10/18/95	48.32	11.66	36.66	NLPH	<5,000	53	<50	<10	<0.5	<0.5	<0.5	<0.5
MW1	11/20/95	48.32	12.00	36.32	NLPH	---	---	---	---	---	---	---	---
MW1	12/08/95	48.32	12.11	36.21	NLPH	---	---	---	---	---	---	---	---
MW1	01/24/96	48.32	11.60	38.72	NLPH	---	<50	<50	<50	<0.5	<0.5	<0.5	<0.5
MW1	02/23/96	48.32	11.05	37.27	NLPH	---	---	---	---	---	---	---	---
MW1	03/25/96	48.32	10.77	37.55	NLPH	---	---	---	---	---	---	---	---
MW1	04/24/96	48.32	10.41	37.91	NLPH	---	<50	<50	<30	<0.5	<0.5	<0.5	<0.5
MW1	05/24/96	48.32	10.20	38.12	NLPH	---	---	---	---	---	---	---	---
MW1	06/24/96	48.32	10.35	37.97	NLPH	---	---	---	---	---	---	---	---
MW1	07/31/96	48.32	10.55	37.77	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	12/10/96	48.32	11.13	37.19	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	03/12/97	48.32	10.26	38.06	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	06/24/97	48.32	10.90	37.42	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	09/10/97	48.62	11.54	37.08	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	12/04/97	48.62	12.24	36.38	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	03/10/98	48.62	9.91	38.71	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5

TABLE 1A
CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 3 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (ftgs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW1	06/02/98	48.62	9.47	39.15	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	09/22/98	48.62	10.18	38.44	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	12/09/98	48.62	9.52	39.10	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	03/25/99	48.62	7.42	41.20	NLPH	---	---	---	---	---	---	---	---
MW1	06/18/99	48.62	10.32	38.30	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW1	09/16/99	48.62	10.54	38.08	NLPH	---	---	---	---	---	---	---	---
MW1	12/23/99	48.62	10.81	37.81	NLPH	---	---	---	---	---	---	---	---
MW1	03/13/00	48.62	10.83	37.79	NLPH	---	---	---	---	---	---	---	---
MW1	03/16/00	48.62	10.80	37.82	NLPH	---	<56	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW1	06/15/00	48.62	10.28	38.34	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW1	08/16/00	48.62	Property transferred to Valero Refining Company.										
MW1	07/28/00	48.62	10.65	37.97	NLPH	---	---	---	---	---	---	---	---
MW1	10/23/00	48.82	10.61	38.01	NLPH	---	<56	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW1	01/19/01	48.62	11.48	37.14	NLPH	---	<50	<50	<5a	<0.5	0.8	<0.5	0.66
MW1	04/19/01	48.62	11.00	37.62	NLPH	---	610e	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW1	07/16/01	48.62	11.23	37.39	NLPH	---	<62	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW1	10/15/01	48.62	11.63	36.99	NLPH	---	<50	290	<10	<2.5	<2.5	<2.5	<2.5
MW1	11/01/01	51.53	Well surveyed in compliance with AB 2886 requirements.										
MW1	01/14/02	51.53	11.43	40.10	NLPH	---	362	68.3	0.9a	<0.50	<0.50	<0.50	<0.50
MW1	03/12/02	51.53	11.77	39.76	NLPH	---	---	---	---	---	---	---	---
MW1	04/05/02	51.53	12.19	39.34	NLPH	---	128	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW1	07/17/02	51.53	12.06	39.47	NLPH	---	82	<50.0	<0.50a	<0.5	<0.5	<0.5	<1.0
MW1	10/16/02	51.53	12.34	39.19	NLPH	---	<50	<50.0	<0.5a	<0.5	<0.5	<0.5	<0.5
MW1	01/21/03	51.53	11.39	40.14	NLPH	---	58	<50.0	<0.5/<0.50a	<0.5	<0.5	<0.5	<0.5
MW1	04/29/03	51.53	10.60	40.93	NLPH	---	<50	<50.0	<0.50a	<0.50	<0.5	<0.5	<0.5
MW1	07/30/03	51.53	10.89	40.64	NLPH	---	<60	<50.0	<0.5/<0.50a	<0.50	<0.5	<0.5	<0.5
MW1	10/10/03	51.53	---	---	NLPH	---	<50	<50.0	<0.50	<0.50	<0.5	<0.5	<0.5
MW1	10/23/03	51.53	11.86	39.87	NLPH	---	---	---	---	---	---	---	---
MW1	01/19/04	51.53	11.56	39.97	NLPH	---	<50	<50.0	<0.50	<0.50	<0.5	<0.5	<0.5
MW1	05/13/04	51.53	11.47	40.06	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW1	08/24/04	51.53	12.04	39.49	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW1	11/08/04	51.53	12.36	39.17	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW1	02/08/05	51.53	11.71	39.82	NLPH	---	52e	<50.0	<0.50	<0.50	<0.50	0.80	1.40
MW1	05/10/05	51.53	10.38	41.17	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW1	08/09/05	51.53	10.67	40.86	NLPH	---	<57.1	<50.0	<0.500	<0.500	<0.500	<0.500	0.630h
MW1	11/02/05	51.53	11.21	40.32	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW1	02/07/06	51.53	10.79	40.74	NLPH	---	<50	<50	<0.50	<0.50	<0.50	<0.50	<0.50
MW1	05/09/06	51.53	9.95	41.58	NLPH	---	<47	<50	<0.50	<0.50	<0.50	<0.50	<0.50

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 5 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbgs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW2	03/06/91	47.53	21.47	26.33	0.37	---	---	---	---	---	---	---	---
MW2	05/22/91	47.53	20.84	26.69	FP	---	---	---	---	---	---	---	---
MW2	05/29/91	47.53	20.88	26.67	0.01	---	---	---	---	---	---	---	---
MW2	06/07/91	47.53	20.96	26.57	0.03	---	---	---	---	---	---	---	---
MW2	06/15/91	47.53	21.04	26.49	0.01	---	---	---	---	---	---	---	---
MW2	06/21/91	47.53	21.08	26.45	0.01	---	---	---	---	---	---	---	---
MW2	06/28/91	47.53	24.17	23.38	0.01	---	---	---	---	---	---	---	---
MW2	07/05/91	47.53	21.18	26.35	0.01	---	---	---	---	---	---	---	---
MW2	07/19/91	47.53	21.33	26.29	0.12	---	---	---	---	---	---	---	---
MW2	08/07/91	47.53	22.72	24.89	0.11	---	---	---	---	---	---	---	---
MW2	08/13/91	47.53	21.93	25.60	0.01	---	---	---	---	---	---	---	---
MW2	08/22/91	47.53	21.13	26.40	0.01	---	---	---	---	---	---	---	---
MW2	08/29/91	47.53	22.44	25.65	0.76	---	---	---	---	---	---	---	---
MW2	12/24/91	47.53	---	---	---	---	---	---	---	---	---	---	---
MW2	01/30/92	47.53	22.48	25.05	---	---	---	---	---	---	---	---	---
MW2	02/15/92	47.53	21.28	26.27	---	---	---	---	---	---	---	---	---
MW2	02/27/92	47.53	20.85	26.66	---	---	---	---	---	---	---	---	---
MW2	03/11/92	47.53	20.55	28.98	0.08	---	---	---	---	---	---	---	---
MW2	03/28/92	47.53	19.57	27.96	0.09	---	---	---	---	---	---	---	---
MW2	04/09/92	47.53	19.72	27.90	0.11	---	---	---	---	---	---	---	---
MW2	04/30/92	47.53	19.35	28.18	---	---	---	---	---	---	---	---	---
MW2	05/06/92	47.53	19.32	28.21	---	---	---	---	---	---	---	---	---
MW2	05/22/92	47.53	19.10	28.43	---	---	---	---	---	---	---	---	---
MW2	06/10/92	47.53	19.02	28.51	---	---	---	---	---	---	---	---	---
MW2	06/23/92	47.53	19.05	29.48	---	---	---	---	---	---	---	---	---
MW2	08/21/92	47.53	19.05	28.48	Sheen	---	---	---	---	---	---	---	---
MW2	09/28/92	47.53	19.20	28.33	---	---	---	---	---	---	---	---	---
MW2	12/10/92	47.53	---	---	---	---	---	---	---	---	---	---	---
MW2	01/18/93	47.53	17.80	29.73	---	---	---	---	---	---	---	---	---
MW2	03/04/93	47.53	15.88	31.65	---	---	3,300	56,000	---	2,800	1,700	1,400	4,700
MW2	03/31/93	47.53	14.90	32.63	---	---	---	---	---	---	---	---	---
MW2	04/05/93	47.53	14.78	32.75	---	---	---	---	---	---	---	---	---
MW2	05/07/93	47.53	14.19	33.34	Sheen	---	---	---	---	---	---	---	---
MW2	06/01/93	47.53	13.61	33.92	---	---	<50	52,000	---	7,400	500	2,400	3,700
MW2	07/06/93	47.53	14.41	33.12	---	---	---	---	---	---	---	---	---
MW2	08/06/93	47.53	13.55	33.98	---	---	---	---	---	---	---	---	---
MW2	09/03/93	47.53	13.74	33.79	---	---	<50	43,000	---	1,100	2.7	1,400	3,300.0
MW2	10/22/93	47.53	14.00	33.53	---	---	<50	61,000	---	1,200	31	1,200	1,400
MW2	01/24/94	47.53	14.23	33.30	Sheen	---	390	320,000	---	2,300	<0.5	2,700	1,900.0

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 6 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbgs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW2	07/14/94	47.53	14.30	33.23	Sheen	---	<50	51,000	---	3,100	200	1,500	780
MW2	01/19/95	47.53	12.56	34.97	---	---	620,000	120,000	---	2,200	930	3,700	7,000
MW2	07/08/95	47.53	10.44	37.09	Sheen	---	2,400	17,000	<200	980	48	830	270
MW2	08/24/95	47.53	10.89	36.84	---	---	---	---	---	---	---	---	---
MW2	09/28/95	47.53	10.94	36.21	---	---	---	---	---	---	---	---	---
MW2	10/18/95	47.53	11.00	36.15	---	9,700	3,000	7,100	140	630	20	820	120
MW2	11/20/95	47.53	11.27	35.88	---	---	---	---	---	---	---	---	---
MW2	12/08/95	47.53	11.41	35.74	---	---	---	---	---	---	---	---	---
MW2	01/24/96	47.53	10.90	36.25	---	---	4,000	8,500	1,600	500	74	530	270
MW2	02/23/96	47.53	10.55	36.60	---	---	---	---	---	---	---	---	---
MW2	03/25/96	47.53	10.10	37.05	---	---	---	---	---	---	---	---	---
MW2	04/24/96	47.53	9.67	37.28	---	---	2,100	6,300	270	120	43	250	160
MW2	05/24/96	47.15	9.55	37.60	---	---	---	---	---	---	---	---	---
MW2	06/24/96	47.15	9.75	37.40	---	---	---	---	---	---	---	---	---
MW2	07/31/96	47.15	9.92	37.23	NLPH	---	1,600	6,100	140	150	72	290	420
MW2	12/10/96	47.15	10.61	36.54	NLPH	---	2,100b	5,500	<125	160	<25	270	210
MW2	03/12/97	47.37	9.66	37.49	NLPH	---	2,300b	5,500	160	62	23	200	230
MW2	06/24/97	47.37	10.55	36.60	NLPH	---	2,700b	8,300	540	120	37	200	130
MW2	09/10/97	47.37	11.67	35.70	NLPH	---	1,900b	6,000	87	140	<10	320	230
MW2	12/04/97	47.37	11.71	35.66	NLPH	---	1,800	6,600	120	62	<20	340	470
MW2	03/10/98	47.37	9.35	38.02	NLPH	---	1,500	5,000	70	47	11	240	300
MW2	06/02/98	47.37	9.06	38.31	NLPH	---	650	4,700	290	39	<10	200	210
MW2	09/22/98	47.37	9.59	37.78	NLPH	---	1,100	340	19/55a	3.6	<0.5	<0.5	5.2
MW2	12/09/98	47.37	10.05	37.32	NLPH	---	720	3,100	43	<5.0	13	100	59
MW2	03/25/99	47.37	8.32	39.05	NLPH	---	1,780	1,990	28.9	3.15	<0.5	27.5	17.1
MW2	06/18/99	47.37	9.82	37.55	NLPH	---	334	411	10.7	1.20	0.693	1.62	1.85
MW2	09/16/99	47.37	10.31	37.06	NLPH	---	398b	1,690	82.6	6.69	<1.0	50.4	15.4
MW2	12/23/99	47.37	10.82	36.55	NLPH	---	270	1,500	27	16	2.2	48	21.6
MW2	03/13/00	47.37	9.80	37.57	NLPH	---	140	740	<5a	12	<0.5	34	15.9
MW2	06/15/00	47.37	9.80	37.57	NLPH	---	200	1,000	93a	2.9	<0.5	13	6.2
MW2	06/16/00	47.37	Property transferred to Valero Refining Company.										
MW2	07/28/00	47.37	10.09	37.28	NLPH	---	350	1,300	8a	6	0.85	27	14.8
MW2	10/23/00	47.37	10.55	36.82	NLPH	---	96	460	74a	5.9	<0.5	<0.5	2.2
MW2	01/19/01	47.37	10.88	36.49	NLPH	---	420	880	23a	9.2	0.79	5.2	1.1
MW2	04/19/01	47.37	10.42	36.95	NLPH	---	620d	540	200a	3.3	<0.5	5.4	5
MW2	07/16/01	47.37	10.65	36.72	NLPH	---	220e	650	590a	7.5	<0.5	11	4.2
MW2	10/15/01	47.37	11.06	36.31	NLPH	---	82 e	230	57,000	<12	<12	<12	<12
MW2	11/01/01	50.26	Well surveyed in compliance with AB 2886 requirements.										
MW2	01/14/02	50.26	10.83	38.54	NLPH	---	933	3,550	6,230a	7.00	<2.50	7.50	7.00

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 8 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbgs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW3	09/18/89	46.77	17.34	29.43	NLPH	---	---	23,000	---	12,000	31	1,900	620
MW3	11/10/89	46.77	18.87	27.90	NLPH	---	---	---	---	---	---	---	---
MW3	12/14/89	46.77	19.28	27.49	NLPH	---	---	---	---	---	---	---	---
MW3	01/11/90	46.77	19.20	27.57	NLPH	---	---	16,000	---	4,900	12	1,600	60
MW3	02/13/90	46.77	16.10	30.67	NLPH	---	---	---	---	---	---	---	---
MW3	03/15/90	46.77	18.90	27.87	NLPH	---	---	---	---	---	---	---	---
MW3	04/13/90	46.77	18.99	27.76	NLPH	---	---	14,000	---	2,700	<0.3	1,400	35
MW3	06/18/90	46.77	19.31	27.46	NLPH	---	5,500	13,000	---	3,500	<0.3	1,400	55
MW3	10/02/90	46.77	19.82	26.95	NLPH	---	1,100	5,000	---	920	<0.3	430	29
MW3	12/26/90	46.77	19.78	26.99	NLPH	---	---	---	---	---	---	---	---
MW3	01/24/91	46.77	19.91	26.86	NLPH	---	970	7,800	---	940	3.2	640	89
MW3	02/27/91	46.77	20.14	26.83	NLPH	---	---	---	---	---	---	---	---
MW3	03/06/91	46.77	21.23	25.54	NLPH	---	---	---	---	---	---	---	---
MW3	03/13/91	46.77	20.06	26.71	NLPH	---	---	---	---	---	---	---	---
MW3	03/20/91	46.77	19.93	26.84	NLPH	---	---	---	---	---	---	---	---
MW3	03/27/91	46.77	19.84	26.93	NLPH	---	---	---	---	---	---	---	---
MW3	04/01/91	46.77	19.66	27.11	NLPH	---	---	---	---	---	---	---	---
MW3	04/10/91	46.77	19.50	27.27	NLPH	---	---	---	---	---	---	---	---
MW3	04/17/91	46.77	19.52	27.25	NLPH	---	---	---	---	---	---	---	---
MW3	04/24/91	46.77	19.64	27.13	NLPH	---	---	---	---	---	---	---	---
MW3	05/08/91	46.77	19.73	27.04	NLPH	---	---	---	---	---	---	---	---
MW3	05/15/91	46.77	19.76	27.01	NLPH	---	890	1,700	---	650	<20	150	220
MW3	05/22/91	46.77	19.81	26.96	NLPH	---	---	---	---	---	---	---	---
MW3	05/29/91	46.77	19.87	26.90	NLPH	---	---	---	---	---	---	---	---
MW3	06/07/91	46.77	19.91	26.66	NLPH	---	---	---	---	---	---	---	---
MW3	06/15/91	46.77	19.98	26.79	NLPH	---	---	---	---	---	---	---	---
MW3	06/21/91	46.77	20.02	26.75	NLPH	---	---	---	---	---	---	---	---
MW3	06/28/91	46.77	20.21	26.56	NLPH	---	---	---	---	---	---	---	---
MW3	07/05/91	46.77	20.09	26.68	NLPH	---	---	---	---	---	---	---	---
MW3	07/19/91	46.77	20.16	26.61	NLPH	---	---	---	---	---	---	---	---
MW3	08/29/91	46.77	20.46	26.31	NLPH	---	3,400	3,900	---	1,500	<8.6	150	130
MW3	12/24/91	46.77	---	---	---	---	---	---	---	---	---	---	---
MW3	01/30/92	46.77	20.95	25.82	NLPH	---	---	---	---	---	---	---	---
MW3	02/27/92	46.77	19.94	26.83	NLPH	---	1,300	1,900	---	310	6.6	260	39
MW3	03/26/92	46.77	19.24	27.53	NLPH	---	---	---	---	---	---	---	---
MW3	04/30/92	46.77	18.53	28.24	NLPH	---	---	---	---	---	---	---	---
MW3	05/22/92	46.77	18.24	28.53	NLPH	---	3,500	11,000	---	3,700	18	1,500	92
MW3	06/23/92	46.77	18.21	28.56	NLPH	---	---	---	---	---	---	---	---
MW3	08/21/92	46.77	17.99	28.78	NLPH	---	<50	90,000	---	4,300	390	3,100	1,500

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 9 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW3	09/26/92	46.77	18.24	28.53	NLPH	---	---	---	---	---	---	---	---
MW3	12/10/92	46.77	---	---	NLPH	---	<50	39,000	---	5,600	1.5	4,200	540
MW3	01/18/93	46.77	17.15	29.62	NLPH	---	---	---	---	---	---	---	---
MW3	03/04/93	46.77	15.06	31.71	NLPH	---	110	17,000	---	1,600	3.8	1,100	9.8
MW3	03/31/93	46.77	14.70	32.07	NLPH	---	---	---	---	---	---	---	---
MW3	04/05/93	46.77	14.07	32.70	NLPH	---	---	---	---	---	---	---	---
MW3	05/07/93	46.77	13.44	33.33	NLPH	---	---	---	---	---	---	---	---
MW3	06/01/93	46.77	12.86	33.91	NLPH	---	<50	29,000	---	3,100	4.2	2,800	1,500
MW3	07/08/93	46.77	13.90	32.87	NLPH	---	---	---	---	---	---	---	---
MW3	08/06/93	46.77	12.69	34.08	NLPH	---	---	---	---	---	---	---	---
MW3	09/03/93	46.77	12.90	33.87	NLPH	---	<50	8,200	---	330	<0.5	650	<0.5
MW3	10/22/93	46.77	13.18	33.59	NLPH	---	<50	28,000	---	850	<0.5	1,500	110
MW3	01/24/94	46.77	13.40	33.37	NLPH	---	<50	22,000	---	830	<0.5	940	<0.5
MW3	07/14/94	46.77	13.49	33.28	NLPH	---	<300	15,000	---	970	<5.0	1,200	69
MW3	01/19/95	46.77	12.48	34.29	NLPH	---	1,200	9,400	---	620	9.8	840	7.7
MW3	07/06/95	46.77	10.00	36.77	NLPH	---	1,600	8,100	<200	650	<10	730	16
MW3	08/24/95	46.77	10.18	38.59	NLPH	---	---	---	---	---	---	---	---
MW3	09/28/95	46.16	10.43	35.73	NLPH	---	---	---	---	---	---	---	---
MW3	10/18/95	46.16	10.32	35.84	NLPH	<5,000	1,500	4,800	1,600	820	8.0	420	<3.0
MW3	11/20/95	46.16	10.75	35.41	---	---	---	---	---	---	---	---	---
MW3	12/08/95	46.16	10.81	35.35	---	---	---	---	---	---	---	---	---
MW3	01/24/96	46.16	10.40	35.76	---	---	2,200	5,300	15,000	710	<3.0	490	<3.0
MW3	02/23/96	46.16	10.05	36.11	---	---	---	---	---	---	---	---	---
MW3	03/25/96	46.16	9.67	36.49	---	---	---	---	---	---	---	---	---
MW3	04/24/96	46.16	9.44	36.72	---	---	1,100	520	3,600	<3.0	400	<3.0	4,600
MW3	05/24/96	46.16	9.20	36.96	---	---	---	---	---	---	---	---	---
MW3	06/24/96	46.16	9.20	36.96	---	---	---	---	---	---	---	---	---
MW3	07/31/96	46.16	9.44	36.72	NLPH	---	1,100 b	5,200	1,400	370	<10	<10	ND
MW3	12/10/96	46.16	10.05	36.11	NLPH	---	810 b	1,900 c	320	65	<10	200	<10
MW3	03/12/97	46.16	9.26	36.90	NLPH	---	850 b	2,900	7,100	62	<10	270	12
MW3	06/24/97	46.16	9.98	36.18	NLPH	---	780 b	2,300	1,200/1,400a	25	<5.0	93	<5.0
MW3	09/10/97	46.58	11.08	35.50	NLPH	---	800b	2,400	460	38	<5.0	230	<5.0
MW3	12/04/97	46.58	11.10	35.48	NLPH	---	1,300	2,300	260	25	<2.5	220	<2.5
MW3	03/10/98	46.58	9.28	37.30	NLPH	---	760	2,100	16,000	26	<5.0	130	<5.0
MW3	06/02/98	46.58	8.62	37.96	NLPH	---	350	1,600	3,300	21	<5.0	73	<5.0
MW3	09/22/98	46.58	9.23	37.35	NLPH	---	380	95	65/530a	<0.5	<0.5	<0.5	<0.5
MW3	12/09/98	46.58	9.37	37.21	NLPH	---	---	---	---	---	---	---	---
MW3	03/25/99	46.58	7.13	39.45	NLPH	---	192	602	3,140	<5.0	<5.0	9.32	<5.0
MW3	06/18/99	46.58	9.55	37.03	NLPH	---	228	382	1,190	1.20	<0.5	<0.5	0.762

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 11 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW4	07/30/87	48.24	15.67	32.57	NLPH	---	---	---	---	---	---	---	---
MW4	08/24/87	48.24	---	---	---	---	---	<50	---	<0.5	<0.5	---	<0.5
MW4	08/16/88	48.24	---	---	---	---	---	---	---	<0.5	<1	<2	<1
MW4	01/07/89	48.24	18.39	29.85	NLPH	---	---	ND	---	<0.5	<0.5	<0.5	<0.5
MW4	02/04/89	48.24	18.52	29.72	NLPH	---	---	---	---	---	---	---	---
MW4	02/23/89	48.24	18.7	29.54	NLPH	---	---	---	---	---	---	---	---
MW4	03/13/89	48.24	18.73	29.51	NLPH	---	---	ND	---	<0.5	<0.5	<0.5	<0.5
MW4	04/29/89	48.24	19.01	29.23	NLPH	---	---	---	---	---	---	---	---
MW4	05/25/89	48.24	19.05	29.19	NLPH	---	---	---	---	---	---	---	---
MW4	06/28/89	48.24	19.49	28.75	NLPH	---	---	ND	---	<0.5	<0.3	<0.3	<0.3
MW4	07/28/89	48.24	19.66	28.58	NLPH	---	---	---	---	---	---	---	---
MW4	08/22/89	48.24	19.83	28.41	NLPH	---	---	---	---	---	---	---	---
MW4	09/18/89	48.24	19.31	28.93	NLPH	---	---	350	---	0.56	3.0	1.4	3.1
MW4	11/10/89	48.24	19.96	28.28	NLPH	---	---	---	---	---	---	---	---
MW4	12/14/89	48.24	20.25	27.99	NLPH	---	---	---	---	---	---	---	---
MW4	01/11/90	48.24	20.30	27.94	NLPH	---	---	500	---	2.3	1.0	2.2	2.5
MW4	02/13/90	48.24	20.10	28.14	NLPH	---	---	---	---	---	---	---	---
MW4	03/15/90	48.24	19.97	28.27	NLPH	---	---	---	---	---	---	---	---
MW4	04/13/90	48.24	20.10	28.14	NLPH	---	---	710	---	3.3	1.7	0.45	2.5
MW4	06/18/90	48.24	20.35	27.89	NLPH	---	250	340	---	1.7	1.1	---	3.7
MW4	10/02/90	48.24	20.74	27.50	NLPH	---	---	---	---	---	---	---	---
MW4	12/26/90	48.24	21.05	27.19	NLPH	---	---	---	---	---	---	---	---
MW4	02/27/91	48.24	21.23	27.01	NLPH	---	---	---	---	---	---	---	---
MW4	03/27/91	48.24	20.67	27.57	NLPH	---	---	---	---	---	---	---	---
MW4	04/24/91	48.24	20.39	27.85	NLPH	---	---	---	---	---	---	---	---
MW4	05/15/91	48.24	20.55	27.89	NLPH	---	---	---	---	---	---	---	---
MW4	06/28/91	48.24	20.88	27.36	NLPH	---	---	---	---	---	---	---	---
MW4	07/19/91	48.24	21.10	27.14	NLPH	---	---	---	---	---	---	---	---
MW4	08/29/91	48.24	21.34	28.90	NLPH	---	ND	ND	---	<0.5	<0.5	ND	<0.5
MW4	12/24/91	48.24	---	---	NLPH	---	---	---	---	---	---	---	---
MW4	01/30/92	48.24	22.01	26.23	NLPH	---	---	---	---	---	---	---	---
MW4	02/27/92	48.24	19.92	28.32	NLPH	---	<50	41	---	<0.3	<0.3	<0.3	<0.3
MW4	03/28/92	48.24	19.28	28.96	NLPH	---	---	---	---	---	---	---	---
MW4	04/30/92	48.24	19.88	28.38	NLPH	---	---	---	---	---	---	---	---
MW4	05/22/92	48.24	19.63	28.61	NLPH	---	88	<30	---	<0.3	<0.3	<0.3	<0.3
MW4	06/23/92	48.24	19.57	28.87	NLPH	---	---	---	---	---	---	---	---
MW4	08/21/92	48.24	19.17	29.07	NLPH	---	<50	<50	---	<0.5	<0.5	3.1	<0.5
MW4	09/28/92	48.24	19.36	28.88	NLPH	---	---	---	---	---	---	---	---
MW4	12/10/92	48.24	---	---	NLPH	---	<50	<50	---	<0.5	<0.5	<0.5	<0.5

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 15 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fmsl)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW5	07/31/96	46.14	8.80	37.54	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW5	12/10/96	46.14	9.48	36.68	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	---
MW5	03/12/97	46.14	8.70	37.44	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW5	06/24/97	46.14	9.56	36.58	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW5	09/10/97	48.14	10.34	35.80	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW5	12/04/97	45.80	10.84	35.16	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW5	03/10/98	45.80	7.85	37.95	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW5	06/02/98	45.80	7.72	38.08	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW5	09/22/98	45.80	8.36	37.44	NLPH	---	<50	<50	<2.5/<2.0a	<0.5	<0.5	<0.5	<0.5
MW5	12/09/98	45.80	8.70	37.10	NLPH	---	---	---	---	---	---	---	---
MW5	03/25/99	45.80	8.43	37.37	NLPH	---	---	---	---	---	---	---	---
MW5	06/18/99	45.80	8.52	37.28	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW5	09/16/99	45.80	8.98	36.82	NLPH	---	---	---	---	---	---	---	---
MW5	12/23/99	45.80	9.58	36.22	NLPH	---	---	---	---	---	---	---	---
MW5	03/13/00	45.80	8.42	37.38	NLPH	---	200	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW5	06/15/00	45.80	8.48	37.32	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW5	06/16/00	45.80	Property transferred to Valero Refining Company.										
MW5	07/28/00	45.80	8.75	37.05	NLPH	---	---	---	---	---	---	---	---
MW5	10/23/00	45.80	9.35	36.45	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW5	01/19/01	45.80	9.82	38.18	NLPH	---	<53	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW5	04/19/01	45.80	9.16	38.64	NLPH	---	500 d	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW5	07/16/01	45.80	Well inaccessible.										
MW5	10/15/01	45.80	9.97	35.83	NLPH	---	<50	<50	<2	<0.5	<0.5	<0.5	<0.5
MW5	11/01/01	48.71	Well surveyed in compliance with AB 2686 requirements.										
MW5	01/14/02	48.71	9.52	39.19	NLPH	---	<50	<50	<0.5a	<0.50	<0.50	<0.50	<0.50
MW5	03/12/02	48.71	9.91	38.80	NLPH	---	---	---	---	---	---	---	---
MW5	04/05/02	48.71	10.08	38.63	NLPH	---	<50.0	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW5	07/17/02	48.71	10.17	38.54	NLPH	---	<50	<50.0	<0.50a	<0.5	<0.5	<0.5	<1.0
MW5	10/16/02	48.71	10.53	38.18	NLPH	---	<50	<50.0	<0.5a	<0.5	<0.5	<0.5	<0.5
MW5	01/21/03	48.71	9.53	39.18	NLPH	---	<58f	<50.0	<0.5/<0.50a	<0.5	<0.5	<0.5	<0.5
MW5	04/29/03	48.71	8.72	39.99	NLPH	---	54	<50.0	<0.50a	<0.50	<0.5	<0.5	<0.5
MW5	07/30/03	48.71	9.01	39.70	NLPH	---	<50	<50.0	<0.5/<0.50a	<0.50	<0.5	<0.5	<0.5
MW5	10/10/03	48.71	---	---	NLPH	---	<50	<50.0	<0.50	<0.50	<0.5	<0.5	<0.5
MW5	10/23/03	48.71	9.85	39.06	NLPH	---	---	---	---	---	---	---	---
MW5	01/19/04	48.71	9.55	39.16	NLPH	---	<50	<50.0	<0.50	<0.50	<0.5	<0.5	<0.5
MW5	05/13/04	48.71	9.45	39.26	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW5	08/24/04	48.71	10.33	38.38	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW5	11/08/04	48.71	10.54	38.17	NLPH	---	93a	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW5	02/08/05	48.71	9.80	38.91	NLPH	---	57e	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 16 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW5	05/10/05	48.71	8.44	40.27	NLPH	—	94e	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW5	08/09/05	48.71	8.84	39.87	NLPH	—	59.8e	<50.0	<0.500	<0.500	<0.500	<0.500	0.550h
MW6	11/08/05	48.71	9.38	39.35	NLPH	—	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW5	02/07/06	48.71	8.94	39.77	NLPH	—	<47	<50	<0.50	<0.50	<0.50	<0.50	<0.50
MW5	05/09/06	48.71	8.15	40.56	NLPH	—	<48	<50	<0.50	<0.50	<0.50	<0.50	<0.50
MW6	06/18/90	46.48	19.39	27.09	NLPH	—	<50	<30	—	<0.3	<0.3	<0.3	<0.3
MW6	10/02/90	46.48	19.91	26.57	NLPH	—	<50	<30	—	<0.3	0.55	<0.3	<0.3
MW6	12/26/90	46.48	20.01	26.47	NLPH	—	—	—	—	—	—	—	—
MW6	01/24/91	46.48	19.88	26.60	NLPH	—	<50	<30	—	<0.3	<0.3	<0.3	<0.3
MW6	02/27/91	46.48	20.02	26.46	NLPH	—	—	—	—	—	—	—	—
MW6	03/27/91	46.48	19.58	26.90	NLPH	—	—	—	—	—	—	—	—
MW6	04/24/91	46.48	19.62	26.86	NLPH	—	—	—	—	—	—	—	—
MW6	05/15/91	46.48	19.70	26.78	NLPH	—	<50	ND	—	ND	ND	ND	ND
MW6	06/29/91	46.48	19.94	26.54	NLPH	—	—	—	—	—	—	—	—
MW6	07/19/91	46.48	20.16	26.32	NLPH	—	—	—	—	—	—	—	—
MW6	08/29/91	46.48	20.54	25.94	NLPH	—	<50	<50	—	<0.5	<0.5	<0.5	<0.5
MW6	01/30/92	46.48	20.86	25.62	NLPH	—	—	—	—	—	—	—	—
MW6	02/27/92	46.48	19.66	26.82	NLPH	—	—	—	—	—	—	—	—
MW6	03/26/92	46.48	19.42	27.06	NLPH	—	—	—	—	—	—	—	—
MW6	04/30/92	46.48	18.24	28.24	NLPH	—	—	—	—	—	—	—	—
MW6	05/22/92	46.48	17.98	28.50	NLPH	—	<50	<30	—	<0.3	<0.3	<0.3	<0.3
MW6	06/23/92	46.48	17.92	28.56	NLPH	—	—	—	—	—	—	—	—
MW6	08/21/92	46.48	17.82	28.66	NLPH	—	—	—	—	—	—	—	—
MW6	09/28/92	46.48	17.99	28.49	NLPH	—	—	—	—	—	—	—	—
MW6	12/10/92	46.48	—	—	—	—	<50	<50	—	<0.5	<0.5	<0.5	<0.5
MW6	01/18/93	46.48	16.24	30.24	NLPH	—	—	—	—	—	—	—	—
MW6	03/04/93	46.48	14.58	31.90	NLPH	—	—	—	—	—	—	—	—
MW6	03/31/93	46.48	13.60	32.88	NLPH	—	—	—	—	—	—	—	—
MW6	04/05/93	46.48	13.49	32.99	NLPH	—	—	—	—	—	—	—	—
MW6	05/07/93	46.48	12.87	33.61	NLPH	—	—	—	—	—	—	—	—
MW6	06/01/93	46.48	12.34	34.14	NLPH	—	<50	<50	—	<0.5	<0.5	<0.5	>0.5
MW6	07/06/93	46.48	13.46	33.02	NLPH	—	—	—	—	—	—	—	—
MW6	08/06/93	46.48	12.38	34.10	NLPH	—	—	—	—	—	—	—	—
MW6	09/03/93	46.48	12.80	33.88	NLPH	—	<50	<50	—	<0.5	<0.5	<0.5	<0.5
MW6	10/22/93	46.48	12.90	33.58	NLPH	—	<50	<50	—	<0.5	<0.5	<0.5	<0.5
MW6	01/24/94	46.48	13.10	33.38	NLPH	—	—	—	—	—	—	—	—
MW6	07/14/94	46.48	13.27	33.21	NLPH	—	<50	<50	—	<0.5	<0.5	<0.5	<0.5
MW6	01/19/95	46.48	11.56	34.92	NLPH	—	<50	<50	—	<0.5	<0.5	<0.5	<0.5

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-023D
 334 San Antonio Road
 Mountain View, California
 (Page 19 of 26)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW7	12/10/92	47.24	—	—	—	—	<50	52	—	<0.5	<0.5	2.6	<0.5
MW7	01/18/93	47.24	17.30	29.84	NLPH	—	—	—	—	—	—	—	—
MW7	03/04/93	47.24	15.25	31.99	NLPH	—	<50	440	—	11	<0.5	14	<0.5
MW7	03/31/93	47.24	14.31	32.93	NLPH	—	—	—	—	—	—	—	—
MW7	04/05/93	47.24	14.19	33.05	NLPH	—	—	—	—	—	—	—	—
MW7	05/07/93	47.24	13.52	33.72	NLPH	—	—	—	—	—	—	—	—
MW7	06/01/93	47.24	12.90	34.34	NLPH	—	<50	2,800	—	74	<0.5	170	1.7
MW7	07/06/93	47.24	13.91	33.33	NLPH	—	—	—	—	—	—	—	—
MW7	08/06/93	47.24	12.88	34.36	NLPH	—	—	—	—	—	—	—	—
MW7	09/03/93	47.24	13.11	34.13	NLPH	—	<50	2,400	—	33	<0.5	170	<0.5
MW7	10/22/93	47.24	13.35	33.89	NLPH	—	<50	1,900	—	24	<0.5	120	620
MW7	01/24/94	47.24	13.55	33.89	NLPH	—	<50	3,100	—	23	<0.5	140	<0.5
MW7	07/14/94	47.24	13.62	33.62	NLPH	—	<50	460	—	5.8	<0.5	34	0.84
MW7	01/19/95	47.24	12.60	34.64	NLPH	—	300	520	—	4.9	0.79	32	1.9
MW7	07/08/95	47.24	9.99	37.25	NLPH	—	320	750	<10	6.2	<0.5	32	<0.5
MW7	08/24/95	47.24	10.25	36.99	NLPH	—	—	—	—	—	—	—	—
MW7	09/28/95	46.82	10.52	36.30	NLPH	—	—	—	—	—	—	—	—
MW7	10/18/95	46.82	10.44	36.38	NLPH	<5,000	190	77	<10	2.7	<0.5	1.2	<0.5
MW7	11/20/95	46.82	10.65	35.97	—	—	—	—	—	—	—	—	—
MW7	12/08/95	46.82	10.91	35.91	—	—	—	—	—	—	—	—	—
MW7	01/24/96	46.82	10.45	36.37	—	—	310	310	<50	2.8	<0.5	14.0	<0.5
MW7	02/23/96	46.82	10.20	36.62	—	—	—	—	—	—	—	—	—
MW7	03/25/96	46.82	9.75	37.07	—	—	—	—	—	—	—	—	—
MW7	04/24/96	46.82	9.46	37.36	—	—	<50	<50	<30	<0.5	<0.5	<0.5	<0.5
MW7	05/24/96	46.82	8.20	37.62	—	—	—	—	—	—	—	—	—
MW7	06/24/96	46.82	9.25	37.57	—	—	—	—	—	—	—	—	—
MW7	07/31/96	46.82	8.42	37.40	NLPH	—	12 b	110	42	1.8	<0.5	2.9	<0.5
MW7	12/10/96	46.82	10.35	36.47	NLPH	—	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW7	03/12/97	46.82	9.29	37.53	NLPH	—	<50	71	<2.5	6.7	<0.5	1.3	0.58
MW7	06/24/97	46.82	10.02	36.80	NLPH	—	64 b	85	<2.5	3.8	<0.5	4.1	0.5
MW7	09/10/97	46.87	11.20	35.67	NLPH	—	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW7	12/04/97	46.87	11.24	35.83	NLPH	—	63 b	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW7	03/10/98	46.87	8.90	37.97	NLPH	—	<50	59	<2.5	3.8	0.55	3.2	5.2
MW7	06/02/98	46.87	8.77	38.10	NLPH	—	<50	<50	<2.5	<0.5	<0.5	0.52	—
MW7	09/22/98	46.87	9.05	37.79	NLPH	—	61 b	83	<2.5/<2.0a	4.1	<0.5	8.3	1.1
MW7	12/09/98	46.87	9.54	37.33	NLPH	—	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW7	03/25/99	46.87	6.54	40.33	NLPH	—	<50	<50	<2.0	<0.5	<0.5	<0.5	<0.5
MW7	06/18/99	46.87	9.45	37.42	NLPH	—	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW7	09/15/99	46.87	9.80	37.07	NLPH	—	<75	<50	<2.5	<0.5	<0.5	<0.5	0.550

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 21 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbgs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW8	03/25/96	47.15	9.97	37.18	---	---	---	---	---	---	---	---	---
MW8	04/24/98	47.15	9.73	37.42	---	---	910	1,900	<30	18	2.6	190	<0.5
MW8	05/24/96	47.15	9.50	37.65	---	---	---	---	---	---	---	---	---
MW8	06/24/96	47.15	9.55	37.60	---	---	---	---	---	---	---	---	---
MW8	07/31/96	47.15	9.75	37.40	NLPH	---	570 b	400	<2.5	3.3	<0.5	61	<0.5
MW8	12/10/96	47.15	10.20	36.95	NLPH	---	<50	70 c	<2.5	<0.5	<0.5	5.9	<0.5
MW8	03/12/97	47.15	9.57	37.58	NLPH	---	130 b	500	<2.5	2.7	<0.5	60	<0.5
MW8	06/24/97	47.15	10.20	36.95	NLPH	---	<50	140	<2.5	0.52	<0.5	12	<0.5
MW8	09/10/97	47.38	11.23	36.15	NLPH	---	<50	<50	<2.5	<0.5	<0.5	2.2	<0.5
MW8	12/04/97	47.38	11.32	38.06	NLPH	---	52 b	260	21	0.92	<0.5	22	<0.5
MW8	03/10/98	47.38	9.20	38.18	NLPH	---	<50	220	<2.5	0.66	<0.5	19	<0.5
MW8	06/02/98	47.38	8.85	38.53	NLPH	---	<50	190	<2.5	0.74	<0.5	19	<0.5
MW8	09/22/98	47.38	9.39	37.99	NLPH	---	85 b	<50	<2.5/<2.0a	<0.5	<0.5	0.87	<0.5
MW8	12/09/98	47.38	9.71	37.67	NLPH	---	<50	130	<2.5	0.5	<0.5	8.8	<0.5
MW8	03/25/99	47.38	9.41	37.97	NLPH	---	<50	124	<2.0	<0.5	<0.5	5.17	<0.5
MW8	08/18/99	47.38	9.65	37.73	NLPH	---	69.0	<50	4.23	1.42	<0.5	0.929	<0.5
MW8	09/16/99	47.38	9.98	37.40	NLPH	---	92.9	110a	<2.5	<0.5	<0.5	3.36	<0.5
MW8	12/23/99	47.38	10.29	37.09	NLPH	---	120	120	<2	1.2	<0.5	3.1	<0.5
MW8	03/13/00	47.38	9.58	37.80	NLPH	---	70	<50	<5a	<0.5	<0.5	1.5	<0.5
MW8	08/15/00	47.38	9.55	37.83	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW8	08/16/00	47.38	Property transferred to Valero Refining Company.										
MW8	07/28/00	47.38	9.80	37.58	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW8	10/23/00	47.38	10.30	37.08	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW8	01/19/01	47.38	10.47	36.91	NLPH	---	<50	<50	<5a	<0.5	<0.5	1.3	<0.5
MW8	04/19/01	47.38	10.03	37.35	NLPH	---	250 d	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW8	07/16/01	47.38	10.32	37.06	NLPH	---	<62	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW8	10/15/01	47.38	10.32	37.06	NLPH	---	<50	160	<2	<0.5	<0.5	<0.5	<0.5
MW8	11/01/01	50.27	Well surveyed in compliance with AB 2886 requirements.										
MW8	01/14/02	50.27	10.44	39.83	NLPH	---	<50	<50	0.8a	<0.50	<0.50	<0.50	<0.50
MW8	03/12/02	50.27	10.73	39.54	NLPH	---	---	---	---	---	---	---	---
MW8	04/05/02	50.27	10.79	39.48	NLPH	---	<50.0	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW8	07/17/02	50.27	11.01	39.26	NLPH	---	<50	<50.0	<0.50a	<0.5	<0.5	<0.5	<1.0
MW8	10/16/02	50.27	11.28	38.99	NLPH	---	<50	<50.0	<0.5a	<0.5	<0.5	<0.5	<0.5
MW8	01/21/03	50.27	10.41	39.86	NLPH	---	<59f	<50.0	<0.5/<0.50a	<0.5	<0.5	<0.5	<0.5
MW8	04/29/03	50.27	9.71	40.56	NLPH	---	<50	<50.0	<0.50a	<0.50	<0.5	<0.5	<0.5
MW8	07/30/03	50.27	9.95	40.32	NLPH	---	<50	<50.0	<0.5/<0.50a	<0.50	<0.5	<0.5	<0.5
MW8	10/10/03	50.27	---	---	NLPH	---	<50	<50.0	<0.50	<0.50	<0.5	<0.5	<0.5
MW8	10/23/03	50.27	10.72	39.55	NLPH	---	---	---	---	---	---	---	---
MW8	01/19/04	50.27	10.66	39.61	NLPH	---	<50	<50.0	<0.50	<0.50	<0.5	<0.5	<0.5

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 22 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbgs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW8	05/13/04	50.27	10.59	39.68	NLPH	---	---	---	---	---	---	---	---
MW8	05/14/04	50.27	---	---	---	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	0.70
MW8	08/24/04	50.27	11.01	39.26	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW8	11/08/04	50.27	11.37	38.90	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW8	02/08/05	50.27	10.72	39.55	NLPH	---	72e	<50.0	<0.50	<0.50	<0.50	<0.50	<0.60
MW8	05/10/05	50.27	9.52	40.75	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW8	08/09/05	50.27	9.78	40.49	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW8	11/08/05	50.27	10.21	40.06	NLPH	---	<52.6	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW8	02/07/06	50.27	9.88	40.39	NLPH	---	<50	<50	<0.50	<0.50	<0.50	<0.50	<0.50
MW8	05/09/06	50.27	9.15	41.12	NLPH	---	49e	<50	<0.50	<0.50	<0.50	<0.50	<0.50
MW9	09/25/95	46.01	---	---	---	---	---	---	---	---	---	---	---
MW9	09/28/95	48.01	9.83	36.18	NLPH	---	---	---	---	---	---	---	---
MW9	10/18/95	46.01	9.98	38.03	NLPH	<5,000	3,700	3,000	<10	370	5.2	120	<0.5
MW9	11/20/95	46.01	10.45	35.56	---	---	---	---	---	---	---	---	---
MW9	12/08/95	46.01	10.46	35.55	---	---	---	---	---	---	---	---	---
MW9	01/24/96	46.01	9.45	36.56	---	---	330	170	190	6.6	0.58	0.89	0.57
MW9	02/23/96	46.01	9.80	36.41	---	---	---	---	---	---	---	---	---
MW9	03/25/96	46.01	9.25	36.76	---	---	---	---	---	---	---	---	---
MW9	04/24/96	46.01	8.90	37.11	---	---	290	760	660	32	0.60	5.2	<0.5
MW9	05/24/96	46.01	8.75	37.26	---	---	---	---	---	---	---	---	---
MW9	06/24/96	46.01	8.75	37.26	---	---	---	---	---	---	---	---	---
MW9	07/31/96	46.01	8.96	37.05	NLPH	---	69b	<50	18	<0.5	<0.5	<0.5	<0.5
MW9	12/10/96	46.01	9.54	38.47	NLPH	---	<50	<50	a	<0.5	<0.5	<0.5	<0.5
MW9	03/12/97	46.01	8.78	37.23	NLPH	---	<50	<50	2.9	<0.5	<0.5	<0.5	<0.5
MW9	06/24/97	46.01	9.66	36.35	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW9	09/10/97	46.22	10.83	35.39	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW9	12/04/97	46.22	10.82	35.40	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW9	03/10/98	46.22	8.55	37.07	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW9	06/02/98	46.22	8.25	37.97	NLPH	---	<50	56	<2.5	<0.5	<0.5	<0.5	<0.5
MW9	09/22/98	46.22	8.87	37.35	NLPH	---	<50	86	<2.5/<2.0a	<0.5	<0.5	<0.5	<0.5
MW9	12/09/98	46.22	9.21	37.01	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW9	03/25/99	46.22	9.25	36.97	NLPH	---	<50	71.9	<2.0	<0.5	<0.5	<0.5	<0.5
MW9	06/18/99	46.22	9.21	37.01	NLPH	---	<50	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW9	09/16/99	46.22	9.57	36.65	NLPH	---	<75	<50	<2.5	<0.5	<0.5	<0.5	<0.5
MW9	12/23/99	46.22	10.01	36.21	NLPH	---	90	51	<2	<0.5	<0.5	<0.5	<0.5
MW9	03/13/00	46.22	9.14	37.08	NLPH	---	80	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW9	06/15/00	46.22	9.15	37.07	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW9	06/16/00	46.22	Property transferred to Valero Refining Company.						<5a	<0.5	<0.5	<0.5	<0.5

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 23 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fogs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW9	07/28/00	46.22	10.40	35.82	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW9	10/23/00	46.22	9.95	36.27	NLPH	---	<50	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW9	01/19/01	46.22	10.13	36.09	NLPH	---	<50	110	<5a	<0.5	<0.5	<0.5	<0.5
MW9	04/19/01	46.22	9.68	36.54	NLPH	---	310d	<50	<5a	<0.5	<0.5	<0.5	<0.5
MW9	07/16/01	46.22	Well inaccessible.			---							
MW9	10/15/01	46.22	10.31	35.91	NLPH	---	55e	130	<2	<0.5	<0.5	<0.5	<0.5
MW9	11/01/01	49.13	Well surveyed in compliance with AB 2886 requirements.										
MW9	01/14/02	49.13	10.07	39.06	NLPH	---	<50	<50	0.8a	<0.50	<0.50	<0.50	<0.50
MW9	03/12/02	49.13	10.43	38.70	NLPH	---	---	---	---	---	---	---	---
MW9	04/05/02	49.13	10.70	38.43	NLPH	---	<50.0	<50.0	5.60	<0.50	<0.50	<0.50	<0.50
MW9	07/17/02	49.13	10.64	38.49	NLPH	---	<50	<50.0	21.9a	<0.5	<0.5	<0.5	<1.0
MW9	10/16/02	49.13	10.92	38.21	NLPH	---	<50	<50.0	15.0a	<0.5	<0.5	<0.5	<0.5
MW9	01/21/03	49.13	10.03	39.10	NLPH	---	<59f	<50.0	8.7/10.1a	<0.5	<0.5	<0.5	<0.5
MW9	04/29/03	49.13	9.26	39.87	NLPH	---	<50	59.2	6.20a	<0.50	<0.5	<0.5	<0.5
MW9	07/30/03	49.13	9.59	39.54	NLPH	---	<50	<50.0	3.3/3.80a	<0.50	<0.5	<0.5	<0.5
MW9	10/10/03	49.13	---	---	NLPH	---	<50	<50.0	<0.50	<0.50	<0.5	<0.5	<0.5
MW9	10/23/03	49.13	10.36	38.77	NLPH	---	---	---	---	---	---	---	---
MW9	01/19/04	49.13	10.30	38.83	NLPH	---	<50	81.2	<0.50	<0.50	<0.5	<0.5	<0.5
MW9	05/13/04	49.13	10.17	38.96	NLPH	---	---	---	---	---	---	---	---
MW9	05/14/04	49.13	---	---	---	---	64	55.5	<0.50	<0.50	<0.50	<0.50	<0.50
MW9	08/24/04	49.13	10.75	38.38	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW9	11/08/04	49.13	11.04	38.09	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW9	02/08/05	49.13	10.24	38.89	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW9	05/10/05	49.13	8.95	40.18	NLPH	---	<50	65.5	<0.50	<0.50	<0.50	<0.50	<0.50
MW9	08/09/05	49.13	9.27	39.86	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW9	11/08/05	49.13	9.76	39.37	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW9	02/07/06	49.13	9.38	39.75	NLPH	---	50	60	<0.50	<0.50	<0.50	<0.50	<0.50
MW9	05/09/06	49.13	8.50	40.63	NLPH	---	<47	<50	<0.50	<0.50	<0.50	<0.50	<0.50
MW10	09/10/97	46.25	11.80	34.45	NLPH	---	<50	55 c	<2.5	<0.5	<0.5	<0.5	<0.5
MW10	12/04/97	46.25	11.68	34.57	NLPH	---	55 b	<500	1,800	<5.0	<5.0	<5.0	<0.5
MW10	03/10/98	46.25	9.51	36.74	NLPH	---	<50	<50	430	<0.5	<0.5	<0.5	<0.5
MW10	06/02/98	46.25	9.15	37.10	NLPH	---	54 b	<50	2,300	0.61	<0.5	<0.5	<0.5
MW10	09/22/98	46.25	9.73	36.52	NLPH	---	69 b	<50	1,100/1,800a	<0.5	<0.5	<0.5	<0.5
MW10	12/09/98	46.25	9.99	36.26	NLPH	---	51 b	<50	610	<0.5	<0.5	<0.5	<0.5
MW10	03/25/99	46.25	9.12	37.13	NLPH	---	<50	<50	172	<0.5	<0.5	0.613	<0.5
MW10	06/18/99	46.25	10.06	36.19	NLPH	---	<50	<50	323	<0.5	<0.5	<0.5	<0.5
MW10	09/16/99	46.25	10.42	35.83	NLPH	---	<75	<500	1,360	<5.0	<5.0	<5.0	<5.0
MW10	12/23/99	46.25	10.91	35.34	NLPH	---	<50	<50	290	<0.5	<0.5	<0.5	<0.5

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 24 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (ftgs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW10	03/13/00	46.25	9.99	38.26	NLPH	---	<50	<50	30e	<0.5	<0.5	<0.5	<0.5
MW10	06/15/00	46.25	10.08	36.17	NLPH	---	<50	<50	8a	<0.5	<0.5	<0.5	<0.5
MW10	06/16/00	46.25	Property transferred to Valero Refining Company.										
MW10	07/28/00	46.25	10.32	35.93	NLPH	---	<50	<50	5a	<0.5	<0.5	<0.5	<0.5
MW10	10/23/00	46.25	10.81	35.44	NLPH	---	<50	<50	38a	<0.5	<0.5	<0.5	<0.5
MW10	01/19/01	46.25	10.95	35.30	NLPH	---	<50	110	110a	<0.5	<0.5	<0.5	<0.5
MW10	04/19/01	46.25	10.52	35.73	NLPH	---	200d	<50	40a	<0.5	<0.5	<0.5	<0.5
MW10	07/16/01	46.25	10.78	35.47	NLPH	---	<50	<50	150a	<0.5	<0.5	<0.5	<0.5
MW10	10/15/01	46.25	11.13	35.12	NLPH	---	<50	<50	660	<0.5	<0.5	<0.5	<0.5
MW10	11/01/01	49.16	Well surveyed in compliance with AB 2886 requirements.										
MW10	01/14/02	49.16	10.87	38.29	NLPH	---	<50	371	476a	<0.50	<0.50	<0.50	<0.50
MW10	03/12/02	49.16	11.24	37.92	NLPH	---	---	---	---	---	---	---	---
MW10	04/05/02	49.16	11.51	37.85	NLPH	---	<50.0	120	129	<0.50	<0.50	<0.50	<0.50
MW10	07/17/02	49.16	11.46	37.70	NLPH	---	<50	2,160	4,060a	<0.5	<0.5	<0.5	<1.0
MW10	10/16/02	49.16	11.71	37.45	NLPH	---	<50	7,480	17,100a	<0.5	<0.5	<0.5	<0.5
MW10	01/21/03	49.16	10.84	38.32	NLPH	---	66	927	1,060/1,420a	<0.5	<0.5	<0.5	<0.5
MW10	04/29/03	49.16	10.17	38.99	NLPH	---	<50	480	535a	<0.50	<0.5	<0.5	0.9
MW10	07/30/03	49.16	10.44	38.72	NLPH	---	<50	630	832/850a	<0.50	<0.5	<0.5	<0.5
MW10	10/10/03	49.16	---	---	NLPH	---	<50	<50.0	65.0	<0.50	<0.5	<0.5	<0.5
MW10	10/23/03	49.16	11.16	38.00	NLPH	---	---	---	---	---	---	---	---
MW10	01/19/04	49.16	11.03	38.13	NLPH	---	<50	<50.0	3.4	<0.50	<0.5	<0.5	<0.5
MW10	05/13/04	49.16	10.95	38.21	NLPH	---	---	---	---	---	---	---	---
MW10	05/14/04	49.16	---	---	---	---	<50	<50.0	2.00	<0.50	<0.50	<0.50	<0.50
MW10	08/24/04	49.16	11.43	37.73	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW10	11/08/04	49.16	11.76	37.40	NLPH	---	182e	<50.0	0.80	<0.50	0.70	<0.50	1.60
MW10	02/08/05	49.16	11.14	38.02	NLPH	---	<50	<50.0	3.20	<0.50	<0.50	<0.50	<0.50
MW10	05/10/05	49.16	9.92	39.24	NLPH	---	<50	<50.0	0.60	<0.50	<0.50	<0.50	<0.50
MW10	08/09/05	49.16	10.26	38.90	NLPH	---	<55.6	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW10	11/08/05	49.16	10.69	38.47	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW10	02/07/06	49.16	10.36	38.60	NLPH	---	<50	<50	1.9	<0.50	<0.50	<0.50	<0.50
MW10	05/10/06	49.16	9.62	39.54	NLPH	---	<47	<50	<0.50	<0.50	<0.50	<0.50	<0.50
MW11	03/12/02	47.69	10.93	36.76	NLPH	---	---	---	---	---	---	---	---
MW11	03/13/02	47.69	---	---	---	---	<50.0	8,180	7,430a	<0.50	<0.50	<0.50	<0.50
MW11	04/05/02	47.69	11.41	36.28	NLPH	---	<50.0	12,100	9,600	<100	<100	<100	<100
MW11	07/17/02	47.69	11.10	36.59	NLPH	---	<50	10,500	19,900a	<5.0	<5.0	<5.0	<10.0
MW11	10/16/02	47.69	11.32	36.37	NLPH	---	<50	3,900	21,100a	<0.5	<0.5	<0.5	<0.5
MW11	01/21/03	47.69	10.67	37.02	NLPH	---	<56f	9,640	10,500/11,800a	<0.5	<0.5	<0.5	<0.5
MW11	04/29/03	47.69	10.15	37.54	NLPH	---	<50	5,890	12,900a	<0.50	<0.5	<0.5	<0.5

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-023D
 334 San Antonio Road
 Mountain View, California
 (Page 25 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW11	07/30/03	47.69	10.34	37.35	NLPH	---	<51f	4,860	4,340/6,500a	<0.50	<0.5	<0.5	<0.5
MW11	10/10/03	47.69	---	---	---	---	<50	2,180	3,150	<0.50	<0.5	<0.5	<0.5
MW11	10/23/03	47.69	10.81	36.88	NLPH	---	---	---	---	---	---	---	---
MW11	01/19/04	47.69	10.63	37.06	NLPH	---	<50	511	1,110	<0.50	<0.5	<0.5	<0.5
MW11	05/13/04	47.69	10.63	37.06	NLPH	---	---	---	---	---	---	---	---
MW11	05/14/04	47.69	---	---	---	---	---	362	380	<0.50	<0.50	<0.50	<0.50
MW11	08/24/04	47.69	11.04	36.65	NLPH	---	<50	362	373	<0.50	<0.50	<0.50	<0.50
MW11	11/08/04	47.69	11.35	36.34	NLPH	---	<50	319	268	<0.50	0.80	<0.50	1.90
MW11	02/08/05	47.69	10.94	36.75	NLPH	---	<50	<50.0	53.5	<0.50	<0.50	<0.50	<0.50
MW11	05/10/05	47.69	9.97	37.72	NLPH	---	<50	<50.0	8.70	<0.50	<0.50	<0.50	<0.50
MW11	08/09/05	47.69	10.18	37.51	NLPH	---	<50.0	<50.0	8.41	<0.500	<0.500	<0.500	<0.500
MW11	11/09/05	47.69	10.52	37.17	NLPH	---	<50.0	<50.0	15.9	<0.500	<0.500	<0.500	<0.500
MW11	02/07/06	47.69	10.25	37.44	NLPH	---	<50	<50	5.2	<0.50	<0.50	<0.50	<0.50
MW11	05/10/06	47.69	9.65	38.04	NLPH	---	<48	<50	0.81	<0.50	<0.50	<0.50	<0.50
MW12A	03/12/02	46.36	10.13	36.23	NLPH	---	---	---	---	---	---	---	---
MW12A	03/13/02	46.36	---	---	---	---	<50.0	2,410	3,010a	<0.50	<0.50	<0.50	<0.50
MW12A	04/05/02	46.36	10.35	36.01	NLPH	---	<50.0	2,900	3,640	<100	<100	<100	<100
MW12A	07/17/02	46.36	10.15	36.21	NLPH	---	<50	5,810	11,700a	<5.0	<5.0	<5.0	<10.0
MW12A	10/18/02	46.36	10.52	35.84	NLPH	---	<50	4,700	9,900a	<0.5	<0.5	<0.5	<0.5
MW12A	01/21/03	46.36	9.83	36.53	NLPH	---	---	5,200	5,790/6,900a	<0.5	<0.5	<0.5	<0.5
MW12A	04/29/03	46.36	9.33	37.03	NLPH	---	---	1,310	1,960a	0.80	1.0	0.8	2.8
MW12A	07/30/03	46.36	9.57	36.79	NLPH	---	<50	3,520	3,330/5,050a	<0.50	<0.5	<0.5	<0.5
MW12A	10/10/03	46.36	---	---	NLPH	---	<50	3,460	4,460	<0.50	<0.5	<0.5	<0.5
MW12A	10/23/03	46.36	10.26	36.10	NLPH	---	---	---	---	---	---	---	---
MW12A	01/19/04	46.36	10.08	36.28	NLPH	---	<50	309	605	<0.50	<0.5	<0.5	<0.5
MW12A	05/13/04	46.36	10.04	36.32	NLPH	---	---	---	---	---	---	---	---
MW12A	05/14/04	46.36	---	---	---	---	<50	1,020	1,020	<0.50	0.70	<0.50	1.90
MW12A	08/24/04	46.36	10.47	35.89	NLPH	---	<50	<50.0	48.6	<0.50	<0.50	<0.50	<0.50
MW12A	11/08/04	46.36	10.47	35.89	NLPH	---	<50	728	452	<0.50	0.90	<0.50	2.20
MW12A	02/08/05	46.36	10.09	36.27	NLPH	---	<50	58.3	61.1	<0.50	<0.50	<0.50	<0.50
MW12A	05/10/05	46.36	8.13	38.23	NLPH	---	<50	<50.0	19.4	<0.50	<0.50	<0.50	<0.50
MW12A	08/09/05	46.36	9.38	36.98	NLPH	---	<50.0	<50.0	5.25	<0.500	<0.500	<0.500	0.850h
MW12A	11/08/05	46.36	9.65	36.71	NLPH	---	<50.0	<50.0	4.95	<0.500	<0.500	<0.500	<0.500
MW12A	02/07/06	46.36	9.43	36.93	NLPH	---	<51	<50	3.1	<0.50	<0.50	<0.50	<0.50
MW12A	05/10/06	46.36	8.81	37.55	NLPH	---	<47	<50	1.4	<0.50	<0.50	<0.50	<0.50
MW12B	03/12/02	46.66	10.36	36.30	NLPH	---	---	---	---	---	---	---	---
MW12B	03/13/02	46.66	---	---	---	---	87.0	464	512a	<0.50	<0.50	<0.50	<0.50

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 26 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (ftgs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
MW12B	04/05/02	46.66	10.68	35.98	NLPH	---	<50.0	2,300	2,660	<100	<100	<100	<100
MW12B	07/17/02	46.66	10.39	36.27	NLPH	---	<50	1,260	2,400a	<0.5	<0.5	<0.5	<1.0
MW12B	10/16/02	46.66	10.81	35.85	NLPH	---	<50	226	512a	<0.5	<0.5	<0.5	<0.5
MW12B	01/21/03	46.66	10.13	36.53	NLPH	---	<50	1820	2,290/3,040a	<0.5	0.7	0.6	0.9
MW12B	04/29/03	46.66	9.63	37.03	NLPH	---	122	8,350	9,640a	<0.50	<0.5	<0.5	<0.5
MW12B	07/30/03	46.66	9.85	36.81	NLPH	---	<50	532	474/649a	<0.50	<0.5	<0.5	<0.5
MW12B	10/10/03	46.66	---	---	NLPH	---	<50	281	398	<0.50	<0.5	<0.5	<0.5
MW12B	10/23/03	46.66	9.98	36.66	NLPH	---	---	---	---	---	---	---	---
MW12B	01/19/04	46.66	9.80	36.86	NLPH	---	<50	1,240	2,130	<0.50	<0.5	<0.5	<0.5
MW12B	05/13/04	46.66	9.80	36.86	NLPH	---	---	---	---	---	---	---	---
MW12B	05/14/04	46.66	---	---	---	---	<50	762	783	<0.50	0.80	<0.50	2.00
MW12B	08/24/04	46.66	10.20	36.46	NLPH	---	<50	378	460	<0.50	<0.50	<0.50	<0.50
MW12B	11/08/04	46.66	10.75	35.91	NLPH	---	<50	149	83.0	<0.50	1.40	0.70	4.50
MW12B	02/08/05	46.66	10.37	36.29	NLPH	---	61a	178	220	<0.50	<0.50	<0.50	<0.50
MW12B	05/10/05	46.66	9.43	37.23	NLPH	---	<50	128	151	<0.50	<0.50	<0.50	<0.50
MW12B	08/09/05	46.66	9.67	38.99	NLPH	---	<50.0	<50.0	16.1	<0.500	<0.500	<0.500	0.610h
MW12B	11/08/05	46.66	9.93	36.73	NLPH	---	<50.0	<50.0	22.5	<0.500	<0.500	<0.500	<0.500
MW12B	02/07/06	46.65	9.70	36.95	NLPH	---	52a	<50	18	<0.50	<0.50	<0.50	<0.50
MW12B	05/10/06	46.65	9.15	37.50	NLPH	---	<48	<50	14	<0.50	<0.50	<0.50	<0.50
MW13	05/10/05	43.67	11.55	32.12	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
MW13	08/09/05	43.67	11.77	31.90	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW13	11/08/05	43.67	11.85	31.82	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
MW13	02/07/06	43.67	11.72	31.95	NLPH	---	<50	<50	<0.50	<0.50	<0.50	<0.50	<0.50
MW13	05/10/06	43.67	11.38	32.29	NLPH	---	<48	<50	<0.50	<0.50	<0.50	<0.50	<0.50
PZ1	05/10/05	45.73	12.45	33.28	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
PZ1	08/09/05	45.73	12.69	33.04	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	0.540h
PZ1	11/08/05	45.73	10.61	34.92	NLPH	---	63.0e	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
PZ1	02/07/06	45.73	12.65	33.08	NLPH	---	<51	<50	<0.50	<0.50	<0.50	<0.50	<0.50
PZ1	05/10/06	45.73	12.28	33.45	NLPH	---	<48	<50	<0.50	<0.50	<0.50	<0.50	<0.50
PZ2	05/10/05	42.91	11.81	31.10	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
PZ2	08/09/05	42.91	11.98	30.93	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
PZ2	11/08/05	42.91	12.06	30.85	NLPH	---	<52.6	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
PZ2	02/07/06	42.91	12.01	30.90	NLPH	---	<49	<50	<0.50	<0.50	0.53	<0.50	0.51
PZ2	05/10/06	42.91	11.91	31.00	NLPH	---	<47	<50	<0.50	<0.50	<0.50	<0.50	<0.50

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 27 of 28)

Well ID	Sampling Date	TOC (fmsl)	DTW (fbs)	GW Elev. (fmsl)	SUBJ	TOG (µg/L)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
RW1	06/18/02	---	11.01	---	NLPH	---	---	---	---	---	---	---	---
RW1	07/17/02	---	10.85	---	NLPH	---	<50	1,260	2,620a	<0.5	<0.5	<0.5	<1.0
RW1	10/16/02	---	11.15	---	NLPH	---	<50	<50.0	<0.5a	<0.5	<0.5	<0.5	<0.5
RW1	01/21/03	---	10.15	---	NLPH	---	<50	366	526/519a	<0.5	<0.5	<0.5	<0.5
RW1	04/29/03	---	9.39	---	NLPH	---	<50	<50.0	1.50a	<0.50	<0.5	<0.5	<0.5
RW1	07/30/03	---	---	---	---	---	---	---	---	---	---	---	---
RW1	10/10/03	---	---	---	---	---	<50	<50.0	12.7	<0.50	0.7	<0.5	<0.5
RW1	10/23/03	---	9.91	---	NLPH	---	---	---	---	---	---	---	---
RW1	01/19/04 g	---	10.86	---	NLPH	---	---	---	---	---	---	---	---
RW1	05/13/04	---	---	---	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
RW1	08/24/04	---	---	---	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
RW1	11/08/04	---	---	---	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
RW1	02/08/05	---	9.99	---	NLPH	---	58e	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
RW1	05/10/05	---	8.60	---	NLPH	---	<50	<50.0	<0.50	<0.50	<0.50	<0.50	<0.50
RW1	08/09/05	---	8.98	---	NLPH	---	<55.6	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
RW1	11/02/05	---	9.42	---	NLPH	---	<50.0	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
RW1	11/02/05	---	9.04	---	NLPH	---	<50	<50	<0.50	<0.50	<0.50	<0.50	<0.50
RW1	02/07/06	---	9.04	---	NLPH	---	<50	<50	<0.50	<0.50	<0.50	<0.50	<0.50
RW1	05/09/06	---	8.11	---	NLPH	---	<48	<50	<0.50	<0.50	0.86	<0.50	1.0
RW2	07/30/03	---	---	---	---	---	---	---	---	---	---	---	---
RW2	10/10/03	---	---	---	---	---	---	---	---	---	---	---	---
RW2	10/23/03	---	14.84	---	NLPH	---	324	1,080	77.8	11.3	0.8	38.5	10.3
RW2	01/19/04 g	---	23.30	---	NLPH	---	---	---	---	---	---	---	---
RW2	05/13/04	---	---	---	NLPH	---	83	166	5.50	0.70	<0.50	<0.50	<0.50
RW2	08/24/04	---	---	---	NLPH	---	<50	171	2.10	0.80	<0.50	<0.50	<0.50
RW2	11/08/04	---	---	---	NLPH	---	78e	236	2.20	0.70	<0.50	<0.50	<0.50
RW2	02/08/05	---	10.25	---	NLPH	---	326e	60.4	3.90	<0.50	<0.50	<0.50	<0.50
RW2	05/10/05	---	9.08	---	NLPH	---	<50	91.1	1.50	<0.50	<0.50	<0.50	1.90
RW2	08/09/05	---	9.46	---	NLPH	---	<54.1	<50.0	2.33	<0.500	<0.500	<0.500	0.670h
RW2	11/08/05	---	9.82	---	NLPH	---	<50.0	<50.0	3.97	<0.500	<0.500	<0.500	<0.500
RW2	02/07/06	---	9.44	---	NLPH	---	<47	150	5.5	0.99	<0.50	<0.50	<0.50
RW2	05/09/06	---	8.70	---	NLPH	---	<47	74	1.2	<0.50	<0.50	<0.50	<0.50

TABLE 1A
 CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 28 of 28)

Notes:	=	Data prior to March 1999, provided by EA Engineering, Science, and Technology.
TOC	=	Top of well casing elevation; datum is mean sea level
SUBJ	=	Results of subjective evaluation, liquid-phase hydrocarbon thickness (HT) in feet.
NLPH	=	No liquid-phase hydrocarbons present in the well.
DTW	=	Depth to water.
GW Elev.	=	Groundwater elevation; datum is mean sea level.
TOG	=	Total oil and grease analyzed using EPA Method 418.1.
TPHd	=	Total petroleum hydrocarbons as diesel analyzed using EPA Method 8015 modified.
TPHg	=	Total petroleum hydrocarbons as gasoline analyzed using EPA Method 8015 modified.
MTBE	=	Methyl tertiary butyl ether analyzed using EPA Method 8260B. Prior to 10/10/03, analyzed using EPA Method 8021B or as noted.
BTEX	=	Benzene, toluene, ethylbenzene, and total xylenes analyzed using EPA Method 8260B. Prior to 05/13/04, analyzed using EPA Method 8021B or as noted.
Ethanol	=	Ethanol analyzed using EPA Method 8260B.
EDB	=	1,2-Dibromoethane analyzed using EPA Method 8260B.
1,2-DCA	=	1,2-Dichloroethane analyzed using EPA Method 8260B.
TAME	=	Tertiary amyl methyl ether analyzed using EPA Method 8260B.
TBA	=	Tertiary butyl alcohol analyzed using EPA Method 8260B.
ETBE	=	Ethyl tertiary butyl ether analyzed using EPA Method 8260B.
DIPE	=	Di-isopropyl ether analyzed using EPA Method 8260B.
fmsl	=	Feet above mean sea level.
fbgs	=	Feet below ground surface.
µg/L	=	Micrograms per liter.
---	=	Not analyzed/Not measured/Not sampled.
<	=	Less than the stated laboratory report limit.
ND	=	Not detected at reporting limit.
FP	=	Free product. No thickness data available.
a	=	Analyzed using EPA Method 8260B.
b	=	Reported value may be elevated due to non-diesel batch contamination. No fuel pattern observed.
c	=	Unidentified hydrocarbons present.
d	=	Diesel-range hydrocarbons reportedly detected in bailer blank; result is suspect.
e	=	Diesel-range organic compounds reported in sample; however, the chromatogram pattern is not representative of diesel fuel.
f	=	Report limits that differ from previously reported values are due to extracted volumes being less than 1,000ml (1L).
g	=	Remediation system was down; unable to sample.
h	=	Analyte detected in Method Blank. Results suspect.

January 19, 2001: Samples are noted in Chain-of-Custody and laboratory analysis report as January 22, 2001; however, the correct date is January 19, 2001.

TABLE 1B
 ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 1 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
MW1	12/23/86 - 09/28/95	Not analyzed for these analytes.							
MW1	10/18/95	---	---	---	---	<0.50	---	---	ND
MW1	11/20/95	---	---	---	---	---	---	---	---
MW1	12/08/95	---	---	---	---	---	---	---	---
MW1	01/24/96	---	---	---	---	<0.50	---	---	---
MW1	02/23/96 - 06/24/96	Not analyzed for these analytes.							
MW1	07/31/96	---	---	---	---	<0.50	---	---	---
MW1	12/10/96	---	---	---	---	<0.50	---	---	---
MW1	03/12/97	---	---	---	---	<0.50	---	---	---
MW1	06/24/97	---	---	---	---	<0.50	---	---	---
MW1	09/10/97	---	---	---	---	<0.50	---	---	---
MW1	12/04/97 - 10/16/02	Not analyzed for these analytes.							
MW1	01/21/03	---	---	<10.0	---	---	---	---	---
MW1	04/29/03	---	---	---	---	---	---	---	---
MW1	07/30/03	---	---	---	---	---	---	---	---
MW1	10/10/03	---	---	---	---	---	---	---	---
MW1	10/23/03	---	---	---	---	---	---	---	---
MW1	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	---	---
MW1	05/13/04	---	---	---	---	---	---	<50.0	---
MW1	08/24/04	---	---	---	---	---	---	<50.0	---
MW1	11/08/04	---	---	---	---	---	---	<50.0	---
MW1	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW1	05/10/05	---	---	---	---	---	---	<50.0	---
MW1	08/09/05	---	---	---	---	---	---	<50.0	---
MW1	11/08/05	---	---	---	---	---	---	<50.0	---
MW1	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<100	---
MW1	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
MW2	12/23/86 - 09/28/95	Not analyzed for these analytes.							
MW2	10/18/95	---	---	---	---	<0.50	---	---	ND
MW2	11/20/95	---	---	---	---	---	---	---	---
MW2	12/08/95	---	---	---	---	---	---	---	---
MW2	01/24/96	---	---	---	---	0.74	---	---	---
MW2	02/23/96 - 06/24/96	Not analyzed for these analytes.							
MW2	07/31/96	---	---	---	---	<0.50	---	---	---
MW2	12/10/96	---	---	---	---	<0.50	---	---	---
MW2	03/12/97	---	---	---	---	<0.50	---	---	---
MW2	06/24/97	---	---	---	---	<0.50	---	---	---
MW2	09/10/97	---	---	---	---	<0.50	---	---	---
MW2	12/04/97 - 01/21/03	Not analyzed for these analytes.							
MW2	01/21/03	---	---	166	---	---	---	---	---

TABLE 1B
ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 2 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
MW2	04/29/03	---	---	---	---	---	---	---	---
MW2	07/30/03	---	---	---	---	---	---	---	---
MW2	10/10/03	---	---	---	---	---	---	---	---
MW2	10/23/03	---	---	---	---	---	---	---	---
MW2	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW2	05/13/04	---	---	---	---	---	---	<50.0	---
MW2	08/24/04	---	---	---	---	---	---	<50.0	---
MW2	11/08/04	---	---	---	---	---	---	<50.0	---
MW2	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW2	05/10/05	---	---	---	---	---	---	<50.0	---
MW2	08/09/05	---	---	---	---	---	---	<50.0	---
MW2	11/08/05	---	---	---	---	---	---	<50.0	---
MW2	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<100	---
MW2	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
MW3	12/23/86 - 09/28/95	Not analyzed for these analytes.							
MW3	10/18/95	---	---	---	---	<0.50	---	---	ND
MW3	11/20/95	---	---	---	---	---	---	---	---
MW3	12/08/95	---	---	---	---	---	---	---	---
MW3	01/24/96	---	---	---	---	0.96	---	---	---
MW3	02/23/96 - 06/24/96	Not analyzed for these analytes.							
MW3	07/31/96	---	---	---	---	<0.50	---	---	---
MW3	12/10/96	---	---	---	---	<0.50	---	---	---
MW3	03/12/97	---	---	---	---	<0.50	---	---	---
MW3	06/24/97	---	---	---	---	<0.50	---	---	---
MW3	09/10/97	---	---	---	---	1.0	---	---	---
MW3	12/04/97 - 10/16/02	Not analyzed for these analytes.							
MW3	01/21/03	---	---	<10.0	---	---	---	---	---
MW3	04/29/03	---	---	---	---	---	---	---	---
MW3	07/30/03	---	---	---	---	---	---	---	---
MW3	10/10/03	---	---	---	---	---	---	---	---
MW3	10/23/03	---	---	---	---	---	---	---	---
MW3	01/19/04	<0.50	<0.50	34.0	<0.50	<0.50	<0.50	---	---
MW3	05/14/04	---	---	---	---	---	---	<50.0	---
MW3	08/24/04	---	---	---	---	---	---	<50.0	---
MW3	11/08/04	---	---	---	---	---	---	<50.0	---
MW3	02/08/05	<0.50	3.10	38.9	<0.50	<0.50	<0.50	<50.0	---
MW3	05/10/05	---	---	---	---	---	---	<50.0	---
MW3	08/09/05	---	---	---	---	---	---	<50.0	---
MW3	11/08/05	---	---	---	---	---	---	<50.0	---

TABLE 1B
 ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 3 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
MW3	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<100	--
MW3	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	--
MW4	12/23/86 - 09/28/95 Not analyzed for these analytes.								
MW4	10/18/95	--	--	--	--	<0.50	--	--	ND
MW4	11/20/95	--	--	--	--	--	--	--	--
MW4	12/08/95	--	--	--	--	--	--	--	--
MW4	01/24/96	--	--	--	--	<0.50	--	--	--
MW4	02/23/96 - 06/24/96 Not analyzed for these analytes.								
MW4	07/31/96	--	--	--	--	<0.50	--	--	--
MW4	12/10/96	--	--	--	--	<0.50	--	--	--
MW4	03/12/97	--	--	--	--	<0.50	--	--	--
MW4	06/24/97	--	--	--	--	<0.50	--	--	--
MW4	09/10/97	--	--	--	--	<0.50	--	--	--
MW4	12/04/97 - 10/16/02 Not analyzed for these analytes.								
MW4	01/21/03	--	--	<10.0	--	--	--	--	--
MW4	04/29/03	--	--	--	--	--	--	--	--
MW4	07/30/03	--	--	--	--	--	--	--	--
MW4	10/10/03	--	--	--	--	--	--	--	--
MW4	10/23/03	--	--	--	--	--	--	--	--
MW4	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	--	--
MW4	05/13/04	--	--	--	--	--	--	<50.0	--
MW4	08/24/04	--	--	--	--	--	--	<50.0	--
MW4	11/08/04	--	--	--	--	--	--	<50.0	--
MW4	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	--
MW4	05/10/05	--	--	--	--	--	--	<50.0	--
MW4	08/09/05	--	--	--	--	--	--	<50.0	--
MW4	11/08/05	--	--	--	--	--	--	<50.0	--
MW4	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<100	--
MW4	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	--
MW5	6/18/90 - 09/28/95 Not analyzed for these analytes.								
MW5	10/18/95	--	--	--	--	<0.50	--	--	ND
MW5	11/20/95	--	--	--	--	--	--	--	--
MW5	12/08/95	--	--	--	--	--	--	--	--
MW5	01/24/96	--	--	--	--	<0.50	--	--	--
MW5	02/23/96 - 06/24/96 Not analyzed for these analytes.								
MW5	07/31/96	--	--	--	--	<0.50	--	--	--
MW5	12/10/96	--	--	--	--	--	--	--	--
MW5	03/12/97	--	--	--	--	<0.50	--	--	--
MW5	06/24/97	--	--	--	--	<0.50	--	--	--

TABLE 1B
 ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 4 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
MW5	09/10/97	---	---	---	---	<0.50	---	---	---
MW5	12/09/98 - 10/16/02 Not analyzed for these analytes.								
MW5	01/21/03	---	---	<10.0	---	---	---	---	---
MW5	04/29/03	---	---	---	---	---	---	---	---
MW5	07/30/03	---	---	---	---	---	---	---	---
MW5	10/10/03	---	---	---	---	---	---	---	---
MW5	10/23/03	---	---	---	---	---	---	---	---
MW5	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	---	---
MW5	05/13/04	---	---	---	---	---	---	<50.0	---
MW5	08/24/04	---	---	---	---	---	---	<50.0	---
MW5	11/08/04	---	---	---	---	---	---	<50.0	---
MW5	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW5	05/10/05	---	---	---	---	---	---	<50.0	---
MW5	08/09/05	---	---	---	---	---	---	<50.0	---
MW5	11/08/05	---	---	---	---	---	---	<50.0	---
MW5	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---
MW5	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
MW6	6/18/90 - 04/24/91 Not analyzed for these analytes.								
MW6	05/15/91	---	---	---	---	<0.9	---	---	ND
MW6	6/28/91 - 09/28/95 Not analyzed for these analytes.								
MW6	10/18/95	---	---	---	---	<0.50	---	---	---
MW6	11/20/95	---	---	---	---	---	---	---	---
MW6	12/08/95	---	---	---	---	---	---	---	---
MW6	01/24/96	---	---	---	---	<0.50	---	---	---
MW6	02/23/96	---	---	---	---	---	---	---	---
MW6	03/25/96	---	---	---	---	---	---	---	---
MW6	04/24/96	---	---	---	---	<0.50	---	---	---
MW6	05/24/96	---	---	---	---	---	---	---	---
MW6	06/24/96	---	---	---	---	---	---	---	---
MW6	07/31/96	---	---	---	---	<0.50	---	---	---
MW6	12/10/96	---	---	---	---	<0.50	---	---	---
MW6	03/12/97 - 06/02/98 Not analyzed for these analytes.								
MW6	09/22/98	---	---	---	---	<0.50	---	---	---
MW6	12/9/98 - 10/16/02 Not analyzed for these analytes.								
MW6	01/21/03	---	---	<10.0	---	---	---	---	---
MW6	04/29/03	---	---	---	---	---	---	---	---
MW6	07/30/03	---	---	---	---	---	---	---	---
MW6	10/10/03	---	---	---	---	---	---	---	---
MW6	10/23/03	---	---	---	---	---	---	---	---
MW6	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	---	---

TABLE 1B
ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 5 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
MW6	05/13/04	---	---	---	---	---	---	<50.0	---
MW6	08/24/04	---	---	---	---	---	---	<50.0	---
MW6	11/08/04	---	---	---	---	---	---	<50.0	---
MW6	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW6	05/10/05	---	---	---	---	---	---	<50.0	---
MW6	08/09/05	---	---	---	---	---	---	<50.0	---
MW6	11/08/05	---	---	---	---	---	---	<50.0	---
MW6	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---
MW6	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
MW7	6/18/90 - 04/24/91	Not analyzed for these analytes.							
MW7	05/15/91	---	---	---	---	<0.9	---	---	---
MW7	6/28/91 - 09/28/95	Not analyzed for these analytes.							
MW7	10/18/95	---	---	---	---	2.30	---	---	ND
MW7	11/20/95	---	---	---	---	---	---	---	---
MW7	12/08/95	---	---	---	---	---	---	---	---
MW7	01/24/96	---	---	---	---	69.00	---	---	---
MW7	02/23/96 - 06/24/96	Not analyzed for these analytes.							
MW7	07/31/96	---	---	---	---	<0.50	---	---	---
MW7	12/10/96	---	---	---	---	<0.50	---	---	---
MW7	03/12/97	---	---	---	---	<0.50	---	---	---
MW7	06/24/97	---	---	---	---	<0.50	---	---	---
MW7	09/10/97	---	---	---	---	<0.50	---	---	---
MW7	12/04/97 - 10/16/02	Not analyzed for these analytes.							
MW7	01/21/03	---	---	<10.0	---	---	---	---	---
MW7	04/29/03	---	---	---	---	---	---	---	---
MW7	07/30/03	---	---	---	---	---	---	---	---
MW7	10/10/03	---	---	---	---	---	---	---	---
MW7	10/23/03	---	---	---	---	---	---	---	---
MW7	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	---	---
MW7	05/13/04	---	---	---	---	---	---	<50.0	---
MW7	08/24/04	---	---	---	---	---	---	<50.0	---
MW7	11/08/04	---	---	---	---	---	---	<50.0	---
MW7	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW7	05/10/05	---	---	---	---	---	---	<50.0	---
MW7	08/09/05	---	---	---	---	---	---	<50.0	---
MW7	11/08/05	---	---	---	---	---	---	<50.0	---
MW7	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<100	---
MW7	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---

TABLE 1B
ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 6 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
MW8	09/25/95	---	---	---	---	---	---	---	---
MW8	09/28/95	---	---	---	---	---	---	---	---
MW8	10/18/95	---	---	---	---	<0.50	---	---	ND
MW8	11/20/95	---	---	---	---	---	---	---	---
MW8	12/08/95	---	---	---	---	---	---	---	---
MW8	01/24/96	---	---	---	---	<0.50	---	---	---
MW8	02/23/96 - 06/24/96	Not analyzed for these analytes.							
MW8	07/31/96	---	---	---	---	<0.50	---	---	---
MW8	12/10/96	---	---	---	---	<0.50	---	---	---
MW8	03/12/97	---	---	---	---	<0.50	---	---	---
MW8	06/24/97	---	---	---	---	<0.50	---	---	---
MW8	09/10/97	---	---	---	---	<0.50	---	---	---
MW8	12/04/97 - 10/16/02	Not analyzed for these analytes.							
MW8	01/21/03	---	---	<10.0	---	---	---	---	---
MW8	04/29/03	---	---	---	---	---	---	---	---
MW8	07/30/03	---	---	---	---	---	---	---	---
MW8	10/10/03	---	---	---	---	---	---	---	---
MW8	10/23/03	---	---	---	---	---	---	---	---
MW8	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	---	---
MW8	05/14/04	---	---	---	---	---	---	<50.0	---
MW8	08/24/04	---	---	---	---	---	---	<50.0	---
MW8	11/08/04	---	---	---	---	---	---	<50.0	---
MW8	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW8	05/10/05	---	---	---	---	---	---	<50.0	---
MW8	08/09/05	---	---	---	---	---	---	<50.0	---
MW8	11/08/05	---	---	---	---	---	---	<50.0	---
MW8	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<100	---
MW8	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
MW9	09/25/95	---	---	---	---	---	---	---	---
MW9	09/28/95	---	---	---	---	---	---	---	---
MW9	10/18/95	---	---	---	---	3.8	---	---	ND
MW9	11/20/95	---	---	---	---	---	---	---	---
MW9	12/08/95	---	---	---	---	---	---	---	---
MW9	01/24/96	---	---	---	---	<0.50	---	---	---
MW9	02/23/96 - 06/24/96	Not analyzed for these analytes.							
MW9	07/31/96	---	---	---	---	<0.50	---	---	---
MW9	12/10/96	---	---	---	---	<0.50	---	---	---
MW9	03/12/97	---	---	---	---	<0.50	---	---	---
MW9	06/24/97	---	---	---	---	<0.50	---	---	---
MW9	09/10/97	---	---	---	---	<0.50	---	---	---

TABLE 1B
ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 7 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
MW9	12/04/97	---	---	---	---	<0.50	---	---	---
MW9	03/10/98	---	---	---	---	<0.50	---	---	---
MW9	06/02/98	---	---	---	---	<0.50	---	---	---
MW9	09/22/98	---	---	---	---	<0.50	---	---	---
MW9	12/9/98 - 10/16/02	Not analyzed for these analytes.							
MW9	01/21/03	---	---	<10.0	---	---	---	---	---
MW9	04/29/03	---	---	---	---	---	---	---	---
MW9	07/30/03	---	---	---	---	---	---	---	---
MW9	10/10/03	---	---	---	---	---	---	---	---
MW9	10/23/03	---	---	---	---	---	---	---	---
MW9	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	---	---
MW9	05/14/04	---	---	---	---	---	---	<50.0	---
MW9	08/24/04	---	---	---	---	---	---	<50.0	---
MW9	11/08/04	---	---	---	---	---	---	<50.0	---
MW9	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW9	05/10/05	---	---	---	---	---	---	<50.0	---
MW9	08/09/05	---	---	---	---	---	---	<50.0	---
MW9	11/08/05	---	---	---	---	---	---	<50.0	---
MW9	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	960	---
MW9	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	150	---
MW10	09/10/97	---	---	---	---	<0.50	---	---	---
MW10	12/04/97 - 10/16/02	Not analyzed for these analytes.							
MW10	01/21/03	---	---	50.6	---	---	---	---	---
MW10	04/29/03	---	---	---	---	---	---	---	---
MW10	07/30/03	---	---	---	---	---	---	---	---
MW10	10/10/03	---	---	---	---	---	---	---	---
MW10	10/23/03	---	---	---	---	---	---	---	---
MW10	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	---	---
MW10	05/14/04	---	---	---	---	---	---	<50.0	---
MW10	08/24/04	---	---	---	---	---	---	<50.0	---
MW10	11/08/04	---	---	---	---	---	---	<50.0	---
MW10	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW10	05/10/05	---	---	---	---	---	---	<50.0	---
MW10	08/09/05	---	---	---	---	---	---	<50.0	---
MW10	11/08/05	---	---	---	---	---	---	<50.0	---
MW10	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---
MW10	05/10/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---

TABLE 1B
 ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 8 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)	
MW11	3/12/02 - 10/16/02	Not analyzed for these analytes.								
MW11	01/21/03	---	---	65.8	---	---	---	---	---	
MW11	04/29/03	---	---	---	---	---	---	---	---	
MW11	07/30/03	---	---	---	---	---	---	---	---	
MW11	10/10/03	---	---	---	---	---	---	---	---	
MW11	10/23/03	---	---	---	---	---	---	---	---	
MW11	01/19/04	<0.50	3.30	<10.0	<0.50	<0.50	<0.50	---	---	
MW11	05/14/04	---	---	---	---	---	---	---	---	
MW11	08/24/04	---	---	---	---	---	---	<50.0	---	
MW11	11/08/04	---	---	---	---	---	---	<50.0	---	
MW11	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---	
MW11	05/10/05	---	---	---	---	---	---	<50.0	---	
MW11	08/09/05	---	---	---	---	---	---	<50.0	---	
MW11	11/08/05	---	---	---	---	---	---	<50.0	---	
MW11	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---	
MW11	05/10/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---	
MW12A	3/12/02 - 10/16/02	Not analyzed for these analytes.								
MW12A	01/21/03	---	---	36.2	---	---	---	---	---	
MW12A	04/29/03	---	---	---	---	---	---	---	---	
MW12A	07/30/03	---	---	---	---	---	---	---	---	
MW12A	10/10/03	---	---	---	---	---	---	---	---	
MW12A	10/23/03	---	---	---	---	---	---	---	---	
MW12A	01/19/04	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	---	---	
MW12A	05/14/04	---	---	---	---	---	---	<50.0	---	
MW12A	08/24/04	---	---	---	---	---	---	<50.0	---	
MW12A	11/08/04	---	---	---	---	---	---	<50.0	---	
MW12A	02/08/05	<0.50	2.60	<10.0	<0.50	<0.50	<0.50	<50.0	---	
MW12A	05/10/05	---	---	---	---	---	---	<50.0	---	
MW12A	08/09/05	---	---	---	---	---	---	<50.0	---	
MW12A	11/08/05	---	---	---	---	---	---	<50.0	---	
MW12A	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---	
MW12A	05/10/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---	
MW12B	3/12/02 - 10/16/02	Not analyzed for these analytes.								
MW12B	01/21/03	---	---	<10.0	---	---	---	---	---	
MW12B	04/29/03	---	---	---	---	---	---	---	---	
MW12B	07/30/03	---	---	---	---	---	---	---	---	
MW12B	10/10/03	---	---	---	---	---	---	---	---	
MW12B	10/23/03	---	---	---	---	---	---	---	---	
MW12B	01/19/04	<0.50	6.70	<10.0	<0.50	<0.50	<0.50	---	---	

TABLE 1B
 ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 9 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
MW12B	05/14/04	---	---	---	---	---	---	<50.0	---
MW12B	08/24/04	---	---	---	---	---	---	<50.0	---
MW12B	11/08/04	---	---	---	---	---	---	<50.0	---
MW12B	02/08/05	<0.50	3.20	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW12B	05/10/05	---	---	---	---	---	---	<50.0	---
MW12B	08/09/05	---	---	---	---	---	---	<50.0	---
MW12B	11/08/05	---	---	---	---	---	---	<50.0	---
MW12B	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---
MW12B	05/10/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
MW13	05/10/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
MW13	08/09/05	---	---	---	---	---	---	<50.0	---
MW13	11/08/05	---	---	---	---	---	---	<50.0	---
MW13	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---
MW13	05/10/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
PZ1	05/10/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
PZ1	08/09/05	---	---	---	---	---	---	<50.0	---
PZ1	11/08/05	---	---	---	---	---	---	<50.0	---
PZ1	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---
PZ1	05/10/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
PZ2	05/10/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
PZ2	08/09/05	---	---	---	---	---	---	<50.0	---
PZ2	11/08/05	---	---	---	---	---	---	<50.0	---
PZ2	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	---	---
PZ2	05/10/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
RW1	06/18/02	---	---	---	---	---	---	---	---
RW1	07/17/02	---	---	---	---	---	---	---	---
RW1	10/16/02	---	---	---	---	---	---	---	---
RW1	01/21/03	---	---	64.4	---	---	---	---	---
RW1	04/29/03	---	---	---	---	---	---	---	---
RW1	07/30/03	---	---	---	---	---	---	---	---
RW1	10/10/03	---	---	---	---	---	---	---	---
RW1	10/23/03	---	---	---	---	---	---	---	---
RW1	01/19/04 g	---	---	---	---	---	---	---	---
RW1	05/13/04	---	---	---	---	---	---	<50.0	---
RW1	08/24/04	---	---	---	---	---	---	<50.0	---
RW1	11/08/04	---	---	---	---	---	---	<50.0	---
RW1	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---

TABLE 1B
ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 10 of 11)

Well ID	Sampling Date	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	EDB (µg/L)	1,2-DCA (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Add'l HVOCS (µg/L)
RW1	05/10/05	---	---	---	---	---	---	<50.0	---
RW1	08/09/05	---	---	---	---	---	---	<50.0	---
RW1	11/08/05	---	---	---	---	---	---	<50.0	---
RW1	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<100	---
RW1	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---
RW2	07/30/03	---	---	---	---	---	---	---	---
RW2	10/10/03	---	---	---	---	---	---	---	---
RW2	10/23/03	---	---	---	---	---	---	---	---
RW2	01/19/04 g	---	---	---	---	---	---	---	---
RW2	05/13/04	---	---	---	---	---	---	<50.0	---
RW2	08/24/04	---	---	---	---	---	---	<50.0	---
RW2	11/08/04	---	---	---	---	---	---	<50.0	---
RW2	02/08/05	<0.50	<0.50	<10.0	<0.50	<0.50	<0.50	<50.0	---
RW2	05/10/05	---	---	---	---	---	---	<50.0	---
RW2	08/09/05	---	---	---	---	---	---	<50.0	---
RW2	11/08/05	---	---	---	---	---	---	<50.0	---
RW2	02/07/06	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<100	---
RW2	05/09/06	<0.50	<0.50	<5.0	<0.50	<0.50	<0.50	<100	---

TABLE 1B
 ADDITIONAL CUMULATIVE GROUNDWATER MONITORING AND SAMPLING DATA
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 11 of 11)

Notes:	=	Data prior to March 1999, provided by EA Engineering, Science, and Technology.
TOC	=	Top of well casing elevation; datum is mean sea level
SUBJ	=	Results of subjective evaluation, liquid-phase hydrocarbon thickness (HT) in feet.
NLPH	=	No liquid-phase hydrocarbons present in the well.
DTW	=	Depth to water.
GW Elev.	=	Groundwater elevation; datum is mean sea level.
TPHd	=	Total petroleum hydrocarbons as diesel analyzed using EPA Method 8015 modified.
TPHg	=	Total petroleum hydrocarbons as gasoline analyzed using EPA Method 8015 modified.
MTBE	=	Methyl tertiary butyl ether analyzed using EPA Method 8260B. Prior to 10/10/03, analyzed using EPA Method 8021B or as noted.
BTEX	=	Benzene, toluene, ethylbenzene, and total xylenes analyzed using EPA Method 8260B. Prior to 05/13/04, analyzed using EPA Method 8021B or as noted.
Ethanol	=	Ethanol analyzed using EPA Method 8260B.
EDB	=	1,2-Dibromoethane analyzed using EPA Method 8260B.
1,2-DCA	=	1,2-Dichloroethane analyzed using EPA Method 8260B.
TAME	=	Tertiary amyl methyl ether analyzed using EPA Method 8260B.
TBA	=	Tertiary butyl alcohol analyzed using EPA Method 8260B.
ETBE	=	Ethyl tertiary butyl ether analyzed using EPA Method 8260B.
DIPE	=	Di-isopropyl ether analyzed using EPA Method 8260B.
Add'l HVOCs	=	Additional halogenated volatile organic compounds analyzed using EPA Method 8010.
fmsl	=	Feet above mean sea level.
fbgs	=	Feet below ground surface.
µg/L	=	Micrograms per liter.
—	=	Not analyzed/Not measured/Not sampled.
<	=	Less than the stated laboratory report limit.
ND	=	Not detected at reporting limit.
FP	=	Free product. No thickness data available.
a	=	Analyzed using EPA Method 8260B.
b	=	Reported value may be elevated due to non-diesel batch contamination. No fuel pattern observed.
c	=	Unidentified hydrocarbons present.
d	=	Diesel-range hydrocarbons reportedly detected in bailer blank; result is suspect.
e	=	Diesel-range organic compounds reported in sample; however, the chromatogram pattern is not representative of diesel fuel.
f	=	Report limits that differ from previously reported values are due to extracted volumes being less than 1,000ml (1L).
g	=	Remediation system was down; unable to sample.
h	=	Analyte detected in Method Blank. Results suspect.

January 19, 2001: Samples are noted in Chain-of-Custody and laboratory analysis report as January 22, 2001; however, the correct date is January 19, 2001.

TABLE 2A
CUMULATIVE ANALYTICAL LABORATORY RESULTS OF GRAB GROUNDWATER SAMPLES
Former Exxon Service Station 7-0230
Mountain View, California
(Page 1 of 2)

Sample ID	Date Collected	Depth (ftgs)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
W-16-GP1	09/17/99	16	<75	<50	35.4	<0.5	<0.5	<0.5	<0.5
W-22-GP1	09/17/99	22	---	<50	156	<0.5	<0.5	<0.5	<0.5
W-16-GP2	09/17/99	16	<75	<50	<0.5	<0.5	<0.5	<0.5	<0.5
W-22-GP2	09/17/99	22	---	<50	<0.5	<0.5	<0.5	<0.5	<0.5
W-20-GP3	09/16/99	20	139a	<50	1.16	<0.5	<0.5	<0.5	<0.5
W-38-GP3	09/16/99	38	---	<50	<0.5	<0.5	<0.5	<0.5	<0.5
W-50-GP3	09/16/99	50	---	<50	<0.5	<0.5	<0.5	<0.5	<0.5
W-16-GP4	09/16/99	16	142a	<250	865	<2.5	<2.5	<2.5	<2.5
W-26-GP4	09/16/99	26	---	<50	<0.5	<0.5	<0.5	<0.5	<0.5
W-10-HP2	05/08/01	10	250/<50a	<50	<5	<0.5	1.2	<0.5	0.58
W-24-HP2	05/08/01	24	250/77a	<50	<5	<0.5	2.5	<0.5	1.4
W-GP5-10.3	08/15/02	10.3	---	<50	<0.50	<0.50	<0.50	<0.50	<0.50
W-GP6-11.5	08/15/02	11.5	---	<50	<0.50	<0.50	<0.50	<0.50	<0.50
W-GP7-11.2	08/15/02	11.2	---	<50	14	<0.50	<0.50	<0.50	<0.50
W-GP8-10.5	08/15/02	10.5	---	<50	<0.50	<0.50	<0.50	<0.50	2.4
W-GP9-11.5	08/15/02	11.5	---	<250	380	<2.5	<2.5	<2.5	<2.5
W-GP10-12.0	09/25/02	12.0	---	<50	59	<0.50	<0.50	<0.50	<0.50
W-GP11-11.9	09/25/02	11.9	---	<50	<0.50	<0.50	<0.50	<0.50	2.0
W-GP12-11.2	09/25/02	11.2	---	<50	<0.50	<0.50	<0.50	<0.50	<0.50
W-GP13-12.8	09/25/02	12.8	---	<50	160	<0.50	<0.50	<0.50	0.88
W-GP14-13.2	09/25/02	13.2	---	<50	<0.50	<0.50	<0.50	<0.50	<0.50
W-13-HP1	10/06/05	13.0	<58.8	<50.0	1.77	<0.500	<0.500	<0.500	<0.500
W-22-HP1	10/06/05	22.0	61.0b	232	347	<0.500	<0.500	<0.500	<0.500
W-29.5-HP1	10/06/05	29.5	72.8b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-36-HP1	10/06/05	36.0	67.5b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-41-HP1	10/06/05	41.0	61.4b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-47.5-HP1	10/06/05	47.5	52.6b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500

TABLE 2A
CUMULATIVE ANALYTICAL LABORATORY RESULTS OF GRAB GROUNDWATER SAMPLES
 Former Exxon Service Station 7-0230
 Mountain View, California
 (Page 2 of 2)

Sample ID	Date Collected	Depth (fbs)	TPHd (µg/L)	TPHg (µg/L)	MTBE (µg/L)	B (µg/L)	T (µg/L)	E (µg/L)	X (µg/L)
W-15-HP2A	10/05/05	15.0	<58.8	<50.0	1.07	<0.500	<0.500	<0.500	<0.500
W-27-HP2A	10/05/05	27.0	<58.8	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-37-HP2A	10/05/05	37.0	62.3b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-40-HP2A	10/05/05	40.0	89.2b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-44-HP2A	10/05/05	44.0	76.7b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-50-HP2A	10/05/05	50.0	176b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-12-HP3	10/05/05	12.0	63.5b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-17-HP3	10/05/05	17.0	<58.8	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-27-HP3	10/05/05	27.0	<55.6	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-32-HP3	10/05/05	32.0	<58.8	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-38-HP3	10/05/05	38.0	<58.8	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-43-HP3	10/05/05	43.0	69.4b	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500
W-50-HP3	10/05/05	50.0	c	<50.0	<0.500	<0.500	<0.500	<0.500	<0.500

Notes:

- W-16-GP1 == Water sample-depth-boring number
- TPHg == Total petroleum hydrocarbons as gasoline analyzed using EPA Method 8015B/8020 (modified).
- TPHd == Total petroleum hydrocarbons as diesel analyzed using EPA Method 8015 (modified).
- MTBE == Methyl tertiary butyl ether analyzed using EPA Method 8260B.
- BTEX == Benzene, toluene, ethylbenzene, and total xylenes analyzed using EPA Method 8021b; prior to 08/15/02, analyzed using EPA Method 8020.
- ETBE == Ethyl tertiary butyl ether analyzed using EPA Method 8260B.
- TAME == Tertiary amyl methyl ether analyzed using EPA Method 8260B.
- TBA == Tertiary butyl alcohol analyzed using EPA Method 8260B.
- 1,2-DCA == 1,2-dichloroethane analyzed using EPA Method 8260B.
- EDB == 1,2-dibromoethane analyzed using EPA Method 8260B.
- DIPE == Di-isopropyl ether analyzed using EPA Method 8260B.
- Ethanol == Ethanol analyzed using EPA Method 8260B; prior to 08/15/02, analyzed using EPA Method 8015B.
- Methanol == Methanol analyzed using EPA Method 8015 (modified).
- fbs == Feet below ground surface.
- µg/L == Micrograms per liter.
- < == Less than the stated laboratory reporting limit.
- == Not sampled/Not analyzed.
- a == TPHd re-analyzed using silica gel cleanup.
- b == Chromatogram pattern is not consistent with diesel fuel.
- c == Insufficient water to sample.

TABLE 2B
ADDITIONAL CUMULATIVE ANALYTICAL LABORATORY RESULTS
OF GRAB GROUNDWATER SAMPLES

Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California

(Page 1 of 2)

Sample ID	Date Collected	Depth (ftgs)	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	1,2-DCA (µg/L)	EDB (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Methanol (µg/L)
W-16-GP1	09/17/99	16	<2.00	<2.00	<40.0	<1.00	<1.00	<2.00	<200	<1,000
W-22-GP1	09/17/99	22	<5.00	<5.00	<100	<2.50	<2.50	<5.00	<500	<1,000
W-16-GP2	09/17/99	16	<1.00	<1.00	<20.0	<0.500	<0.500	<1.00	<100	<1,000
W-22-GP2	09/17/99	22	<1.00	<1.00	<20.0	<0.500	<0.500	<1.00	<100	<1,000
W-20-GP3	09/16/99	20	<1.00	<1.00	<20.0	<0.500	<0.500	<1.00	<100	<1,000
W-38-GP3	09/16/99	38	<1.00	<1.00	<20.0	<0.500	<0.500	<1.00	<100	<1,000
W-50-GP3	09/16/99	50	<1.00	<1.00	<20.0	<0.500	<0.500	<1.00	<100	<1,000
W-16-GP4	09/16/99	16	<25.0	<25.0	<500	<12.5	<12.5	<25.0	<2,500	<1,000
W-26-GP4	09/16/99	26	<1.00	<1.00	<20.0	<0.500	<0.500	<1.00	<100	<1,000
W-10-HP2	05/08/01	10	<10	<10	<500	<5	<5	<10	<5,000	<1,000
W-24-HP2	05/08/01	24	<10	<10	<500	<5	<5	<10	<5,000	<1,000
W-GP5-10.3	08/15/02	10.3	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<40	—
W-GP6-11.5	08/15/02	11.5	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<40	—
W-GP7-11.2	08/15/02	11.2	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<40	—
W-GP8-10.5	08/15/02	10.5	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<40	—
W-GP9-11.5	08/15/02	11.5	<10	<10	<400	<10	<10	<10	<800	—
W-GP10-12.0	09/25/02	12.0	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<40	—
W-GP11-11.9	09/25/02	11.9	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<40	—
W-GP12-11.2	09/25/02	11.2	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<40	—
W-GP13-12.8	09/25/02	12.8	<0.50	<0.50	<20	<0.50	<0.50	<0.50	<40	—
W-GP14-13.2	09/25/02	13.2	<0.50	<0.50	<20	<0.50	<0.50	<0.50	420	---
W-13-HP1	10/06/05	13.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-22-HP1	10/06/05	22.0	<0.500	0.830	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-29.5-HP1	10/06/05	29.5	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-36-HP1	10/06/05	36.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-41-HP1	10/06/05	41.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-47.5-HP1	10/06/05	47.5	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-15-HP2A	10/05/05	15.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-27-HP2A	10/05/05	27.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-37-HP2A	10/05/05	37.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-40-HP2A	10/05/05	40.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-44-HP2A	10/05/05	44.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-50-HP2A	10/05/05	50.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---

**TABLE 2B
 ADDITIONAL CUMULATIVE ANALYTICAL LABORATORY RESULTS
 OF GRAB GROUNDWATER SAMPLES**

Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California

(Page 2 of 2)

Sample ID	Date Collected	Depth (fbs)	ETBE (µg/L)	TAME (µg/L)	TBA (µg/L)	1,2-DCA (µg/L)	EDB (µg/L)	DIPE (µg/L)	Ethanol (µg/L)	Methanol (µg/L)
W-12-HP3	10/05/05	12.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-17-HP3	10/05/05	17.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-27-HP3	10/05/05	27.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-32-HP3	10/05/05	32.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-38-HP3	10/05/05	38.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-43-HP3	10/05/05	43.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---
W-50-HP3	10/05/05	50.0	<0.500	<0.500	<10.0	<0.500	<0.500	<0.500	<50.0	---

Notes:

- W-16-GP1 = Water sample-depth-boring number
- TPHg = Total petroleum hydrocarbons as gasoline analyzed using EPA Method 8015B/8020 (modified).
- TPHd = Total petroleum hydrocarbons as diesel analyzed using EPA Method 8015 (modified).
- MTBE = Methyl tertiary butyl ether analyzed using EPA Method 8260.
- BTEX = Benzene, toluene, ethylbenzene, and total xylenes analyzed using EPA Method 8021b; prior to 08/15/02, analyzed using EPA Method 8020.
- ETBE = Ethyl tertiary butyl ether analyzed using EPA Method 8260.
- TAME = Tertiary amyl methyl ether analyzed using EPA Method 8260.
- TBA = Tertiary butyl alcohol analyzed using EPA Method 8260.
- 1,2-DCA = 1,2-dichloroethane analyzed using EPA Method 8260.
- EDB = 1,2-dibromoethane analyzed using EPA Method 8260.
- DIPE = Di-isopropyl ether analyzed using EPA Method 8260.
- Ethanol = Ethanol analyzed using EPA Method 8260B; prior to 08/15/02, analyzed using EPA Method 8015B.
- Methanol = Methanol analyzed using EPA Method 8015 (modified).
- fbs = Feet below ground surface.
- µg/L = Micrograms per liter.
- < = Less than the stated laboratory reporting limit.
- = Not analyzed.
- a = TPHd re-analyzed using silica gel cleanup.
- b = Chromatogram pattern is not consistent with diesel fuel.
- c = Insufficient water to sample.

TABLE 3A
CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 1 of 6)

Sample ID	Date Collected	Depth (fbs)	TPHd (mg/kg)	TPHg (mg/kg)	MTBE (mg/kg)	B (mg/kg)	T (mg/kg)	E (mg/kg)	X (mg/kg)
Used oil tank pit soil sample reported by City of Mountain View (City of Mountain View, 1/29/86).									
Location 179	01/29/86	—	—	ND	—	—	—	—	—
Tank pit soil samples collected by Kaprelian Engineering, Inc. (KEI, 10/29/86).									
A1	10/07/86	16.0	—	1,600	—	25	66	—	170
A2	10/07/86	16.0	—	5.8	—	<0.1	<0.1	—	<0.1
B1	10/07/86	16.0	—	890	—	25	77	—	80
B2	10/07/86	15.0	—	57	—	1.0	0.5	—	2.0
C1	10/07/86	16.0	—	1,900	—	48	230	—	150
C2	10/07/86	15.0	—	250	—	5.2	11	—	20
D1	10/07/86	15.5	—	800	—	15	23	—	91
F1	10/07/86	15.0	—	120	—	3.0	4.0	—	6.7
F2	10/07/86	16.0	—	1,400	—	29	55	—	110
Monitoring well borings drilled by Kaprelian Engineering, Inc. (KEI, 01/13/87).									
MW1	12/01/86	10.0	—	<1.0	—	<0.1	<0.1	—	<0.1
MW2	12/01/86	10.0	—	2.3	—	<0.1	<0.1	—	<0.1
MW3	12/01/86	10.0	—	<1.0	—	<0.1	<0.1	—	<0.1
MW4	12/01/86	10.0	—	1.9	—	<0.1	<0.1	—	<0.1
Monitoring well borings drilled by Kaprelian Engineering, Inc. (KEI, 10/1/91).									
MW5	05/29/90	5.5	0.0022	<0.001	—	0.0053	0.38	0.015	0.37
MW5	05/29/90	9.5	<0.001	<0.001	—	<0.005	0.31	<0.005	0.0066
MW5	05/29/90	14.5	<0.001	<0.001	—	<0.005	0.28	<0.005	5.4
MW5	05/29/90	18	<0.001	<0.001	—	<0.005	0.51	0.019	0.0054
MW6	05/29/90	5	0.011	<0.001	—	<0.005	0.13	<0.005	<0.005
MW6	05/29/90	10	0.0046	<0.001	—	<0.005	0.12	<0.005	<0.005
MW6	05/29/90	15	0.0027	<0.001	—	<0.005	0.22	<0.005	<0.005
MW6	05/29/90	18.5	0.001	0.0032	—	<0.005	0.0093	0.017	0.045
MW7	05/29/90	5	0.0057	<0.001	—	<0.005	0.013	<0.005	0.0065
MW7	05/29/90	10	0.001	0.0029	—	0.007	0.042	0.038	0.04
MW7	05/29/90	15	0.011	0.013	—	0.016	0.033	0.036	0.038
MW7	05/29/90	18.5	0.0045	0.072	—	0.41	0.31	5	0.67
SB1A	12/12/90	4.25	<1	<1	—	<0.057	<0.057	<0.057	<0.057
SB2A	12/12/90	4.25	<1	<1	—	<0.067	<0.067	<0.067	<0.067
Product Line Excavation Sample Collected by Lowney Associates (ERI, 01/26/01).									
SS1	08/06/91	4.5	1.5	2.5	—	0.016	0.11	0.046	0.023

TABLE 3A
CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 2 of 6)

Sample ID	Date Collected	Depth (fbs)	TPHd (mg/kg)	TPHg (mg/kg)	MTBE (mg/kg)	B (mg/kg)	T (mg/kg)	E (mg/kg)	X (mg/kg)
Product Line Excavation Samples Collected by KEI (09/25/91).									
P1	08/07/91	4.5	0.058	<0.001	---	<0.005	<0.005	<.005	<0.005
P2	08/07/91	3	NA	<0.001	---	<0.005	<0.005	<.005	<0.005
P3	08/07/91	2.5	0.0099	<0.001	---	<0.005	<0.005	<.005	<0.005
P4	08/07/91	2.5	NA	<0.001	---	<0.005	<0.005	<.005	<0.005
P5	08/07/91	3.5	<0.001	<0.001	---	<0.005	<0.005	<0.005	<0.005
Soil borings drilled by Pacific Environmental Group, Inc. August 1995.									
B1	08/29/95	5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B1	08/29/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B1	08/29/95	13	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B1	08/29/95	15	<100	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B1	08/29/95	20	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B1	08/29/95	25	<1.9	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B1	08/29/95	30	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B2	08/29/95	6	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B2	08/29/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B2	08/29/95	15	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B2	08/29/95	20	<1	290	<5	<0.5	<0.5	16	9.8
B2	08/29/95	25	6	2.7	<0.05	<0.005	<0.005	0.0095	0.012
B2	08/29/95	30	<1	1.2	<0.05	<0.005	<0.005	0.014	0.0097
B2	08/29/95	35	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B3	08/29/95	5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B3	08/29/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B3	08/29/95	15	25	56	<3	<0.3	<0.3	<0.3	<0.3
B3	08/29/95	19.5	8.2	79	<3	<0.3	<0.3	0.84	0.44
B3	08/29/95	21	65	710	<30	<3	<3	8.2	12
B3	08/29/95	25.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B3	08/29/95	30	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B4	08/29/95	6	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B4	08/29/95	12.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B4	08/29/95	14	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B4	08/29/95	18	<1	83	<3	0.53	<0.3	1.2	1.1
B4	08/29/95	20	30	1,100	<10	3.5	1.8	13	25
B4	08/29/95	23	12	270	<5	0.58	<0.5	4.5	5.7
B4	08/29/95	28	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B4	08/29/95	30	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B4	08/29/95	34.5	<1	<1	<0.05	<0.005	<0.005	0.0086	0.013
B5	08/30/95	5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B5	08/30/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005

TABLE 3A
CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 3 of 6)

Sample ID	Date Collected	Depth (ftgs)	TPHd (mg/kg)	TPHg (mg/kg)	MTBE (mg/kg)	B (mg/kg)	T (mg/kg)	E (mg/kg)	X (mg/kg)
B5	08/30/95	12	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B5	08/30/95	16.5	30	16	<0.5	<0.05	<0.05	<0.05	0.057
B5	08/30/95	21	15	170	<5	1.2	1.4	2.1	8.9
B5	08/30/95	27	27	630	<10	<1	3.3	9.1	20
B5	08/30/95	30	3.6	71	<3	0.34	0.32	0.58	12.5
B5	08/30/95	35	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B6	08/31/95	5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B6	08/31/95	11	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B6	08/31/95	16	56	5	<0.05	<0.005	<0.005	0.049	0.0076
B6	08/31/95	18.5	93	1,100	<30	<3	<3	17	18
B6	08/31/95	22	2.2	<1	<0.05	<0.005	<0.005	0.019	<0.005
B6	08/31/95	25	<1	<1	<0.05	<0.005	<0.005	0.0084	0.0083
B6	08/31/95	30	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B7	08/31/95	6	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B7	08/31/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B7	08/31/95	12.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B7	08/31/95	16	66	630	<5	<0.5	<0.5	3.5	4.4
B7	08/31/95	22	26	200	<10	<1	<1	<1	3.1
B7	08/31/95	25	<1	<1	<0.05	0.0066	<0.005	0.016	0.044
B7	08/31/95	29.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B8	08/31/95	6	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B8	08/31/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B8	08/31/95	11.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B8	08/31/95	15	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B8	09/01/95	21	17	330	<5	<0.5	0.9	1.9	2.3
B8	09/01/95	25	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B8	09/01/95	29.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B9	09/01/95	6	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B9	09/01/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B9	09/01/95	11.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B9	09/01/95	17.5	61	300	<10	<1	<1	5.5	9.4
B9	09/01/95	20	9.9	6.5	<0.05	0.038	0.009	0.2	0.12
B9	09/01/95	25	<1	<1	<0.05	<0.005	<0.005	0.017	0.018
B9	09/01/95	29.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B10	08/30/95	5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B10	08/30/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B10	08/30/95	12.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B10	08/30/95	16.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
B10	08/30/95	22	180	1,700	<50	<5	<5	7.7	16
B10	08/30/95	25	19	1,000	<30	<3	<3	<3	4.8

TABLE 3A
CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 4 of 6)

Sample ID	Date Collected	Depth (ftgs)	TPHd (mg/kg)	TPHg (mg/kg)	MTBE (mg/kg)	B (mg/kg)	T (mg/kg)	E (mg/kg)	X (mg/kg)
B10	08/30/95	30	2.2	54	<5	<0.5	<0.5	<0.5	0.82
B10	08/30/95	33	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW8	09/01/95	5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW8	09/01/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW8	09/01/95	12	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW8	09/01/95	15	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW8	09/01/95	20	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW8	09/01/95	24	<1	<1	<0.05	0.0074	<0.005	<0.005	<0.005
MW8	09/01/95	25.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW9	09/01/95	5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW9	09/01/95	10	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW9	09/01/95	12.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.0052
MW9	09/01/95	18	1.8	<1	<0.05	<0.005	<0.005	<0.005	0.0052
MW9	09/01/95	20	14	2.3	<0.05	<0.005	<0.005	<0.005	<0.0078
MW9	09/01/95	23.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW9	09/01/95	25	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
MW9	09/01/95	29.5	<1	<1	<0.05	<0.005	<0.005	<0.005	<0.005
Used-Oil UST Pit Sample Collected by EA (07/07/97).									
T1-11 c	05/01/97	11	<1.0	<1.0	<0.025	<0.005	<0.005	<0.005	<0.005
Soil borings drilled by Pacific Environmental Group, Inc. August 1995.									
MW10	09/04/97	15 16.5	<1	<1	—	<0.005	<0.005	<0.005	<0.005
MW10	09/04/97	20 21.5	<1	<1	—	<0.005	<0.005	<0.005	<0.005
Soil borings drilled by Environmental Resolutions in September 1999.									
S-10-GP1	09/17/99	10	<5.0	<1.0	—	<0.005	<0.005	<0.005	<0.005
S-10-GP2	09/17/99	10	<5.0	<1.0	—	<0.005	<0.005	<0.005	<0.005
S-10-GP3	09/16/99	10	<5.0	<1.0	—	<0.005	<0.005	<0.005	<0.005
S-10-GP4	09/16/99	10	<5.0	<1.0	—	<0.005	<0.005	<0.005	<0.005
Soil boring drilled by Environmental Resolutions in May 2001.									
S-9-HP2	05/08/01	9	2.3	<1	<0.005	<0.001	<0.001	<0.001	<0.001
S-21-HP2	05/08/01	21	2.2	<1	<0.005	<0.001	<0.001	<0.001	<0.001
Monitoring wells installed by Environmental Resolutions, Inc March 7, 2002.									
S-MW11-8	03/07/02	8	---	<1.0	<0.025b	<0.0050	<0.0050	<0.0050	<0.0050
S-MW11-12	03/07/02	12	---	<1.0	<0.025b	<0.0050	<0.0050	<0.0050	<0.0050
S-MW12A-6	03/07/02	6	---	<1.0	<0.025b	<0.0050	<0.0050	<0.0050	<0.0050
S-MW12A-12	03/07/02	12	---	<1.0	<0.025b	<0.0050	<0.0050	<0.0050	<0.0050

TABLE 3A
CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 5 of 6)

Sample ID	Date Collected	Depth (ftgs)	TPHd (mg/kg)	TPHg (mg/kg)	MTBE (mg/kg)	B (mg/kg)	T (mg/kg)	E (mg/kg)	X (mg/kg)
S-MW12B-8	03/07/02	8	—	<1.0	<0.025b	<0.0050	<0.0050	<0.0050	<0.0050
S-MW12B-12	03/07/02	12	—	<1.0	<0.025b	<0.0050	<0.0050	<0.0050	<0.0050
Monitoring well installed by Environmental Resolutions, Inc June 17, 2002.									
S-RW1-10	06/17/02	10	<12.8	<6.40	0.488	<0.001	<0.001	<0.001	<0.003
Soil borings installed by Environmental Resolutions, Inc August 15, 2002.									
S-14-GP5	08/15/02	14	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
S-14-GP6	08/15/02	14	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
S-20-GP7	08/15/02	20	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
S-10-GP8	08/15/02	10	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
S-11.5-GP9	08/15/02	11.5	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
Soil borings installed by Environmental Resolutions, Inc September 25, 2002.									
S-16-GP10	09/25/02	16	—	<0.50	0.033	<0.0050	<0.0050	<0.0050	<0.010
S-14.5-GP11	09/25/02	14.5	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
S-18-GP12	09/25/02	18	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
S-16-GP13	09/25/02	16	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
S-19-GP14	09/25/02	19	—	<0.50	<0.025	<0.0050	<0.0050	<0.0050	<0.010
Monitoring wells installed by Environmental Resolutions, Inc April 15, 2005.									
S-10-PZ1	04/15/05	10	10.8	<0.10	<0.0020b	<0.0020	<0.0020	<0.0020	<0.0020
S-14-PZ1	04/15/05	14	<10.1	<0.10	<0.0020b	<0.0020b	<0.0020b	<0.0020b	<0.0020b
S-10-PZ2	04/15/05	10	<10.1	<0.10	<0.0020b	<0.0020b	<0.0020b	<0.0020b	<0.0020b
S-14-PZ2	04/15/05	14	<10.1	<0.10	<0.0020b	<0.0020b	<0.0020b	<0.0020b	<0.0020b
S-10-MW13	04/15/05	10	<9.88	<0.10	<0.0020b	<0.0020b	<0.0020b	<0.0020b	<0.0020b
S-14-MW13	04/15/05	14	<10.1	<0.10	<0.0020b	<0.0020b	<0.0020b	<0.0020b	<0.0020b
Soil boring installed by Environmental Resolutions, Inc September 20, 2005.									
S-10-GP15	09/20/05	10	<4.00	<5.00	<0.00200b	<0.00200b	<0.00200b	<0.00200b	<0.00400b
S-30-GP15	09/20/05	30	<4.00	<5.00	<0.00200b	<0.00200b	<0.00200b	<0.00200b	<0.00400b
S-50-GP15	09/20/05	50	<4.00	<5.00					
Soil stockpile samples.									
Comp. A	11/03/86	—	—	<1.0	—	<0.1	<0.1	—	<0.1
Comp. B	11/03/86	—	—	6.8	—	<0.1	<0.1	—	<0.1
Comp. C	11/03/86	—	—	42	—	<0.1	<0.1	—	0.3
Comp. D	11/03/86	—	—	3.4	—	<0.1	<0.1	—	<0.1
SP (1-4) c	05/01/97	—	57a	<1.0	—	<0.005	<0.005	<0.005	<0.005

TABLE 3A
CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 6 of 6)

Sample ID	Date Collected	Depth (fbs)	TPHd (mg/kg)	TPHg (mg/kg)	MTBE (mg/kg)	B (mg/kg)	T (mg/kg)	E (mg/kg)	X (mg/kg)
S-SP1-(A-D)	03/07/02	--	--	<1.0	--	<0.0050	<0.0050	<0.0050	<0.0050
S-SP1-(A-D)	06/17/02	--	<12.5	13.4	0.321	<0.001	<0.001	<0.001	<0.003
S-SP-1-4	04/15/05	--	<10.0	<5.01	<0.0020b	<0.0020b	<0.0020b	<0.0020b	<0.0020b

Notes:

- S-10-GP1 = Soil - sample depth - boring number.
- TPHg = Total petroleum hydrocarbons as gasoline analyzed using EPA Method 8015B.
- TPHd = Total petroleum hydrocarbons as diesel analyzed using EPA Method 8015B.
- MTBE = Methyl tertiary butyl ether analyzed using EPA Method 8021B.
- BTEX = Benzene, toluene, ethylbenzene, and total xylenes analyzed using EPA Method 8020 or 8021B.
- TBA = Tertiary butyl alcohol analyzed using EPA Method 8260. Prior to September 2005, analyzed using EPA Method 8010B.
- DIPE = Di-Isopropyl ether (Isopropyl ether) analyzed using EPA Method 8260B. Prior to September 2005, analyzed using EPA Method 8010B.
- ETBE = Ethyl tertiary butyl ether analyzed using EPA Method 8260B. Prior to September 2005, analyzed using EPA Method 8010B.
- EDB = 1,2-dibromoethane analyzed using EPA Method 8260B. Prior to September 2005, analyzed using EPA Method 8010B.
- Total Lead = Lead analyzed using EPA Method 6010.
- Add'l VOCs = Additional volatile organic compounds analyzed using EPA Method 8010B.
- Methanol = Methanol analyzed using EPA Method 8015B.
- Ethanol = Ethanol analyzed using EPA Method
- fbs = Feet below ground surface.
- mg/kg = Milligrams per kilogram.
- = Not measured/Not sampled/Not analyzed.
- < = Not detected at or above the stated laboratory method detection limits.
- ND = All analytes not detected at or above the laboratory method detection limits; see laboratory report for complete list.
- a = Hydrocarbon pattern is present in the requested fuel quantitation range but does not resemble the pattern of the requested fuel.
- b = Analyzed using EPA Method 8260B.
- c = Also sampled for total recoverable petroleum hydrocarbons, semi-volatile organic compounds, and metals. See original reports for analytes and reporting limits.

TABLE 3B
ADDITIONAL CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 1 of 3)

Sample ID	Sample Date	Depth (fsgs)	TBA (mg/kg)	DIPE (mg/kg)	ETBE (mg/kg)	1,2-DCA (mg/kg)	TAME (mg/kg)	EDB (mg/kg)	Add'l VOCs (mg/kg)	Methanol (mg/kg)	Ethanol (mg/kg)	Total Lead (mg/kg)
Used oil tank pit soil sample reported by City of Mountain View (City of Mountain View, 1/29/86). Not analyzed for these analytes.												
Tank pit soil samples collected by Kaprellan Engineering, Inc. (KEI, 10/29/86). Not analyzed for these analytes.												
Monitoring well borings drilled by Kaprellan Engineering, Inc. (KEI, 01/13/87). Not analyzed for these analytes.												
Monitoring well borings drilled by Kaprellan Engineering, Inc. (KEI, 10/01/91). Not analyzed for these analytes.												
Product Line Excavation Sample Collected by Lowmay Associates (ERI, 01/26/01). Not analyzed for these analytes.												
Product Line Excavation Samples Collected by KEI (09/25/91). Not analyzed for these analytes.												
Soil borings drilled by Pacific Environmental Group, Inc. August 1995. Not analyzed for these analytes.												
Used-Oil UST Pit Sample Collected by EA (07/07/97).												
T1-11 c	05/01/97	11	—	—	—	—	—	—	ND	—	—	—
Soil borings drilled by Pacific Environmental Group, Inc. August 1995. Not analyzed for these analytes.												
Soil borings drilled by Environmental Resolutions In September 1999.												
S-10-GP1	09/17/99	10	<0.100	<0.00500	<0.00500	<0.00500	<0.00500	<0.00500	ND	<1.0	—	---
S-10-GP2	09/17/99	10	<0.100	<0.00500	<0.00500	<0.00500	<0.00500	<0.00500	ND	<1.0	—	---
S-10-GP3	09/16/99	10	<0.100	<0.00500	<0.00500	<0.00500	<0.00500	<0.00500	ND	<1.0	—	---
S-10-GP4	09/16/99	10	<0.100	<0.00500	<0.00500	<0.00500	<0.00500	<0.00500	ND	<1.0	—	---
Soil boring drilled by Environmental Resolutions In May 2001.												
S-9-HP2	05/08/01	9	<0.5	<0.01	<0.005	<0.005	<0.005	<0.005	—	<1	---	---
S-21-HP2	05/08/01	21	<0.5	<0.01	<0.005	<0.005	<0.005	<0.005	—	<1	---	---
Monitoring wells installed by Environmental Resolutions, Inc March 7, 2002.												
S-MW11-8	03/07/02	8	<0.50	<0.025	<0.025	<0.025	<0.025	<0.025	—	—	---	---
S-MW11-12	03/07/02	12	<0.50	<0.025	<0.025	<0.025	<0.025	<0.025	—	—	---	---
S-MW12A-6	03/07/02	6	<0.50	<0.025	<0.025	<0.025	<0.025	<0.025	—	—	---	---

TABLE 3B
ADDITIONAL CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 2 of 3)

Sample ID	Sample Date	Depth (fogs)	TBA (mg/kg)	DIPE (mg/kg)	ETBE (mg/kg)	1,2-DCA (mg/kg)	TAME (mg/kg)	EDB (mg/kg)	Add'l VOCs (mg/kg)	Methanol (mg/kg)	Ethanol (mg/kg)	Total Lead (mg/kg)
S-MW12A-12	03/07/02	12	<0.50	<0.025	<0.025	<0.025	<0.025	<0.025	---	---	---	---
S-MW12B-8	03/07/02	8	<0.50	<0.025	<0.025	<0.025	<0.025	<0.025	---	---	---	---
S-MW12B-12	03/07/02	12	<0.50	<0.025	<0.025	<0.025	<0.025	<0.025	---	---	---	---
Monitoring well installed by Environmental Resolutions, Inc June 17, 2002.												
S-RW1-10	06/17/02	10	---	---	---	---	---	---	---	---	---	---
Soil borings installed by Environmental Resolutions, Inc August 15, 2002.												
Not analyzed for these analytes.												
Soil borings installed by Environmental Resolutions, Inc September 25, 2002.												
Not analyzed for these analytes.												
Monitoring wells installed by Environmental Resolutions, Inc April 15, 2005.												
S-10-PZ1	04/15/05	10	<0.0496	<0.0020	<0.0020	<0.0020	<0.0020	<0.00198	---	---	<0.200	---
S-14-PZ1	04/15/05	14	<0.0501	<0.0020	<0.0020	<0.0020	<0.0020	<0.00200	---	---	<0.200	---
S-10-PZ2	04/15/05	10	<0.0499	<0.0020	<0.0020	<0.0020	<0.0020	<0.00200	---	---	<0.200	---
S-14-PZ2	04/15/05	14	<0.0497	<0.0020	<0.0020	<0.0020	<0.0020	<0.00199	---	---	<0.199	---
S-10-MW13	04/15/05	10	<0.0499	<0.0020	<0.0020	<0.0020	<0.0020	<0.00200	---	---	<0.200	---
S-14-MW13	04/15/05	14	<0.0499	<0.0020	<0.0020	<0.0020	<0.0020	<0.00200	---	---	<0.200	---
S-SP-1-4	04/15/05	---	<0.0504	<0.0020	<0.0020	<0.0020	<0.0020	<0.00202	---	---	<0.202	---
Soil boring installed by Environmental Resolutions, Inc September 20, 2005.												
S-10-GP15	09/20/05	10	<0.0500	<0.0500	<0.00200	<0.0500	<0.00200	<0.00200	ND	---	<0.200	---
S-30-GP15	09/20/05	30	<0.0500	<0.0500	<0.00200	<0.0500	<0.00200	<0.00200	ND	---	<0.200	---
S-50-GP15	09/20/05	50	<0.0500	<0.0500	<0.00200	<0.0500	<0.00200	<0.00200	ND	---	<0.200	---
Soil stockpile samples.												
Comp. A	11/03/86	---	---	---	---	---	---	---	---	---	---	---
Comp. B	11/03/86	---	---	---	---	---	---	---	---	---	---	---
Comp. C	11/03/86	---	---	---	---	---	---	---	---	---	---	---
Comp. D	11/03/86	---	---	---	---	---	---	---	---	---	---	---
SP (1-4) c	05/01/97	---	---	---	---	---	---	---	ND	---	---	ND
S-SP1-(A-D)	03/07/02	---	---	---	---	<0.050	---	<0.050	ND	---	---	64
S-SP1-(A-D)	06/17/02	---	---	---	---	<0.0025	---	<0.0025	ND	---	---	3.14
S-SP-(1-4)	10/06/05	---	<0.0500	<0.00200	<0.0500	<0.00200	<0.00200	<0.00200	ND	---	<0.200	9.82

TABLE 3B
ADDITIONAL CUMULATIVE ANALYTICAL RESULTS OF SOIL SAMPLES
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 3 of 3)

Notes:

S-10-GP1	= Soil - sample depth - boring number.
TPHg	= Total petroleum hydrocarbons as gasoline analyzed using EPA Method 8015B.
TPHd	= Total petroleum hydrocarbons as diesel analyzed using EPA Method 8015B.
MTBE	= Methyl tertiary butyl ether analyzed using EPA Method 8021B.
BTEX	= Benzene, toluene, ethylbenzene, and total xylenes analyzed using EPA Method 8020 or 8021B.
TBA	= Tertiary butyl alcohol analyzed using EPA Method 8260. Prior to September 2005, analyzed using EPA Method 8010B.
DIPE	= Di-isopropyl ether (Isopropyl ether) analyzed using EPA Method 8260B. Prior to September 2005, analyzed using EPA Method 8010B.
ETBE	= Ethyl tertiary butyl ether analyzed using EPA Method 8260B. Prior to September 2005, analyzed using EPA Method 8010B.
EDB	= 1,2-dibromoethane analyzed using EPA Method 8260B. Prior to September 2005, analyzed using EPA Method 8010B.
Total Lead	= Lead analyzed using EPA Method 6010.
Add'l VOCs	= Additional volatile organic compounds analyzed using EPA Method 8010B.
Methanol	= Methanol analyzed using EPA Method 8015B.
Ethanol	= Ethanol analyzed using EPA Method
fbgs	= Feet below ground surface.
mg/kg	= Milligrams per kilogram.
--	= Not measured/Not sampled/Not analyzed.
<	= Not detected at or above the stated laboratory method detection limits.
ND	= All analytes not detected at or above the laboratory method detection limits; see laboratory report for complete list.
a	= Hydrocarbon pattern is present in the requested fuel quantitation range but does not resemble the pattern of the requested fuel.
b	= Analyzed using EPA Method 8260B.
⊕	= Also sampled for total recoverable petroleum hydrocarbons, semi-volatile organic compounds, and metals. See original reports for analytes and reporting limits.

TABLE 4
Well Construction Details
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 1 of 2)

Well ID	Well Installation	TOC Elevation (fmsl)	Casing Material	Total Depth (fogs)	Well Depth (fogs)	Borehole Diameter (inches)	Well Diameter (inches)	Screened Interval (fogs)	Slot Size (inches)	Filter Pack Interval (fogs)	Filter Pack Material
MW1	12/1/1986	48.62	PVC	25	25	9	2	7-25	0.020	5-25	#6 Monterey Sand
MW2	12/1/1986	47.37	PVC	25	25	9	2	7-25	0.020	5-25	#6 Monterey Sand
MW3	12/1/1986	46.58	PVC	25	25	9	2	7-25	0.020	5-25	#6 Monterey Sand
MW4	12/1/1986	47.97	PVC	25	25	9	2	7-25	0.020	5-25	#6 Monterey Sand
MW5	5/30/1990	45.8	PVC	32	32	9	2	12-32	0.010	10-32	RMC Lonestar Sand
MW6	5/29/1990	46.11	PVC	32	32	9	2	12-32	0.010	10-32	RMC Lonestar Sand
MW7	5/29/1990	46.87	PVC	32	32	9	2	12-32	0.010	10-32	RMC Lonestar Sand
MW8	9/1/1995	47.38	PVC	30	30	10	4	7-30	0.020	5-30	#3 Sand
MW9	9/1/1995	46.22	PVC	29.5	29.5	10	4	7-29.5	0.020	5-29.5	#3 Sand
MW10	9/4/1997	42.25	PVC	21	21	8.25	2	6-21	0.020	5-21	#3 Sand
MW12A	3/7/2002	46.36	PVC	16	16	8	2	6-16	0.020	5-16	#3 Sand
MW12B	3/7/2002	46.65	PVC	25	25	8	2	20.5-24	0.020	20-25	#3 Sand
MW13	4/15/2005	43.67	PVC	19.5	18	8	2	8-18	0.020	6-18	#3 Sand
PZ1	4/15/2005	45.73	PVC	18	18	8	2	8-18	0.020	5-18	#3 Sand
PZ2	4/15/2005	42.91	PVC	19.5	18	8	2	8-18	0.020	6-18	#3 Sand

TABLE 4
Well Construction Details
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 2 of 2)

Well ID	Well Installation	TOC Elevation (fmsl)	Casing Material	Total Depth (fbgs)	Well Depth (fbgs)	Borehole Diameter (inches)	Well Diameter (inches)	Screened Interval (fbgs)	Slot Size (inches)	Filter Pack Interval (fbgs)	Filter Pack Material
RW1	6/17/2002	---	PVC	30	30	10	4	10-30	0.020	9-30	#3 Sand
RW2	5/14/2003	---	PVC	31	31	12	6	10-30	0.020	9-30	#3 Sand
TP1	5/2/2001	---	PVC	12	12	4	3	2-12	0.020	---	---

Notes:

TOC = Top of well casing elevation; datum is mean sea level.

fmsl = Feet above mean sea level.

fbgs = Feet below ground surface.

PVC = Polyvinyl chloride.

**TABLE 5
OPERATION AND PERFORMANCE DATA
FOR GROUNDWATER EXTRACTION AND TREATMENT SYSTEM**

Former Exxon Service Station 7-0230

334 San Antonio Road

Mountain View, California

(Page 1 of 6)

Date	Totalizer Reading (gal)	Flow since last (gpm)	Effluent flow (gpm)	Sample ID	Analytical Data a					MTBE (ug/L)	TPH _g Removed		Benzene Removed		MTBE Removed		TTO (mg/L)
					TPH _g (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)		Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	
Groundwater Extraction and Treatment System installed July 2003. System startup August 8, 2003.																	
Start	0	0	0								0		0		0		
09/08/03	1680	1,680	nm	W-INF	670	15	< 10	110	28	730	0.009	0.009	0.0002	0.0002	0.010	0.010	0.855
				W-INT1	< 50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50							---
				W-INT2	< 50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50							---
				W-EFF	< 50	< 0.50	< 0.50	< 0.50	< 0.50	< 0.50							ND
09/14/03	1680	0	nm	Authorization to discharge Baker Tank water obtained. Discharge 1680 gallons to sewer system, left system off until ExxonMobil post construction walk through.													
09/16/03	1,685	5	10	System down on arrival. Restarted. Running on departure. Pulled RW1 pump for repair.													
09/18/03	21,180	19,495	8	W-INF	643	4.30	< 1.0	20.6	10.9	158	0.107	0.116	0.0016	0.0018	0.085	0.095	0.192
				W-INT1	< 50	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-INT2	< 50	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-EFF	< 50	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							ND
09/24/03	69,380	48,200	8	System running on arrival and departure.													
10/01/03	71,000	1,620	8	W-INF	1080	14.6	0.7	22.3	11.3	258	0.358	0.474	0.0039	0.0057	0.140	0.235	0.291
				W-INT1	< 50	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-INT2	< 50	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-EFF	< 50	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							ND
10/08/03	127,360	56,360	8	System running on arrival and departure.													
10/15/03	195,740	68,380	8	System running on arrival and departure.													
10/22/03	237,800	42,060	8	System running on arrival and departure.													
10/29/03	279,280	41,480	5	System running on arrival and departure.													
11/05/03	320,530	41,250	9	W-INF	672	5.20	< 1.00	13.2	6.00	61.5	1.824	2.298	0.0206	0.0263	0.397	0.632	0.085
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND
11/12/03	367,940	47,410	8.5	System running on arrival and departure. OIMS 4th quarter.													
11/18/03	409,490	41,950	9	System running on arrival and departure.													
11/25/03	471,360	61,870	9	System running on arrival and departure.													

**TABLE 5
OPERATION AND PERFORMANCE DATA
FOR GROUNDWATER EXTRACTION AND TREATMENT SYSTEM**

Former Exxon Service Station 7-0230

334 San Antonio Road

Mountain View, California

(Page 2 of 6)

Date	Totalizer Reading (gal)	Flow since last (gpm)	Effluent flow (gpm)	Sample ID	TPHg (ug/L)	Analytical Data a					TPHg Removed		Benzene Removed		MTBE Removed		TTO (mg/L)
					B	T	E	X	MTBE	Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)		
12/02/03	Shut system down to investigate system problems.																
12/03/03	System down on arrival for troubleshooting. RW-2 not shutting down upon high levels. Collected samples of containment water. System down on departure.																
	511,470	40,110	8	W-CONT	50.7	< 0.50	< 0.5	< 0.5	< 0.5	9.7							
12/03/03	System down on arrival. Operated system to treat and discharge secondary containment. System down on departure.																
	512,380	910	8														
12/30/03	System down on arrival. Operated system to treat and discharge secondary containment (rain water). System down on departure.																
	512,630	250	8														
1/8-1/9/04	System down on arrival, replaced all relays and sockets in control panel. Installed an auto-dialer as requested from City of Mountain View.																
01/14/04	System down on arrival. Programmed auto-dialer (inspected by Eric Anderson with City of MV). Restarted system and collected monthly samples. Running on departure. 1st qtr OIMS.																
	512,670	40	12	W-Inf	594	7.20	< 1.00	10.4	< 1.00	81.0	1.015	3.313	0.0099	0.0363	0.179	0.811	0.099
				W-Int 1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-Int 2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-Eff	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND
01/21/04	System down on arrival. Restarted and reset system. Running on departure.																
	560,750	48,080	nm														
01/24/04	System running on arrival. Shut down on departure to troubleshoot sump pump and GFI plug.																
01/29/04	System down on arrival. Restarted and reset system. Running on departure.																
	584,890	24,140	11.4														
02/05/04	System running on arrival and departure. Collected monthly samples.																
	639,350	54,460	10.2	W-INF	491	7.00	0.6	10.3	3.4	16.7	0.573	3.886	0.0075	0.0438	0.023	0.834	0.032
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND
02/16/04	System running on arrival, down on departure.																
	734,010	94,660	nm														
02/19/04	System down on arrival and running on departure.																
	734,800	790	14.3														
02/22/04	System running on arrival, investigating auto-dialer call out.																
	734,800	0	14.3														
02/26/04	System down on arrival and running on departure.																
	780,000	45,200	14.5														
02/27/04	System running on arrival and departure.																
	nm	nm															
03/04/04	System running on arrival and departure.																
	837,140	57,140	10.3														
03/11/04	System running on arrival and departure. Collected monthly samples.																
	895,860	58,720	10.9	W-INF	371	2.30	< 1.0	2.80	< 1.0	6.24	0.922	4.809	0.0100	0.0537	0.031	0.865	0.038
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND

TABLE 5
OPERATION AND PERFORMANCE DATA
FOR GROUNDWATER EXTRACTION AND TREATMENT SYSTEM
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 3 of 6)

Date	Totalizer Reading (gal)	Flow since last (gpm)	Effluent flow (gpm)	Sample ID	Analytical Data a					TPHg	MTBE	TPHg Removed		Benzene Removed		MTBE Removed		TTO (mg/L)
					TPHg (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)			Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	
03/14/04	System running on arrival, onsite to respond to auto-dialer call out. Changed out bag filter, system left running on departure.																	
03/18/04	953,560	57,700	11.5															
03/25/04	Responded to auto-dialer call out. System down on arrival and departure for high water level in well box RW2. Locked and tagged system out.																	
	1,011,410	57,850	nm															
03/26/04	System down on arrival and running on departure.																	
	1,011,460	57,900	11.4															
04/01/04	System running on arrival and departure.																	
	1,061,700	50,240	11	W-INF	100	1.20	< 1.00	< 1.00	< 1.00	3.90	0.326	5.134	0.0024	0.0561	0.010	0.875	0.011	
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---	
				W-INT2	52.3	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---	
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND	
04/07/04	System running on arrival and departure.																	
	1,109,600	48,100	12.5															
04/12/04	System running on arrival and departure.																	
	1,151,990	42,190	12.6															
04/19/04	System running on arrival and departure.																	
	1,209,490	57,500	12.4															
04/26/04	System running on arrival and departure.																	
	1,267,910	58,420	11.2															
05/03/04	System running on arrival and departure.																	
	1,325,610	57,900	11.1	W-INF	129	< 1.00	< 1.00	< 1.00	< 1.00	2.90	0.252	5.387	< 0.0024	< 0.0586	0.011	0.886	0.013	
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---	
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---	
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND	
05/10/04	System running on arrival and departure.																	
	1,382,130	56,320	11															
05/17/04	System running on arrival and departure.																	
	1,430,290	48,160	11															
05/24/04	System running on arrival and departure.																	
	1,480,580	50,290	12.2															
06/04/04	System running on arrival and departure.																	
	1,557,610	71,030	12	W-INF	129	< 1.00	< 1.00	< 1.00	< 1.00	3.20	0.249	5.636	< 0.0019	< 0.0605	0.009	0.895	0.13	
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---	
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---	
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND	
06/07/04	System running on arrival and departure.																	
	1,579,160	21,550	12.1															
06/14/04	System running on arrival and departure.																	
	1,628,950	49,790	12.5															
06/21/04	System running on arrival and departure.																	
	1,673,870	44,920	12.6															

**TABLE 5
OPERATION AND PERFORMANCE DATA
FOR GROUNDWATER EXTRACTION AND TREATMENT SYSTEM**

Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 4 of 6)

Date	Totalizer Reading (gal)	Flow since last (gpm)	Effluent flow (gpm)	Sample ID	Analytical Data a					TPHg Removed		Benzene Removed		MTBE Removed		TTO (mg/L)	
					TPHg (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE (ug/L)	Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	Per Period (lb)		Cumulative (lb)
06/28/04	System running on arrival and departure.																
	1,715,020	41,150	12.6														
07/07/04	System running on arrival and departure.																
	1,779,480	64,460	5.0	W-INF	97.8	< 1.00	< 1.00	< 1.00	< 1.00	2.80	0.210	5.846	< 0.0019	< 0.0623	0.008	0.903	0.10
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND
07/12/04	System running on arrival and departure.																
	1,815,930	36,450	12.2														
07/19/04	System running on arrival and departure.																
	1,866,360	50,430	11.9														
07/26/04	System running on arrival and departure.																
	1,917,960	51,600	11														
08/02/04	System running on arrival and departure.																
	1,983,210	45,250	12	W-INF	106	< 1.00	< 1.00	< 1.00	< 1.00	2.10	0.156	6.002	< 0.0015	< 0.0639	0.005	0.908	0.11
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-EFF	60.8	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							0.06
08/09/04	System running on arrival and departure.																
	2,010,580	47,370	12.2														
08/13/04	System call out, respond to verify proper system operation.																
08/16/04	System running on arrival and departure.																
	2,057,180	46,600	12.2														
08/25/04	System running on arrival and departure.																
	2,118,100	60,920	11.8														
08/30/04	System running on arrival and departure.																
	2,153,840	35,740	12														
08/09/04	System running on arrival and departure.																
	2,010,580	47370	12.2														
08/16/04	System running on arrival and departure.																
	2,057,180	46,600	12.2														
08/25/04	System running on arrival and departure.																
	2,118,100	60,920	11.8														
08/30/04	System running on arrival and departure.																
	2,153,840	35,740	12														
09/07/04	System running on arrival and departure.																
	2,208,420	64,580	13	W-INF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	1.10	< 0.160	< 6.162	< 0.0020	< 0.0659	0.004	0.913	<0.001
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5							---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND

TABLE 5
 OPERATION AND PERFORMANCE DATA
 FOR GROUNDWATER EXTRACTION AND TREATMENT SYSTEM
 Former Exxon Service Station 7-0230
 334 San Antonio Road
 Mountain View, California
 (Page 5 of 6)

Date	Totalizer Reading (gal)	Flow since last (gpm)	Effluent flow (gpm)	Sample ID	Analytical Data a						TPHg Removed		Benzene Removed		MTBE Removed		TTO (mg/L)
					TPHg (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE (ug/L)	Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	
09/15/04	System running on arrival and departure.																
	2,262,520	54,100	13														
09/28/04	System running on arrival and departure.																
	2,352,770	90,250	12.5														
10/05/04	System running on arrival and departure.																
	2,404,470	51,700	12.5														
10/13/04	System running on arrival and departure.																
	2,456,690	54,220	11.3	W-INF	54.0	< 1.00	< 1.00	< 1.00	< 1.00	1.40	< 0.109	< 6.271	< 0.0021	< 0.0680	0.004	0.917	0.06
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5						---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5						---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00						ND
10/20/04	System running on arrival and departure.																
	2,507,690	49,000	10.7														
10/27/04	System running on arrival and departure.																
	2,557,900	50,210	11.4														
11/01/04	System running on arrival and departure.																
	2,593,190	35,290	11.7														
11/10/04	System running on arrival and departure.																
	2,657,270	64,080	11.4	W-INF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	1.20	< 0.056	< 6.357	< 0.0017	< 0.0597	0.003	0.920	<0.001
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5						---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5						---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00						ND
11/17/04	System running on arrival and departure.																
	2,707,250	49,980	11.4														
11/22/04	System running on arrival and departure.																
	2,742,690	35,440	11.4														
12/01/04	System running on arrival and departure.																
	2,805,170	62,480	11														
12/08/04	System running on arrival and departure.																
	2,852,620	47,650	11.2	W-INF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	1.00	< 0.082	< 6.438	< 0.0016	< 0.0713	0.003	0.923	<0.001
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	3.4	< 0.5							---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	2.8	< 0.5							---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00							ND
12/15/04	System running on arrival and departure.																
	2,898,630	46,010	11.5														
12/20/04	System running on arrival and departure.																
	2,931,900	33,070	11.5														
12/31/04	System running on arrival and departure.																
	3,002,600	70700	11.2														

TABLE 5
OPERATION AND PERFORMANCE DATA
FOR GROUNDWATER EXTRACTION AND TREATMENT SYSTEM
Former Exxon Service Station 7-0230
334 San Antonio Road
Mountain View, California
(Page 6 of 6)

Date	Totalizer Reading (gal)	Flow since last (gpm)	Effluent flow (gpm)	Sample ID	Analytical Data a					TPHg Removed		Benzene Removed		MTBE Removed		TTO (mg/L)	
					TPHg (ug/L)	B (ug/L)	T (ug/L)	E (ug/L)	X (ug/L)	MTBE (ug/L)	Per Period (lb)	Cumulative (lb)	Per Period (lb)	Cumulative (lb)	Per Period (lb)		Cumulative (lb)
01/08/05	System running on arrival and departure.																
	3,051,970	49,370	11.2														
01/14/05	System running on arrival and departure.																
	3,089,580	37,610	11.1	W-INF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 0.099	< 6.537	< 0.0020	< 0.0733	< 0.003	< 0.925	<0.001
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	ND
01/21/05	System running on arrival and departure.																
	3,131,480	41,900	11.1														
01/28/05	System running on arrival and departure.																
	3,173,140	41,660	11.1														
2/5/2005	System running on arrival and shut down on departure.																
	3,219,510	46,370	10.8	W-INF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 0.054	< 6.591	< 0.0011	< 0.0744	< 0.002	< 0.927	<0.001
				W-INT1	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	---
				W-INT2	< 50.0	< 0.50	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	< 0.5	---
				W-EFF	< 50.0	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	< 1.00	ND

Notes:

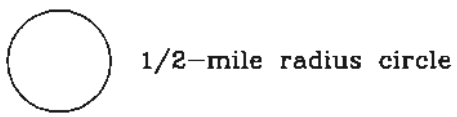
- W-INF = Water sample collected at the influent sample port.
- W-INT1 = Water sample collected at the first intermediate sample port, between the first and second carbon vessels..
- W-INT2 = Water sample collected at the second intermediate sample port, between the second and third carbon vessels.
- W-EFF = Water sample collected at the effluent sample port.
- W-CONT = Water sample collected from within the secondary containment berm.
- < = Less than the stated laboratory method reporting limit.
- = Not sampled/Not analyzed/Not recorded.
- ND = Analyte not detected at or above reporting limit.
- TPHg = Total petroleum hydrocarbons as gasoline analyzed using EPA Method 6015B.
- BTEX = Benzene, toluene, ethylbenzene, and total xylenes analyzed using EPA Method 8021B.
- MTBE = Methyl tertiary butyl ether analyzed using EPA Method 8260B or EPA Method 624.
- TTO = Sum of concentrations (greater than reporting limit) of individual volatile organic compounds by EPA Method 624; see laboratory analytical reports for individual constituent concentrations.
- gal = Gallons.
- gpm = Gallons per minute.
- cu. Ft. = Cubic feet.
- RW1 = Recover Well 1.
- RW2 = Recover Well 2.
- T-pump = Transfer pump.
- psi = Pounds per square inch.
- ug/L = Micrograms per liter.
- lb = Pounds.
- a = If value is below laboratory reporting limit, then reporting limit is used for mass removal calculations.
- NM = Not measured/Not recorded



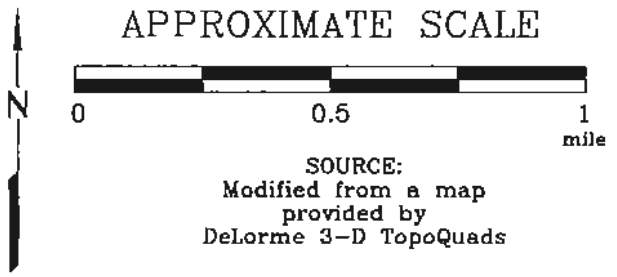
1 D TopoQuads Copyright © 1999 Delorme Vermont, ME 05801 Source Data: USGS 1:50,000 Scale 1:10,000 Detail: 1:5000 Datum: WGS84

FN 2470TOPO

EXPLANATION



APPROXIMATE SCALE



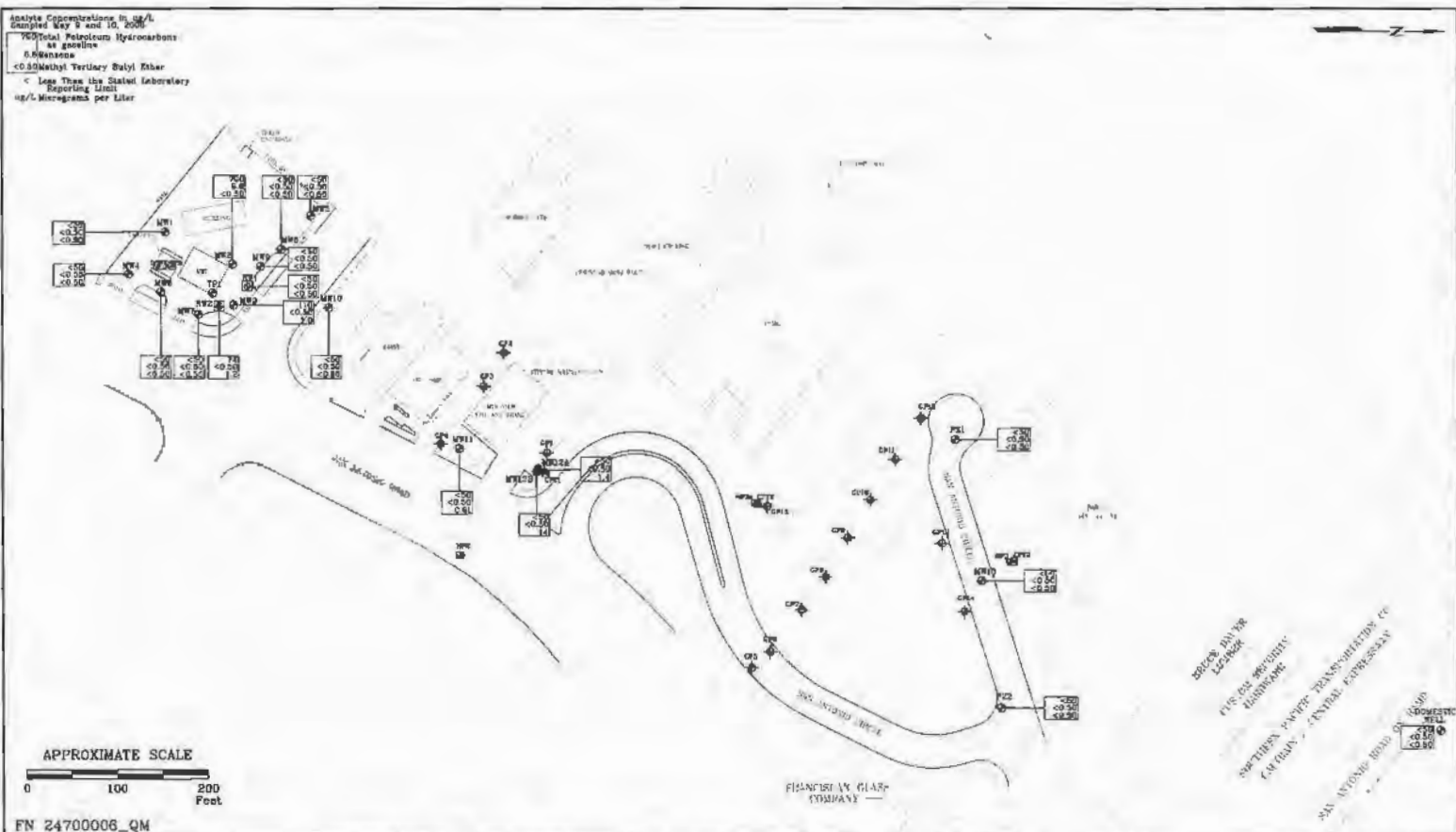
SOURCE:
Modified from a map
provided by
Delorme 3-D TopoQuads



SITE VICINITY MAP

FORMER EXXON SERVICE STATION 7-0230
334 San Antonio Road
Mountain View, California

PROJECT NO.
2470
PLATE
1



SELECT ANALYTICAL RESULTS
May 9 and 10, 2006
 FORMER
 EXXON SERVICE STATION 7-0230
 334 San Antonio Road
 Mountain View, California

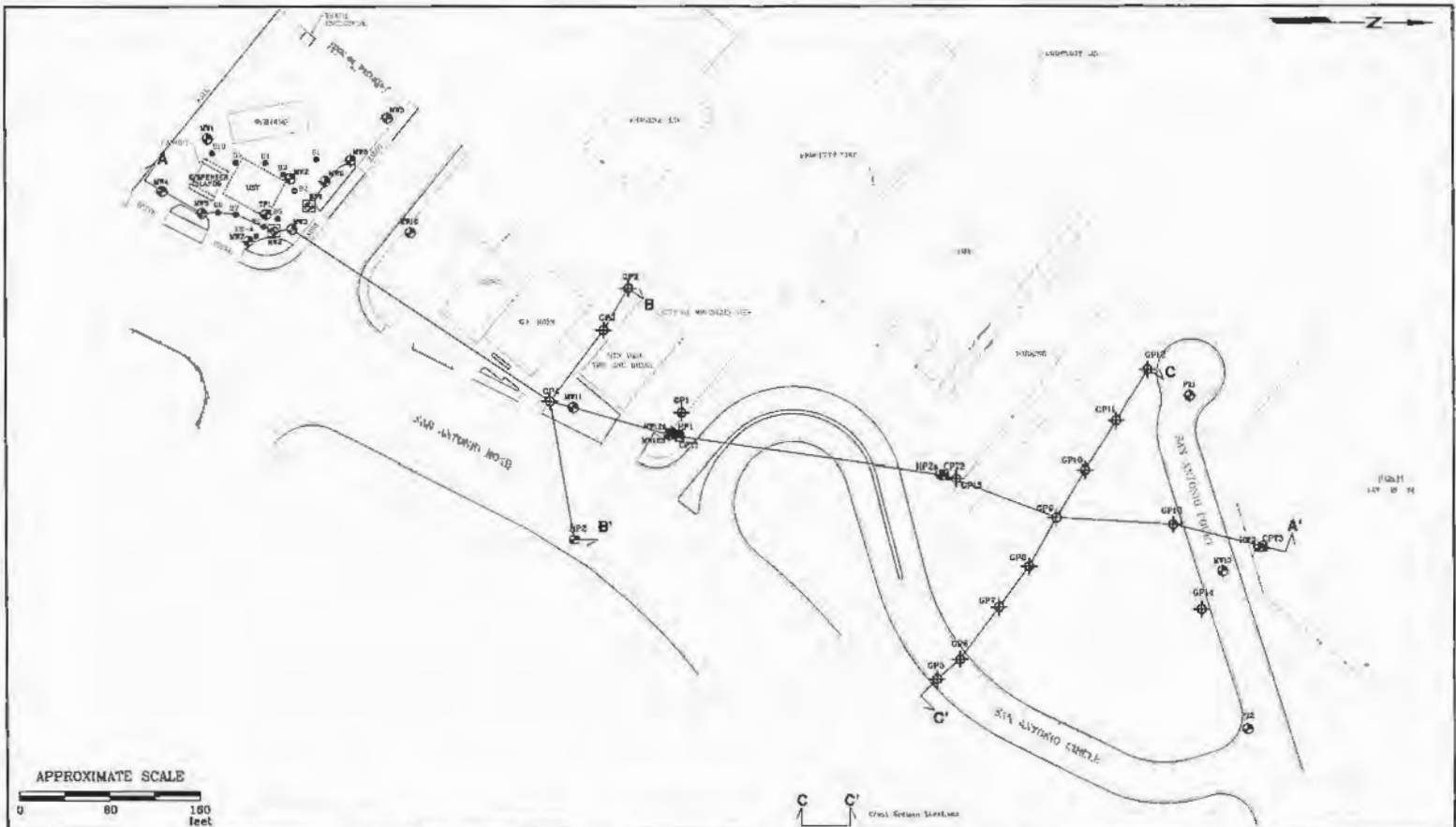
EXPLANATION

- URW3 Groundwater Monitoring Well
- TF1 Tank #11 Well
- RW1 Recovery Well
- PZ1 Piezometer
- DOMESTIC WELL Domestic Well
- HP1 Hydrophobic Boring
- GP1S Shovel-Push Boring
- CP12 Cone Penetration Test Spring

PROJECT NO.
 2470

PLATE
 2





APPROXIMATE SCALE
 0 80 180
 feet



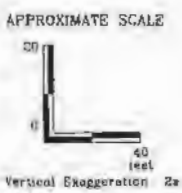
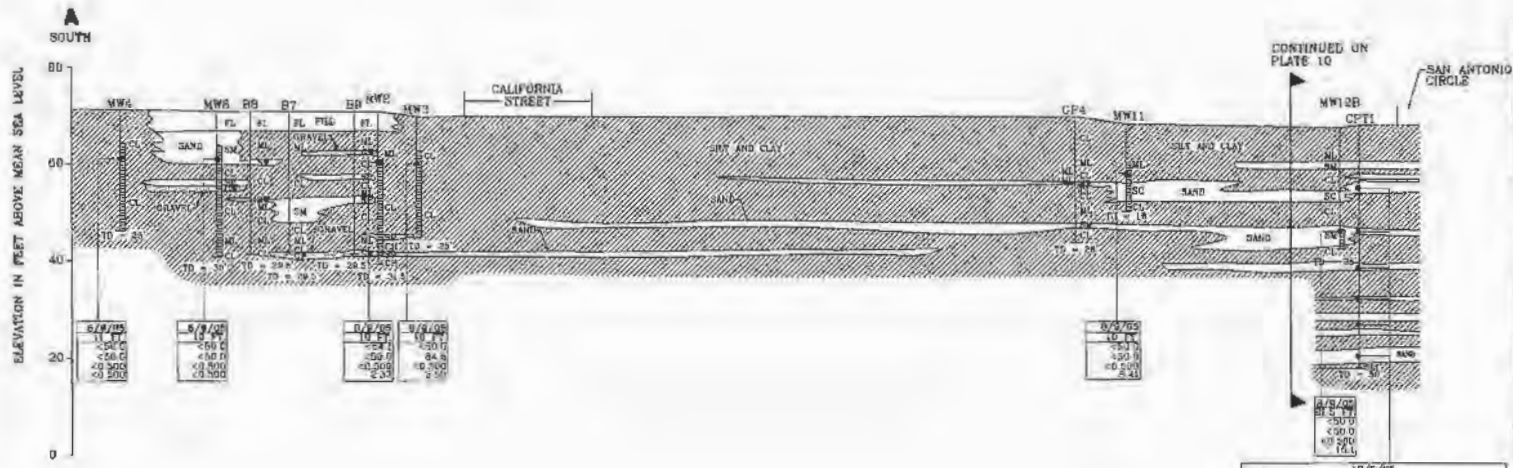
PN 24700005b_SP

CROSS SECTION LOCATION MAP
 FORMER
 EXXON SERVICE STATION 7-0230
 334 San Antonio Road
 Mountain View, California

EXPLANATION

- MW12 Groundwater Monitoring Well
- TP1 Tank Pit Well
- PZ2 Piezometer
- RW1 Recovery Well
- HP2 Hydroponic Bedding
- GPLB Direct-Flush Boring
- EDD Test Driven by Utility
- CPZD Core Penetration Test Boring

PROJECT NO.
 2470
PLATE
 4



10/6/05											
10	11	12	13	14	15	16	17	18	19	20	21
2.88	9.14	7.80	9.35	3.55	10.25	1.00	1.00	1.00	1.00	1.00	1.00
<50.0	232	<50.0	<50.0	<50.0	<50.0	<50.0	<50.0	<50.0	<50.0	<50.0	<50.0
<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500
1.77	247	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500	<0.500

Analyte Concentrations in µg/L

10/6/05 Sample Date

10.0 ft Sample Depth

2.00 Total Petroleum Hydrocarbons (µg/L)

<0.50 Total Petroleum Hydrocarbons (µg/L)

<0.50 Benzene (µg/L)

<0.50 Methyl Tertiary Butyl Ether (µg/L)

< Less Than the State Laboratory Reporting Limit

µg/L Micrograms per Liter

Chromatogram pattern is not consistent with diesel fuel.

FN 2470XSAA_2



CROSS SECTION A-A'
Southern Portion
 FORMER
 EXXON SERVICE STATION 7-0230
 334 San Antonio Road
 Mountain View, California

EXPLANATION

Gravel

Silt, Silt and Clay

Sand

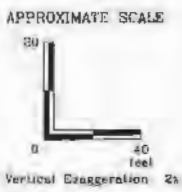
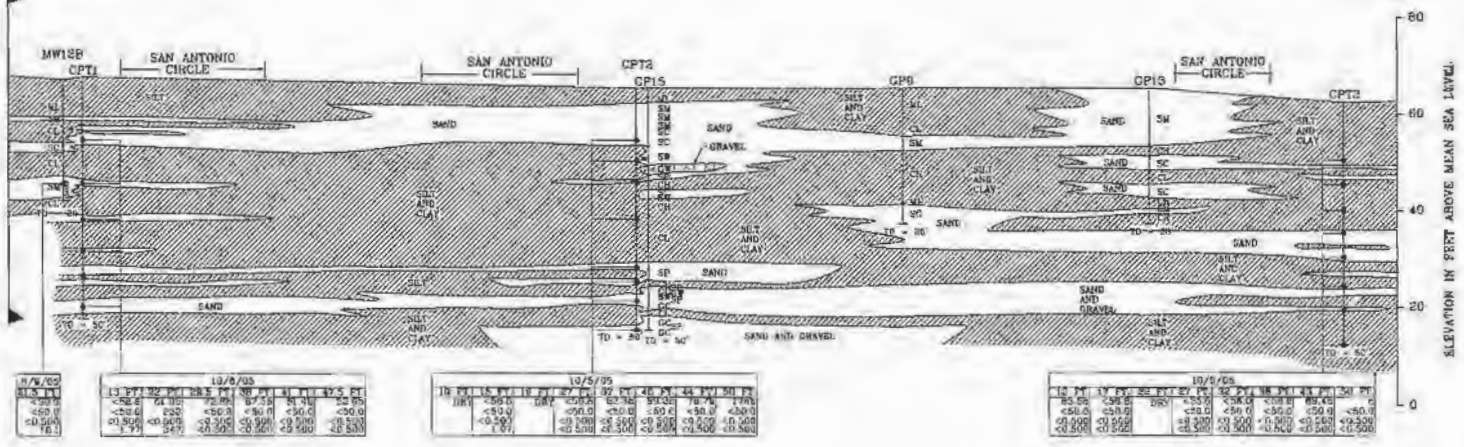
10 = Total Depth

PROJECT NO.
2470

PLATE
5

CONTINUED FROM
PLATE 5

A'
NORTH



Analyte Concentrations in ug/L

TOXIC Sample Date: 10/5/95

- 50 Total Organic Gases
- 1000 Total Petroleum Hydrocarbons as Gases
- 50 Total Petroleum Hydrocarbons as Liquids
- 5000 Benzene
- 5000 Methyl Tertiary Butyl Ether

Less than the Stated Laboratory Reporting Limit

ug/L: Micrograms per liter

Chromatogram pattern is not consistent with diesel fuel.

Insufficient water to sample

PN 2470XSAA_2a

CROSS SECTION A-A'
Northern Portion
FORMER
EXXON SERVICE STATION 7-0230
334 San Antonio Road
Mountain View, California

EXPLANATION

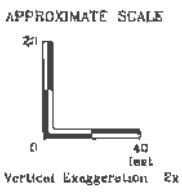
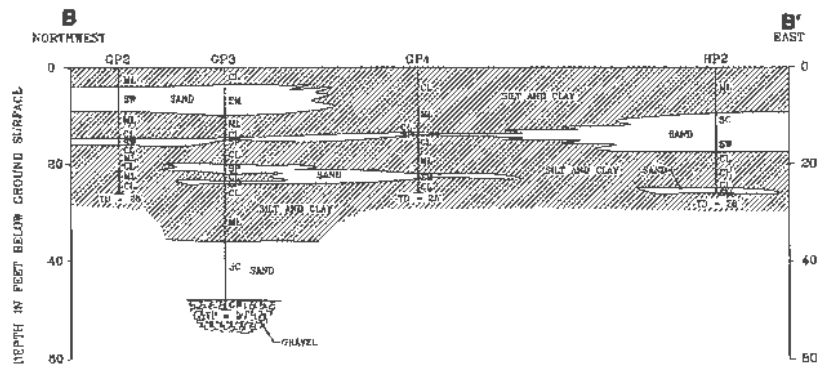
- Gravel
- Silt, Sand, and Clay
- Sand

TO = Total Depth

PROJECT NO.
2470

PLATE
6





PN 2470XSBB'_3



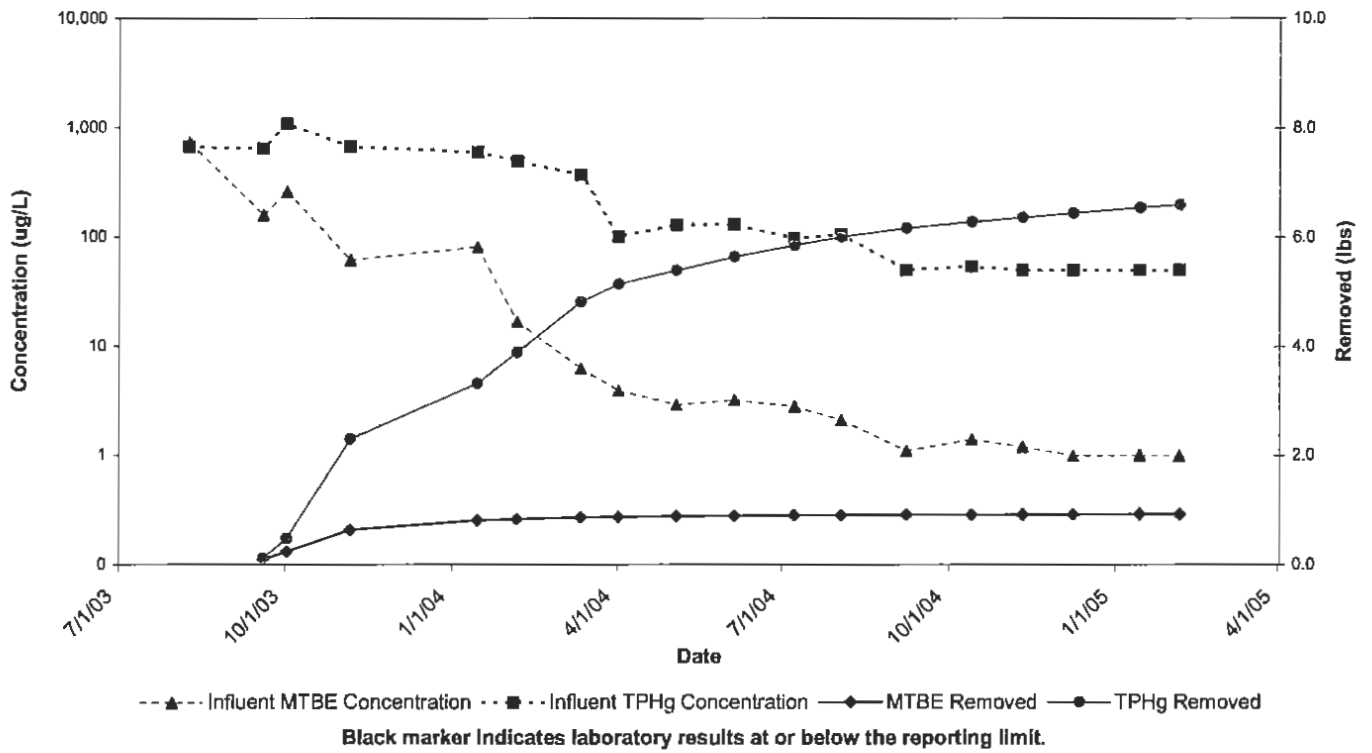
CROSS SECTION B-B'
 FORMER
 EXXON SERVICE STATION 7-0230
 334 San Antonio Road
 Mountain View, California

EXPLANATION	
	Gravel
	Silt, Silt and Clay
	Sand

T = Total Depth

PROJECT NO.	2470
PLATE	7

GRAPH 1
Influent Hydrocarbon Concentration and Hydrocarbon Removal Versus Time
Former Exxon Service Station 7-0230
Mountain View, California



DEPARTMENT OF TOXIC SUBSTANCES CONTROL
ENVIROSTOR

TRW/VIDAR (43360128)

SIGN UP FOR EMAIL ALERTS

77 ORTEGA AVENUE
 MOUNTAIN VIEW, CA 94040
 SANTA CLARA COUNTY
SITE TYPE: STATE RESPONSE OR NPL

SUPERVISOR:
OFFICE:

MARK PIROS
 CLEANUP BERKELEY

Site Information

CLEANUP STATUS
CERTIFIED O&M - LAND USE RESTRICTIONS ONLY AS OF 9/28/2010

SITE TYPE: STATE RESPONSE OR NPL
NATIONAL PRIORITIES LIST: NO
ACRES: 9 ACRES
APN: 147-54-031, 147-54-037, 147-54-038, 147-54-039
CLEANUP OVERSIGHT AGENCIES:
 DTSC - SITE CLEANUP PROGRAM

ENVIROSTOR ID: 43360128
SITE CODE: 200246
SPECIAL PROGRAM: PROSPECTIVE PURCHASER PROGRAM
FUNDING: RESPONSIBLE PARTY
ASSEMBLY DISTRICT: 22
SENATE DISTRICT: 13

Regulatory Profile

PAST USE(S) THAT CAUSED CONTAMINATION
 MANUFACTURING - ELECTRONIC

POTENTIAL CONTAMINANTS OF CONCERN
[VOLATILE ORGANICS \(8260B VOCS\)](#)

POTENTIAL MEDIA AFFECTED
 OTHER GROUNDWATER AFFECTED (USES OTHER THAN DRINKING WATER)

Site History

The Site is adjacent and downgradient of the Plessey Micro Science site at 2274-2296 Mora Drive. Plessey used underground neutralization tanks in its printed circuit board manufacturing activities at the Plessey site. Investigations found that the tanks leaked VOCs and contaminated the surrounding soil and groundwater that extended to the Site. The investigations conducted on site did not find source areas at the Site. Groundwater contamination at the Site is addressed as part of the Plessey site cleanup. Ryland Homes acquired the Site in 2001 and redeveloped it into townhomes with restrictions on groundwater use.

Land Use Restrictions

DISCLAIMER: The land use restrictions listed under the site management requirements are only an abbreviated summary of the land use restrictions, and may not encompass all restrictions and notification requirements placed on a property. For complete land use restriction information please see the Land Use Restriction document by, clicking on the "VIEW COVENANT" link.

[VIEW COVENANT]	<u>DATE RECORDED</u>	<u>SITE MANAGEMENT REQUIREMENTS</u>
	7/10/2001	<ul style="list-style-type: none"> ● NO EXCAVATION OF CONTAMINATED SOILS WITHOUT AGENCY REVIEW AND APPROVAL ● ONLY EXTRACTION OF GROUNDWATER FOR SITE REMEDIATION PERMITTED ● RAISING OF FOOD PROHIBITED ● NO GROUNDWATER EXTRACTION AT ANY DEPTH WITHOUT APPROVAL ● NO OIL OR GAS EXTRACTION AT ANY DEPTH

[Conditions of Use](#) | [Privacy Policy](#)

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 0.140625 seconds

Appendix H

CEQA Storm Drainage Analysis Memorandum



MEMORANDUM

DATE: December 5, 2013

TO: Erin Efner and Elizabeth Antin, ICF International

FROM: Wen Chen, Nona Espinosa and Jill Sylvester, Nolte Vertical Five

PROJECT: Village at San Antonio Center Phase II CEQA Analysis

PROJECT #: SJB036803

SUBJECT: CEQA Storm Drainage Analysis Memorandum-FINAL

BACKGROUND

ICF International is preparing a CEQA analysis of the Village at San Antonio Center Phase II Redevelopment (Project) for the City of Mountain View (City). Nolte Associates, Inc (a subsidiary of NV5) has been asked to provide storm drainage support services for this CEQA analysis. NV5's scope includes an analysis of the existing and proposed 10-year design storm site discharge as well as the potential impacts of groundwater flows contributing to the City's storm drainage system. Currently, the Project site is the home of six one-story commercial buildings with associated at-grade parking and minor landscaping. The Project is located at the southeast corner of California Street and San Antonio Road, south of Central Expressway. Along California Street, the project limits extend from San Antonio Road to Paccetti Way. The Project location is depicted in Figure 1 (see attachments).

The Project will modify an existing, developed site from commercial usage to planned urban design commercial usage. Along San Antonio Road, the proposed Project site will include office buildings with commercial, retail and restaurant spaces on the ground floor, and a subterranean parking garage. A plaza is proposed for the center of the Project site. Along the southeasterly side of the plaza, the proposed Project includes a hotel and cinema with retail spaces on the ground floor. A proposed parking structure will be located between the hotel and cinema and will consist of multiple above grade parking levels and one below grade parking level. A copy of the Project EIR Submittal proposed site plan (A1.01 by RTKL) is included in the attachments to this memorandum. [1] An analysis of the hydrologic and hydraulic effects of the proposed Project on the City's downstream storm drainage system is detailed in this technical memorandum.

Based on a preliminary geotechnical investigation, the groundwater table will impact the design of the subterranean parking structures. Consequently, there is a potential need for the groundwater to be collected, pumped, and discharged to the City's storm drainage system. A discussion of groundwater impacts is included in this memorandum.

STORM DRAINAGE ANALYSIS

The existing storm drainage system near the proposed Project was analyzed based on the Bentley StormCAD model developed for the City of Mountain View's August 2005 *Citywide Storm Drainage Master Plan* (SDMP) [2]. Based on the City's design standards, the 10-year storm event was used for the modeling. Surface runoff calculations follow the Rational Method per the *Santa Clara County Drainage Manual 2007* (Drainage Manual) [3]. Figure 2 depicts the watersheds in the Adobe Creek East (ACE) System, analyzed in the SDMP. The Project site is located in watershed AA-SDF1-022 in the ACE System, and free outfall is assumed within Adobe Creek.

Figure 1 illustrates the existing storm drainage system near the Project. The existing drainage system along California Street includes a 27-inch main west of Pacchetti Way that expands to 30-inch diameter prior to connection to the 36-inch main along San Antonio Road. The existing drainage system along San Antonio Road includes a 33-inch main north of Fayette Drive that expands to 36-inch diameter prior to the manhole connection at San Antonio Road and California Street. North of California Street, the 36-inch main extends along San Antonio Road and expands to 42-inch diameter prior to connection with the 80-inch ACE trunk system.

Methodology

The model of the existing ACE storm drainage system from the SDMP is limited to the main trunk system located generally along the south side of Central Expressway as depicted in Figure 2. The SDMP ACE System StormCAD model was modified to include the San Antonio Road/California Street sub-system near the Project site. For this analysis, the model was expanded to include piping and drainage inlets along San Antonio Road (south along westerly Project boundary) and east along California Street to Pacchetti Way. The piping added to the model is depicted in Figure 1 and Figure 3. Nine additional watersheds within ACE watershed area AA-SDF1-022 were delineated as shown in Figure 3.

The Rational Method is a procedure for calculating peak surface runoff flow rates. The variables in the rational formula are surface area, intensity of rainfall, runoff coefficient, and runoff time of concentration. For this analysis, the rainfall intensity, runoff coefficient (C) and runoff time of concentration (t_c) from the SDMP were used. Tables describing the runoff coefficients (Table 1) and time of concentration values (Table 2) used for each watershed area are included in the attachments to this memorandum. The runoff time of concentration (t_c) was calculated for each watershed in the San Antonio Road/California Street sub-system. However, the overall system time of concentration was kept consistent between the SMDP model and the existing conditions San Antonio model (SanAntonio_EXIST-SYS_ACE_A_V8i-rev1.stsw).

Pre-Project Condition

The San Antonio model was run for a 10-year design storm with the existing flows estimated for the ACE System in the SDMP. The stormwater flow estimated for watershed AA-SDF1-022 was distributed throughout the subsystem per the watershed delineation. The model output results of the San Antonio model were compared to the SDMP model results for verification of consistency with the SDMP. Profiles and modeling analysis tables are included in the attachments to this memorandum. See Table 3 for a table of the existing conditions model output. Profile 1 illustrates the

modeling results for the system from California Street to the SDMP trunk system. Profile 2 illustrates the modeling results for the system from San Antonio Road to the SDMP trunk system. Modeling output (profiles and tables) confirm consistency between the San Antonio model (ACE trunk line with San Antonio Road/California Street sub-system) and SDMP model (ACE trunk line **without** San Antonio Road/California Street sub-system).

The Drainage Manual states that a minimum 1 foot freeboard from the hydraulic grade line (HGL) to nearest gutter flow line is required for an existing storm drainage system to be considered adequate. [3] The San Antonio existing conditions model predicted a minimum freeboard of 2.25 feet (from manhole rim to HGL) along the modeled California Street storm drain and minimum freeboard of 4.89 feet along the modeled San Antonio Road storm drain (south of California Street). Thus, modeling results indicate that the existing City drainage system is adequate for the 10-year storm event per the Drainage Manual criteria. However, it should be noted that along California Street there is an interconnection between the storm drain system for SDMP watershed AA-SDF1-022 (where the Project is located) and the storm drain system for upstream SDMP watershed AA-SDF2-003. Refer to Figure 3 for location of the interconnection. There is a potential for the California Street sub-system (watershed AA-SDF1-022) to receive storm flows from the upstream watershed AA-SDF2-003 through the interconnection. A sensitivity analysis was performed to evaluate the impact of these potential bypass storm flows.

If the upstream drainage system (watershed AA-SDF2-003) along California Street is surcharging during a storm event, flows from the upstream system may be discharged to the California Street sub-system (watershed AA-SDF1-022). A sensitivity analysis was performed and the AA-SDF1-022 system along California Street will accept up to 5 cubic feet per second (cfs) bypass flows before localized flooding occurs at California Street. (The model predicts a bypass flow of 6 cfs results in localized flooding.) This is a relatively small amount of flow indicating that the existing California Street sub-system is sensitive to additional flows because of the existing high HGL.

The pre-Project condition modeling analysis identified an inherent weakness in the California Street/San Antonio Road sub-system. The existing 30-inch storm drain along California Street and the existing 36-inch diameter storm drain along San Antonio Road (south of California St) discharge to a 36-inch storm drain located north of California Street. The predicted flow through the 36-inch diameter San Antonio Road storm drain that extends 356 lineal feet (LF) north from California Street to San Antonio Circle is approximately 80 cfs, and the full pipe capacity is approximately 64 cfs. This indicates that the existing 36-inch diameter storm drain is operating in a surcharge condition and is a system weakness. Modeling analysis suggests that the surcharge condition of the 36-inch San Antonio Road storm drain results in a high HGL in the California Street sub-system. The existing conditions model predicted flooding at California Street when a relatively small bypass flow (6 cfs) was discharged to the California Street sub-system from the upstream watershed. Conceptual solutions to address the system weakness will be discussed later in this memorandum.

Post-Project Condition

The Project will modify an existing, developed site from commercial usage to planned urban design commercial usage. Six one-story commercial buildings with associated at-grade parking and minor landscaping will be replaced. Along San Antonio Road, the proposed Project site will include office buildings with commercial, retail and restaurant spaces on the ground floor, and a subterranean

parking garage. A plaza is proposed for the center of the Project site. Along the southeasterly side of the plaza, the proposed Project includes a hotel and cinema with retail spaces on the ground floor. A proposed parking structure will be located between the hotel and cinema and will consist of multiple above grade parking levels and one below grade parking level. [1]

The variable in the rational formula (for calculating peak surface runoff flow rates) that would change with redevelopment of the site is the runoff coefficient (C). Runoff coefficients vary depending on whether the surface is pervious (landscaping) or impervious (concrete or asphalt). The quantity of landscaped area at the existing site (approximately 0.53 acres) was estimated based on aerial photography. Figure 4 depicts the existing landscaped area calculation. The quantity of landscaped area for the proposed site (approximately 0.55 ac) was estimated based on Project EIR Submittal proposed Landscape Plan (L1.01 by RTKL) that is included in the attachments to this memorandum. [4] Figure 5 depicts the proposed landscaped area calculation.

Table 1: Pervious Area Summary

Site Condition	Pervious Area
Existing	0.53 ac
Proposed	0.55 ac

The total area of the AA-SDF1-022 watershed (where the Project is located) is approximately 103 acres. The Project site is approximately 10.5 acres. Pervious surfaces have a lower runoff coefficient than impervious surfaces. The modest change in the quantity of landscaped (pervious) area within the Project area dictates that the 10-year storm flow for the proposed site condition would be the same or slightly less than the existing SDMP 10-year storm flow. To be conservative, the proposed site stormwater runoff was assumed to be equivalent to existing condition stormwater flows.

The California Street/San Antonio Road sub-system watershed delineation was modified to reflect anticipated new drainage patterns following redevelopment of the Project site. Figure 6 depicts the watershed delineation for the proposed Project. Tables describing the runoff coefficients (Table 1) and time of concentration values (Table 4) used for each watershed area are included in the attachments to this memorandum. The runoff time of concentration (t_c) was calculated for each watershed in the San Antonio Road/California Street sub-system. However, the overall system time of concentration was kept consistent between the SMDP model and the proposed conditions San Antonio model (SanAntonio_Pr-SYS_ACE_A_V8i-rev2.stsw).

A portion of the proposed onsite storm drain system included in Project EIR Submittal proposed Utility Plan C3.00 (see attachments) was modeled to evaluate the post-project condition. Figure 6 depicts the proposed onsite drainage system that was added to the model. Per the proposed Utility Plan, a proposed 24-inch diameter storm drain would extend through the middle of the Project site for connection with the 27-inch storm drain along California Street. In addition to the proposed onsite 24-inch storm drain, the existing onsite 12-inch storm drain extending along the southeasterly Project boundary (Pacchetti Way) was included in the proposed conditions San Antonio model. Per the Utility Plan, the proposed Project will discharge to this existing onsite 12-inch storm drain.

See Table 5 for the proposed conditions model output. Profile 3 illustrates the modeling results for the system from California Street to the SDMP trunk system. Profile 4 illustrates the modeling results for the system from San Antonio Road to the SDMP trunk system. Model results indicated an onsite storm drain system deficiency at modeled inlet “AA-SDF1-022-J,” at the upstream end of the existing onsite 12-inch storm drain that extends along the southeasterly Project boundary (Pacchetti Way). (For the location of inlet “AA-SDF1-022-J,” see “Proposed Conditions Model Exhibit” included in the attachments.) The existing 12-inch storm drain discharges to the existing 27-inch storm drain along California Street. The hydraulic grade line (HGL) at inlet “AA-SDF1-022-J” exceeded the inlet grate (ground) elevation, predicting flooding during the 10-year storm event.

The Drainage Manual states that a minimum 1 foot freeboard from the hydraulic grade line (HGL) to nearest gutter flow line is required for an existing storm drainage system to be considered adequate. [3] The San Antonio proposed conditions model predicted a minimum freeboard of 2.42 feet (from manhole rim to HGL) along the modeled California Street storm drain and minimum freeboard of 4.68 feet along the modeled San Antonio Road storm drain (south of California Street). Thus, modeling results indicate that the existing City drainage system is adequate for the 10-year storm event per the Drainage Manual criteria. The existing system weakness identified as the 36-inch diameter main along San Antonio Road (north of California Street) remains in the proposed conditions model.

CONCEPTUAL SOLUTION DEVELOPMENT

An existing system weakness was identified in the discussion of the pre-Project condition. The model indicated that the 356 LF 36-inch storm drain along San Antonio Road, extending north from California Street to San Antonio Circle, operates in a surcharge condition during the 10-year storm event. In addition, there is a manhole interconnection between the California Street sub-system for the AA-SDF1-022 watershed and the upstream watershed AA-SDF2-003 along California Street. The existing storm drain system meets Drainage Manual criteria for minimum freeboard for the 10-year storm event. To evaluate a solution to address the existing system weakness, the proposed conditions model was run with upgrading the existing 356 LF 36-inch main along San Antonio Road, just north of California Street. The model predicted that by upgrading the existing 356 LF 36-inch diameter main to 42-inch diameter (with pipe slope equal to existing slope of 0.009), the California Street sub-system HGL is sufficiently lowered for the 10-year storm event. See attached Profile 5 (model output) that illustrates the existing storm drainage system with the existing 356 LF 36-inch diameter main upgraded to 42-inch diameter. Figure 7 illustrates the location of the recommended improvement.

In regard to the proposed onsite storm drain system, the model predicted flooding at storm drain inlet “AA-SDF1-022-J” indicating that the existing 12-inch diameter storm drain along the southeasterly Project boundary (Pacchetti Way) does not have sufficient capacity to convey anticipated 10-year storm event runoff. The Project EIR Submittal proposed Utility Plan shows treated stormwater runoff from the roof of proposed buildings and treated runoff from the road would discharge to the existing 12-inch storm drain. The proposed conditions model predicted that by upgrading the existing 12-inch diameter storm drain to 18-inch diameter, adequate freeboard and system capacity is achieved. Modeling results indicate that the proposed 24-inch diameter extending through the middle of the site would convey treated stormwater from the roof of proposed buildings and treated runoff from the road. It appears that a 12-inch diameter main would provide sufficient capacity to convey the

anticipated 10-year storm event runoff. However, the intent of the 24-inch main may be to also provide capacity to convey groundwater pumped from the proposed underground parking levels.

Groundwater

Groundwater is a potential concern, given the proposed underground parking levels. Along San Antonio Road, the proposed Buildings 1 and 2 include a subterranean parking garage. According to the Project EIR Submittal plans, three or four basement parking levels are planned. The Project EIR Submittal proposed building sections sheet A6.00 shows three basement parking levels and sheet A2.04 depicts a plan view for basement level 4. (See attachments for A6.00 and A2.04). [1] According to A6.00, the proposed parking structure for Buildings 5 and 6 (located between the hotel and cinema) will consist of multiple above grade parking levels and one below grade parking level.

A preliminary geotechnical investigation of the Project site conducted in February 2013 encountered groundwater at depths between 12 feet and 17 feet below ground surface, corresponding to elevations of about 38.5 feet to 43 feet. [5] The geotechnical report summarizing the preliminary investigation recommended a design groundwater elevation of 43 feet.

Figure 8 depicts a profile of the storm drain system along San Antonio Road. The finished grade of the proposed building 1 and 2 is 57 feet and the proposed subterranean parking floor elevation (assuming four basement parking levels) is approximately 16.5 feet. With a design groundwater elevation of 43 feet, the groundwater elevation is much higher than the proposed subterranean parking floor elevation of 16.5 feet. In addition the storm drain system along San Antonio Road is higher than the proposed subterranean parking floor elevation. Along the San Antonio Road frontage of the Project site the existing storm drain system varies in elevation from an invert of approximately 44.5 feet to approximately 39.3 feet, as depicted in Figure 8.

Figure 9 depicts a profile of the storm drain system along California Street. The finished grade of the proposed building 5 and 6 is 52 feet, and the proposed subterranean parking floor elevation is approximately 39 feet. With a design groundwater elevation of 43 feet, the groundwater elevation is higher than the proposed subterranean parking floor elevation of 39 feet. Along the California Street frontage of the Project site the existing storm drain system varies in elevation from an invert of approximately 43.6 feet to approximately 39.3 feet, as depicted in Figure 9.

It is recommended that the buildings with subterranean garages be designed and constructed to prevent groundwater intrusion. A French drain system should be considered for installation adjacent to the building foundation, but above the design groundwater elevation. Depending on the final floor elevation of the subterranean parking structure, a submersible pump will likely be required to convey flow collected by the French drain system to the existing storm drain system along San Antonio Road or California Street. Additionally, check valves should be installed on the site drainage system and the French drain system (adjacent to subterranean parking structures) prior to connection to the City's storm drainage system, to prevent backflows at the Project site.

REFERENCES

- [1] RTKL, *The Village at San Antonio Center North EIR Submittal*, August 20, 2013.
- [2] Nolte Associates, Inc., *City of Mountain View Citywide Storm Drainage Master Plan*, August 2005.
- [3] Santa Clara County California, *Drainage Manual*, Adopted August 14, 2007.
- [4] RTKL, *The Village at San Antonio Center North Development Review Committee Meeting*, August 21, 2013.
- [5] Treadwell and Rollo, *Geotechnical Investigation The Village at San Antonio Center North Mountain View, California*, October 7, 2013.

LIST OF ATTACHMENTS

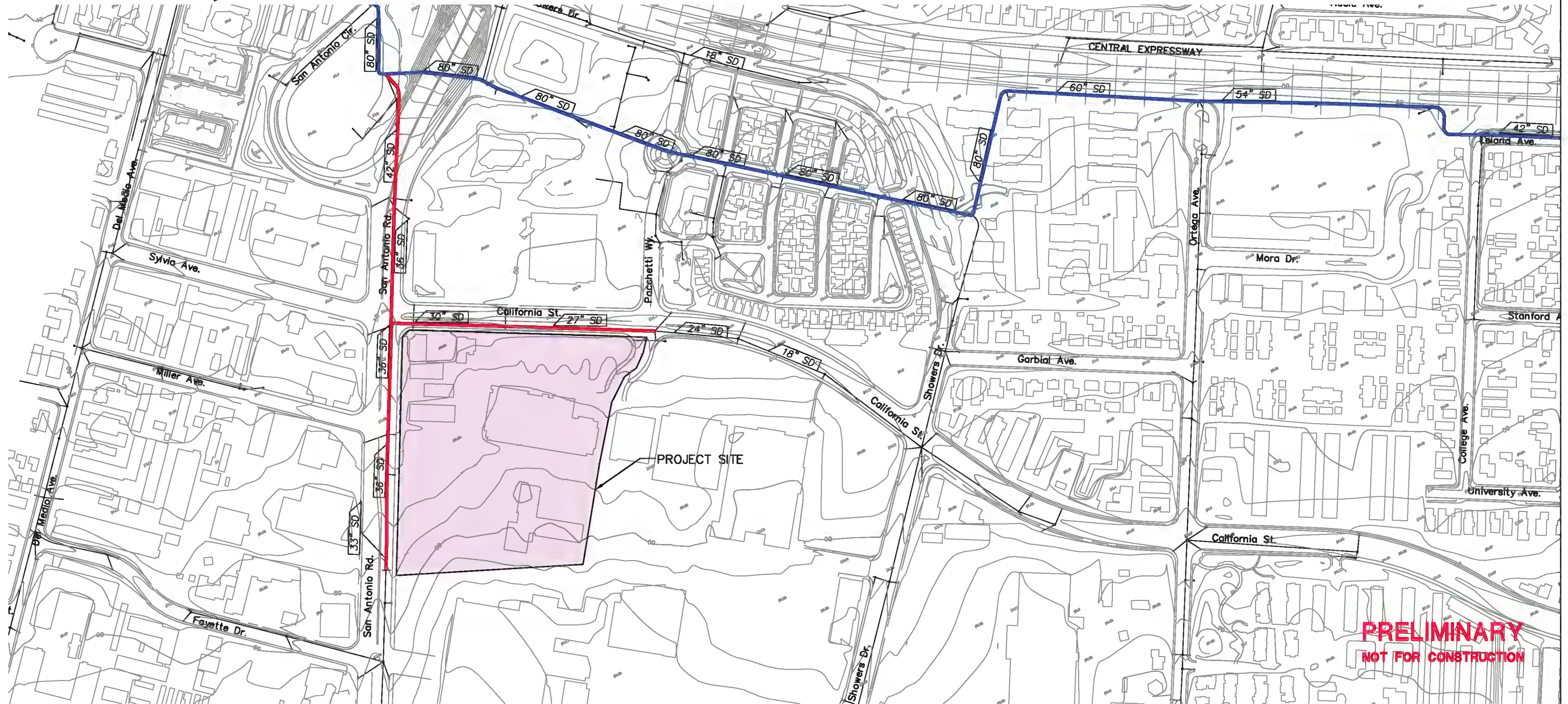
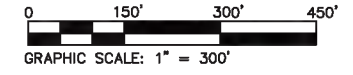
1. Figure 1 – Existing Storm Drainage System
2. EIR Submittal Site Plan A1.01
3. Figure 2 – Adobe Creek East Watershed Map
4. Figure 3 – Existing Conditions Model
5. Table 1 - Runoff Coefficient Assumptions
6. Table 2 - Existing Conditions Model Time of Concentration (t_c) Calculations
7. Existing Conditions Model Exhibit (StormCAD)
8. Table 3 - StormCAD Output for Existing Conditions Model
9. Profile 1 - Existing Conditions Model – Profile California St to San Antonio Rd to AA-SDF1-022
10. Profile 2 - Existing Conditions Model – Profile San Antonio Rd to AA-SDF1-022
11. Figure 4 – Existing Landscaped Area
12. EIR Submittal Landscape Plan L1.01
13. Figure 5 – Proposed Landscaped Area
14. Figure 6 – Proposed Conditions Model
15. Table 4 - Proposed Conditions Model Time of Concentration (t_c) Calculations
16. EIR Submittal Utility Plan C3.00
17. Proposed Conditions Model Exhibit (StormCAD)
18. Table 5 - StormCAD Output for Proposed Conditions Model
19. Profile 3 - Proposed Conditions Model – Profile California St to San Antonio Rd to AA-SDF1-022
20. Profile 4 - Proposed Conditions Model – Profile San Antonio Rd to AA-SDF1-022
21. Figure 7 – Recommended Improvements
22. Profile 5 - Proposed Conditions Model – Profile California St to San Antonio Rd to AA-SDF1-022 with 36-inch upsized to 42-inch
23. EIR Submittal Building Sections A6.00
24. EIR Submittal Basement Level 4 Plan A2.04
25. Figure 8 – San Antonio Rd Profile
26. Figure 9 – California St Profile

ATTACHMENTS

VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

DATE SUBMITTED: DECEMBER 2013



PRELIMINARY
NOT FOR CONSTRUCTION

LEGEND

- ALIGNMENT OF EXISTING STORMCAD MODEL (FROM 2005 CITY STORM DRAINAGE MASTER PLAN)
- ALIGNMENT OF SUB-SYSTEM ADDED TO STORMCAD MODEL
- EXISTING STORM DRAIN SYSTEM

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 LAYOUT: Layout1
 DESIGNER: JSS MGR: WC

2025 GATEWAY PLACE, SUITE 100
 408.982.7200 TEL. 408.382.0101 FAX
 SAN JOSE, CA 95110
 WWW.NV5.COM

CITY OF MOUNTAIN VIEW
FIGURE 1 - EXISTING STORM DRAINAGE SYSTEM

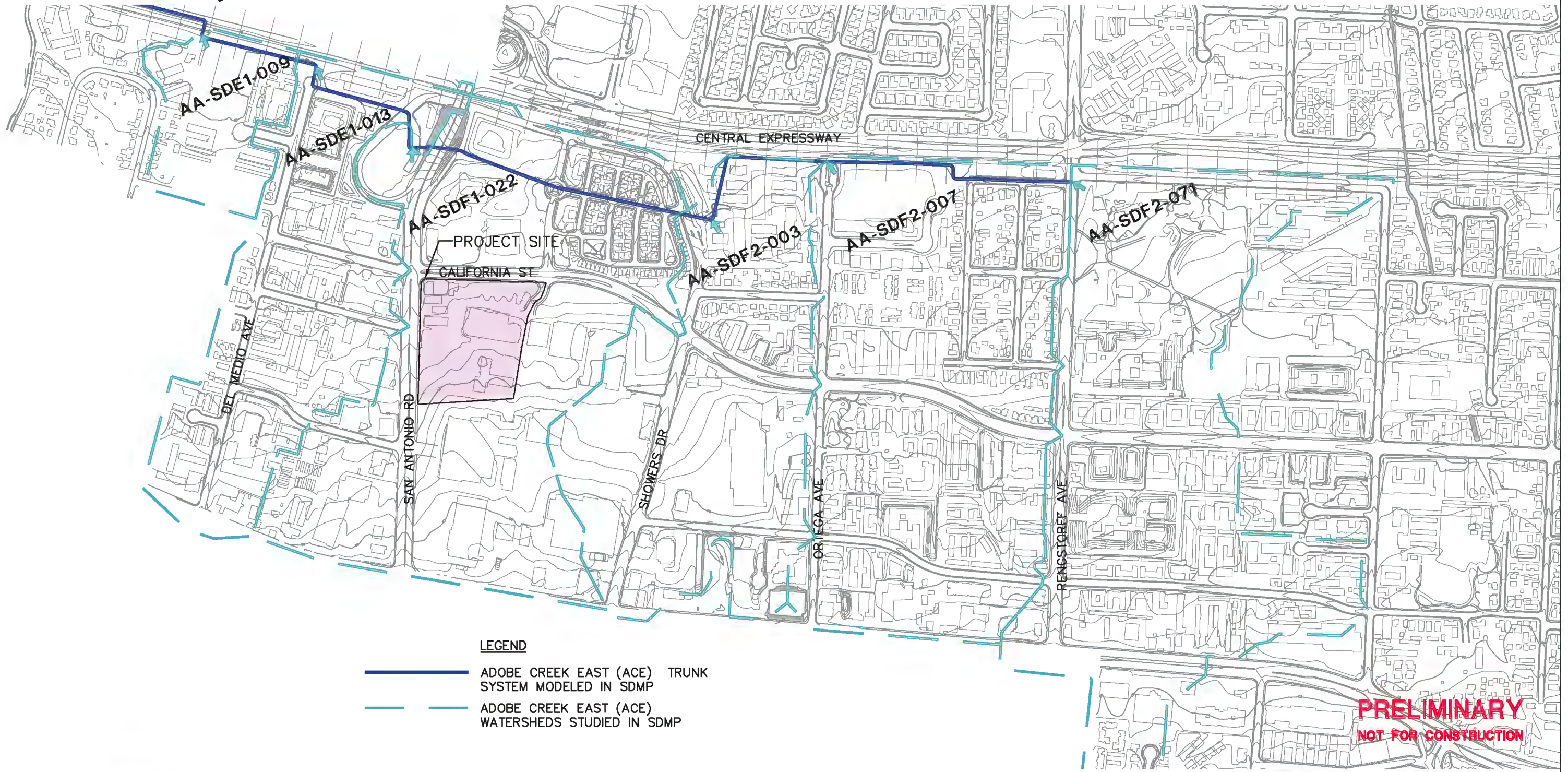
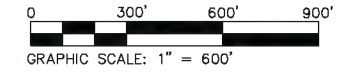
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1	
OF	SHEETS
JOB NUMBER	
SJB036803	

XREFS: SYLVESTER

VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

DATE SUBMITTED: DECEMBER 2013



LEGEND

- ADOBE CREEK EAST (ACE) TRUNK SYSTEM MODELED IN SDMP
- ADOBE CREEK EAST (ACE) WATERSHEDS STUDIED IN SDMP

PRELIMINARY
NOT FOR CONSTRUCTION

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DESIGNER:	JSS	MGR:	WC

2025 GATEWAY PLACE, SUITE 100
408.382.7200 TEL. 408.382.0101 FAX

SAN JOSE, CA 95110
WWW.NV5.COM

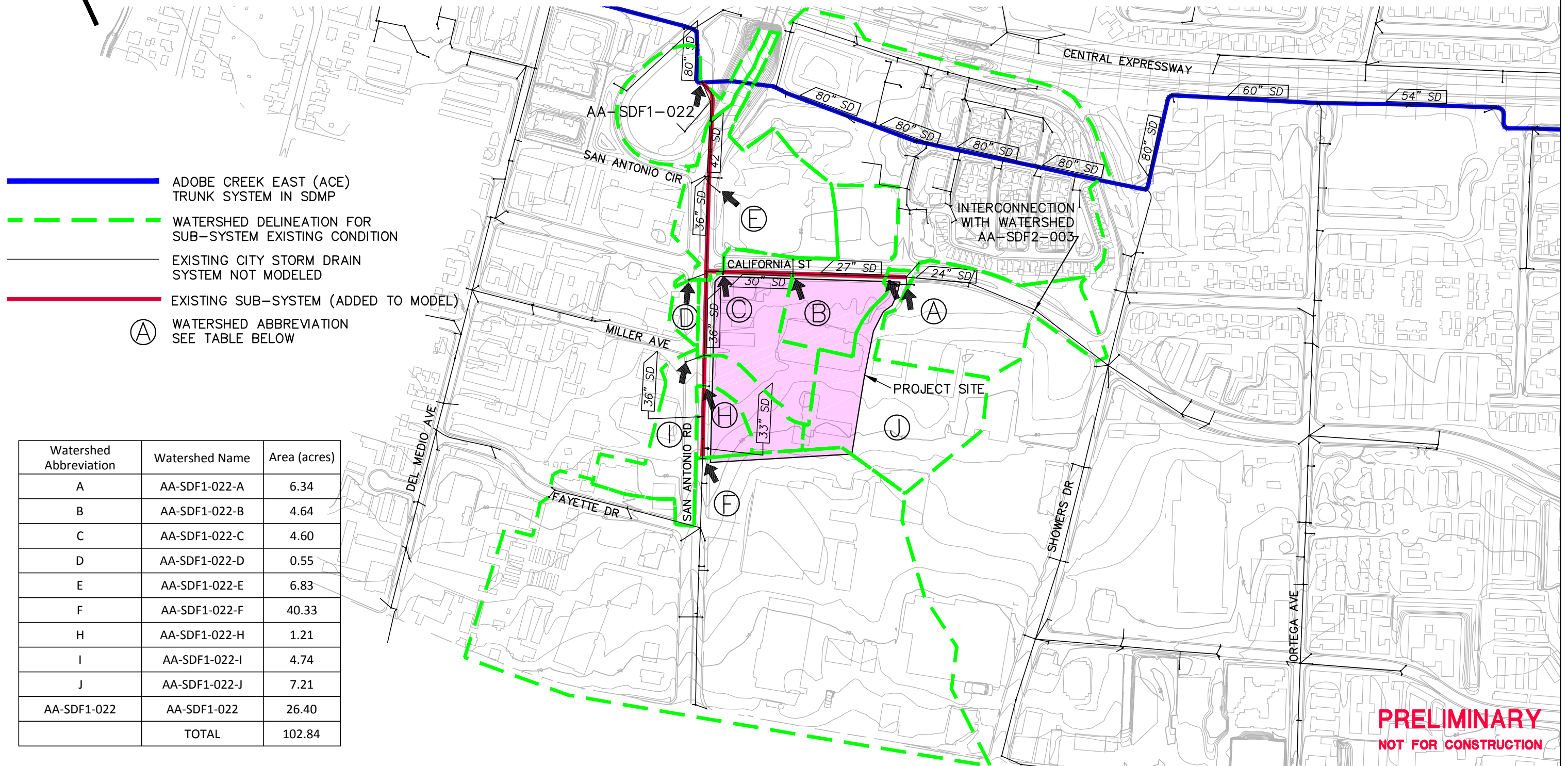
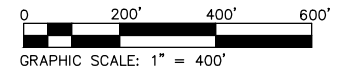
CITY OF MOUNTAIN VIEW
FIGURE 2 - ADOBE CREEK EAST WATERSHED MAP

SHEET NUMBER	2
OF SHEETS	
JOB NUMBER	SJB036803

VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

DATE SUBMITTED: DECEMBER 2013



Watershed Abbreviation	Watershed Name	Area (acres)
A	AA-SDF1-022-A	6.34
B	AA-SDF1-022-B	4.64
C	AA-SDF1-022-C	4.60
D	AA-SDF1-022-D	0.55
E	AA-SDF1-022-E	6.83
F	AA-SDF1-022-F	40.33
H	AA-SDF1-022-H	1.21
I	AA-SDF1-022-I	4.74
J	AA-SDF1-022-J	7.21
AA-SDF1-022	AA-SDF1-022	26.40
	TOTAL	102.84

PRELIMINARY
NOT FOR CONSTRUCTION

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 DESIGNER: JSS MGR: WC

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 SAN JOSE, CA 95110
 WWW.NV5.COM

CITY OF MOUNTAIN VIEW
 FIGURE 3 - EXISTING CONDITIONS MODEL

SHEET NUMBER
3
 OF SHEETS
 JOB NUMBER
 SJB036803

XREFS: SYLVESTER

**VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS
TABLE 1 - RUNOFF COEFFICIENT ASSUMPTIONS
ADOBE CREEK EAST SYSTEM, CITY OF MOUNTAIN VIEW STORM DRAINAGE MASTER PLAN (2005)**

NOLTE DATA												
Watershed ID	Area (acres)	C-value portion*										Weighted C-value
		C= 0.3 turfgrass		C= 0.5 other veg		C= 0.6 water		C= 0.9 hardscape		C= 0.4 bare ground		
		% Area	C (by %)	% Area	C (by %)	% Area	C (by %)	% Area	C (by %)	% Area	C (by %)	
AA-SDF2-071	125.79	5.3%	0.0160	33.6%	0.168	0.4%	0.003	60.6%	0.545	0.0%	0.000	0.7320
AA-SDF2-007	95.50	1.6%	0.0047	30.0%	0.150	0.2%	0.001	67.9%	0.611	0.3%	0.001	0.7685
AA-SDF2-003	68.57	0.4%	0.0011	17.8%	0.089	0.3%	0.002	80.1%	0.721	1.4%	0.006	0.8186
AA-SDF1-022**	103.25	0.9%	0.0028	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDE1-013	56.24	0.4%	0.0013	21.0%	0.105	0.3%	0.002	78.1%	0.703	0.1%	0.000	0.8119
AA-SDE1-009	17.12	1.3%	0.0039	31.6%	0.158	0.4%	0.002	66.5%	0.598	0.3%	0.001	0.7635

* Uses data received from City of Mountain View 11/8/02

** Village at San Antonio Center located in watershed AA-SDF1-022

Existing Condition Model

AA-SDF1-022-A	6.34	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-B	4.64	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-C	4.60	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-D	0.55	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-E	6.83	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-F	40.33	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-H	1.21	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-I	4.74	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-J	7.21	0.9%	0.003	11.6%	0.0578	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
Remainder	26.40											
Total	102.84											
% Difference	0.4%											

Proposed Condition Model

AA-SDF1-022-A	6.89	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-B	4.14	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-C	1.14	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-D	1.97	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-E	6.84	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-F	41.12	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-H	2.25	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-I	3.82	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-J	5.08	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-L	1.14	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
AA-SDF1-022-M	2.04	0.9%	0.003	11.6%	0.058	0.0%	0.000	87.3%	0.786	0.2%	0.001	0.8471
Remainder	26.40											
Total	102.84											
% Difference	0.4%											

VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS
TABLE 2 - EXISTING CONDITIONS MODEL TIME OF CONCENTRATION (TC) CALCULATIONS
ADOBE CREEK EAST SYSTEM, CITY OF MOUNTAIN VIEW STORM DRAINAGE MASTER PLAN (2005)

Watershed Area Identification	Overland Time		Time in pipes less than 24"							Time in pipes greater than 24"							Total Time, T _c =T _o + T _s + T ₁ 10 mins minimum (min)
	Length to first inlet (ft)	Time, T _o assuming V=3.1 ft/s (S=0.010)	U/S Invert (ft)	D/S invert (ft)	Length, L (ft)	Slope (ft/ft)	Avg Pipe Diameter (in)	Velocity*, V = $0.59/n * D^{0.67} * S^{0.5}$ (ft/s)	Time, T _s = L/V (min)	U/S Invert (ft)	D/S invert (ft)	Length, L (ft)	Slope (ft/ft)	Avg Pipe Diameter (in)	Velocity*, V = $0.59/n * D^{0.67} * S^{0.5}$ (ft/s)	Time, T ₁ = L/V (min)	
System A																	
AA-SDF2-071	2212	11.89	91.6	74.45	4482	0.0038	15	3.26	22.9	74.7	44.2	3275	0.0093	33	8.63	6.3	41.1
																	Total Time, T _c =T ₁ + 10 (min)
AA-SDF2-007										62.1	41.55	1695	0.0121	36	10.43	2.7	12.7
AA-SDF2-003										55.8	41.1	1881	0.0078	36	8.38	3.7	13.7
AA-SDF1-022										46.7	35.52	2420	0.0046	36	6.44	6.3	16.3
AA-SDE1-013										43.35	35.27	1456	0.0055	36	7.06	3.4	13.4
AA-SDE1-009										34.3	33.67	305	0.0021	24	3.28	1.5	11.5

CALIFORNIA ST AND SAN ANTONIO SUB-SYSTEM INITIAL TC CALCULATIONS FOR EACH WATERSHED ADDED TO MODEL

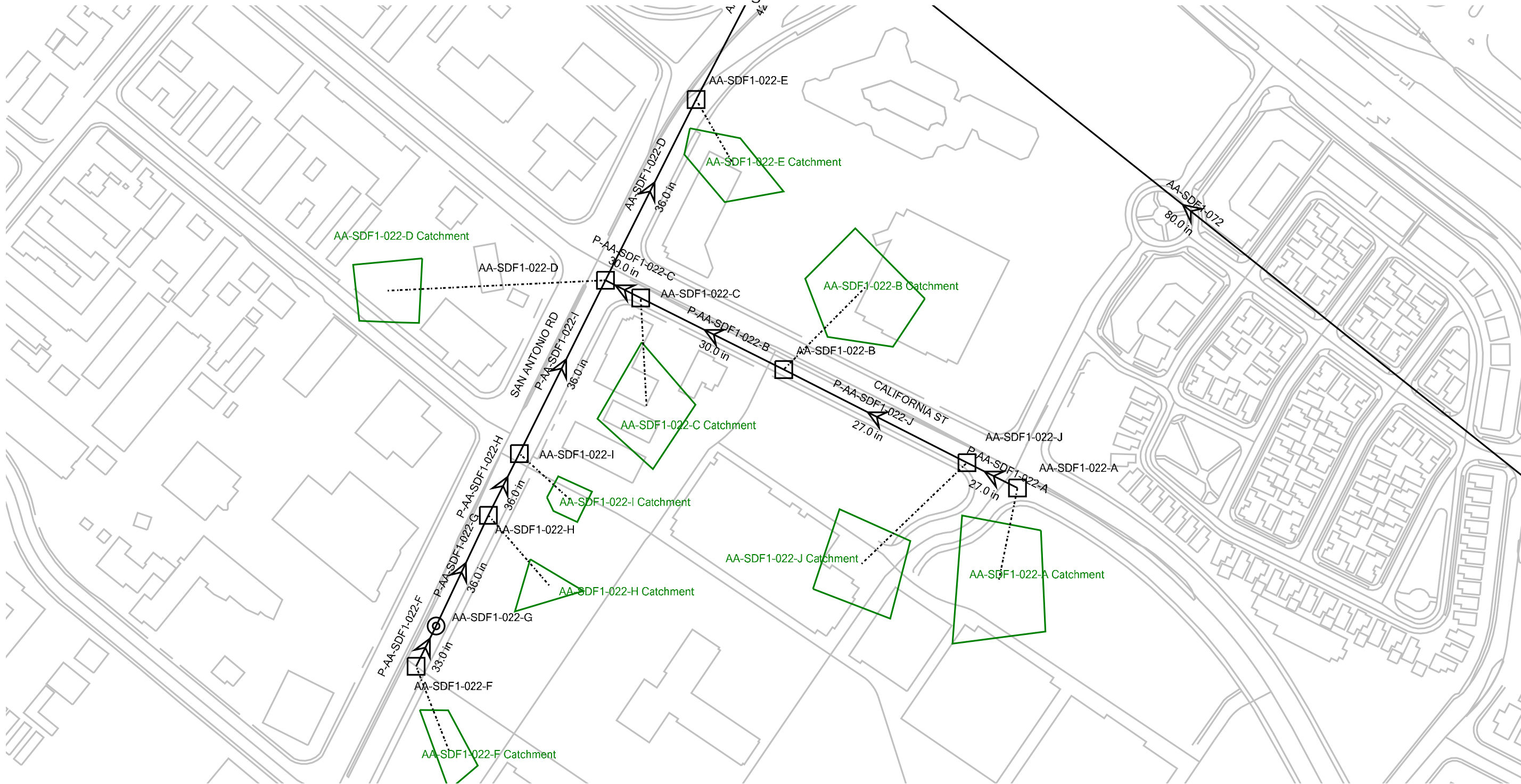
Watershed Area Identification	Overland Time		Time in pipes less than 24"							Time in pipes greater than 24"							Total Time, T _c =T _o + T _s + T ₁ 10 mins minimum (min)
	Length to first inlet (ft)	Time, T _o assuming V=2.5 ft/s (S=0.010)	U/S Invert (ft)	D/S invert (ft)	Length, L (ft)	Slope (ft/ft)	Avg Pipe Diameter (in)	Velocity*, V = $0.59/n * D^{0.67} * S^{0.5}$ (ft/s)	Time, T _s = L/V (min)	U/S Invert (ft)	D/S invert (ft)	Length, L (ft)	Slope (ft/ft)	Avg Pipe Diameter (in)	Velocity*, V = $0.59/n * D^{0.67} * S^{0.5}$ (ft/s)	Time, T ₁ = L/V (min)	
AA-SDF1-022-A	370	2.47	44.4	43.6	255	0.0031	24	4.04	1.1								10.0
AA-SDF1-022-J	916	6.11															10.0
AA-SDF1-022-B	574	3.83															10.0
AA-SDF1-022-C	731	4.87															10.0
AA-SDF1-022-F**	821	5.47	46.8	46.7	306	0.0003	12	0.82	6.2	46.7	44.5	281	0.0078	33	7.91	0.6	12.3
AA-SDF1-022-H	310	2.07															10.0
AA-SDF1-022-I	676	4.51															10.0
AA-SDF1-022-D	228	1.52															10.0
AA-SDF1-022-E	548	3.65															10.0
AA-SDF1-022	380	2.53								36.07	32.32	422	0.0089	42	9.90	0.7	10.0

Notes

* Velocity assumes full pipe flow in concrete pipe.

** Tc for AA-SDF1-022-F adjusted to 14 minutes for consistency with SDMP modeling.

Village at San Antonio Center Phase II CEQA Analysis
Existing Conditions Model Exhibit



VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

TABLE 3-STORMCAD OUTPUT FOR EXISTING CONDITIONS MODEL

10-YEAR STORM EVENT SCENARIO (model SanAntonio_EXIST-SYS_ ACE_A_V8i-rev1.stsw)

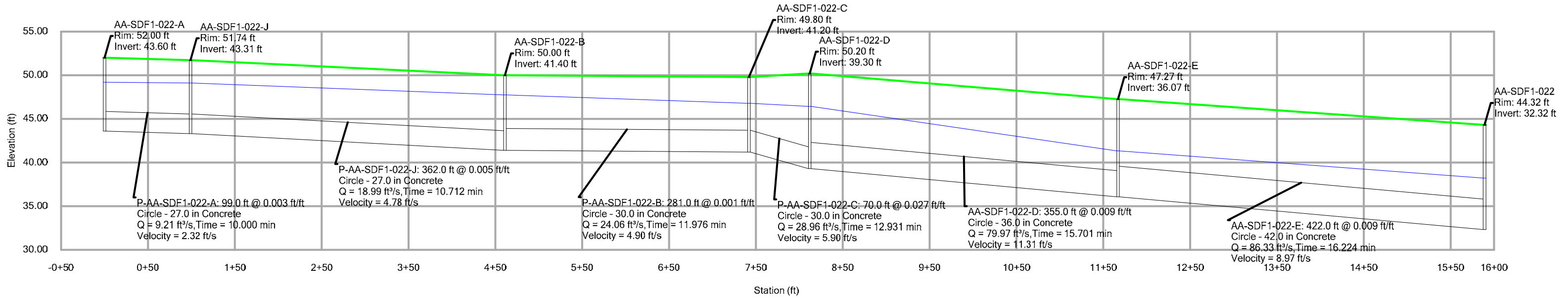
Label	Start Node	Stop Node	Upstream Inlet Area (acres)	Upstream Inlet C	System Intensity (in/h)	System Rational Flow (ft ³ /s)	Length (Unified) (ft)	Slope (ft/ft)	Diameter (in)	Manning's n	Capacity (Full Flow) (ft ³ /s)	Elevation Ground (Start) (ft)	Hydraulic Grade Line (In) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (Out) (ft)	Calculated Freeboard In (ft)	Calculated Freeboard Out (ft)
CALIFORNIA ST/SAN ANTONIO RD SUB-SYSTEM																	
California St to San Antonio Rd																	
P-AA-SDF1-022-A	AA-SDF1-022-A	AA-SDF1-022-J	6.34	0.847	1.701	9.2	99	0.003	27	0.013	16.8	52.00	49.20	51.74	49.11	2.80	2.63
P-AA-SDF1-022-J	AA-SDF1-022-J	AA-SDF1-022-B	7.21	0.847	1.641	19.0	362	0.005	27	0.013	22.5	51.74	49.11	50.00	47.75	2.63	2.25
P-AA-SDF1-022-B	AA-SDF1-022-B	AA-SDF1-022-C	4.64	0.847	1.549	24.1	281	0.001	30	0.013	10.9	50.00	47.75	49.80	46.78	2.25	3.02
P-AA-SDF1-022-C	AA-SDF1-022-C	AA-SDF1-022-D	4.6	0.847	1.488	28.96	70	0.027	30	0.013	67.57	49.8	46.78	50.2	46.44	3.02	3.76
San Antonio Rd to SDMP Trunk System																	
P-AA-SDF1-022-F	AA-SDF1-022-F	AA-SDF1-022-G	40.33	0.847	1.428	49.2	79	0.006	33	0.013	42.1	58.20	51.21	57.20	50.52	6.99	6.68
P-AA-SDF1-022-G	AA-SDF1-022-G	AA-SDF1-022-H	(N/A)	(N/A)	1.42	48.9	215	0.01	36	0.013	67.5	57.20	50.52	54.20	49.37	6.68	4.83
P-AA-SDF1-022-H	AA-SDF1-022-H	AA-SDF1-022-I	1.21	0.847	1.393	49.4	121	0.002	36	0.013	33.2	54.20	49.37	53.60	48.71	4.83	4.89
P-AA-SDF1-022-I	AA-SDF1-022-I	AA-SDF1-022-D	4.74	0.847	1.379	54.5	340	0.006	36	0.013	53.7	53.60	48.71	50.20	46.44	4.89	3.76
AA-SDF1-022-D	AA-SDF1-022-D	AA-SDF1-022-E	0.55	0.847	1.345	80.0	355	0.009	36	0.013	63.6	50.20	46.44	47.27	41.33	3.76	5.94
AA-SDF1-022-E	AA-SDF1-022-E	AA-SDF1-022	6.83	0.847	1.323	86.3	422	0.009	42	0.013	94.8	47.27	41.33	44.32	38.22	5.94	6.10
SDMP TRUNK SYSTEM																	
AA-SDF2-053dm	AA-SDF2-071	AA-SDF2-055	125.79	0.73	0.816	75.5	598	0.006	42	0.013	76.2	54.20	49.64	49.47	46.27	4.56	3.20
AA-SDF2-045	AA-SDF2-055	AA-SDF2-007	(N/A)	(N/A)	0.803	74.3	937	-0.001	54	0.013	46.8	49.47	46.27	47.60	44.93	3.20	2.67
AA-SDF2-046	AA-SDF2-007	AA-SDF2-005	95.5	0.77	0.772	128.6	587	0	60	0.013	56.9	47.60	44.93	45.75	42.77	2.67	2.98
AA-SDF2-023	AA-SDF2-005	AA-SDF2-003	(N/A)	(N/A)	0.761	126.9	402	0	80	0.013	108.3	45.75	42.01	51.20	41.25	3.74	9.95
AA-SDF1-072	AA-SDF2-003	AA-SDF1-022	68.57	0.82	0.752	168.0	1,854	0.003	80	0.013	302.1	51.20	41.25	44.32	38.22	9.95	6.10
AA-SDE1-035	AA-SDF1-022	AA-SDF1-016	26.39	0.847	0.719	223.6	239	0.001	80	0.013	205.2	44.32	38.22	43.50	37.88	6.10	5.62
AA-SDE1-017	AA-SDF1-016	AA-SDF1-102i	(N/A)	(N/A)	0.715	222.4	35	0	80	0.013	94.8	43.50	37.88	43.50	37.82	5.62	5.68
AA-SDE1-029	AA-SDF1-102i	AA-SDE1-078	(N/A)	(N/A)	0.714	222.2	550	0	78	0.013	104.9	43.50	37.82	40.77	36.33	5.68	4.44
AA-SDE1-015	AA-SDE1-078	AA-SDE1-013	(N/A)	(N/A)	0.706	219.7	117	0.007	78	0.013	425.3	40.77	36.33	40.00	36.46	4.44	3.54
AA-SDE1-009L	AA-SDE1-013	AA-SDE1-009	56.24	0.81	0.704	251.6	722	0.002	80	0.013	269.7	40.00	36.46	38.00	35.21	3.54	2.79
AA-SDE1-026	AA-SDE1-009	AA-SDE1-142i	17.12	0.76	0.695	257.1	1,132	0.001	84	0.013	189.9	38.00	35.21	43.00	32.21	2.79	10.79

Village at San Antonio Center Phase II CEQA Analysis

Existing Conditions Model

Profile Report

Profile 1 - California St to San Antonio to AA-SDF1-022 (SanAntonio_EXIST-SYS_ACE_A_V8i-rev1.stsw)

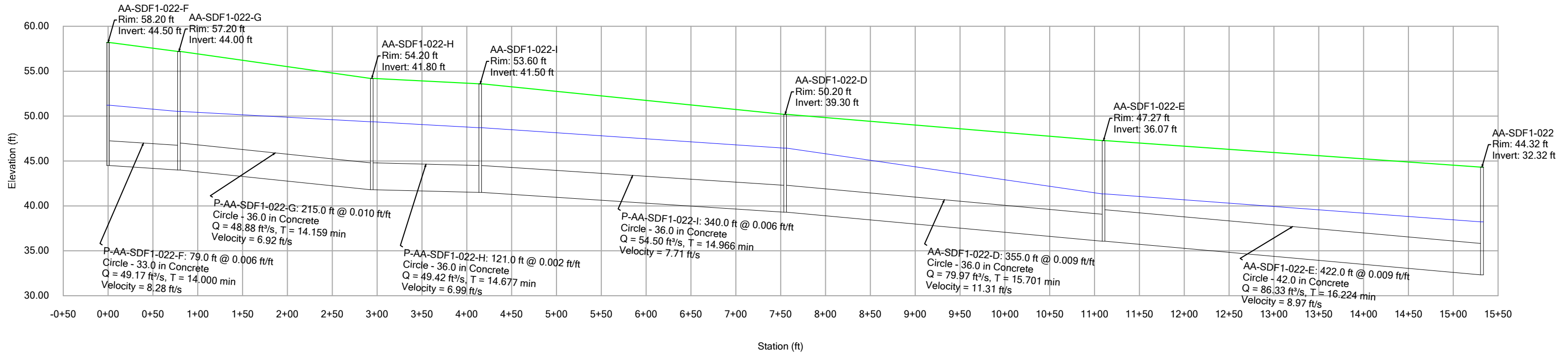


Village at San Antonio Center Phase II CEQA Analysis

Existing Conditions Model

Profile Report

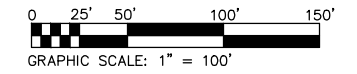
Profile 2 - San Antonio to AA-SDF1-022 (SanAntonio_EXIST-SYS_ACE_A_V8i-rev1.stsw)



VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

DATE SUBMITTED: DECEMBER 2013



TOTAL SITE AREA	10.5 ac
TOTAL PERVIOUS AREA	0.53 ac
PERCENT OF SITE PERVIOUS	5.08 %

PROJECT SITE


PRELIMINARY
NOT FOR CONSTRUCTION

DATE: 12/5/13 TIME: 10:42:17 AM
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 DWG NAME: EXISTING CONDITIONS-PERVIOUS AREAS.DWG
 LAYOUT: Layout1
 DESIGNER: JSS MGR: WC

XREFS: SYLVESTER

LEGEND
 EXISTING LANDSCAPED AREA

BACKGROUND IMAGE FROM GOOGLE EARTH



2025 GATEWAY PLACE, SUITE 100
 408.382.7200 TEL. 408.382.0101 FAX
 SAN JOSE, CA 95110
 WWW.NV5.COM

CITY OF MOUNTAIN VIEW
FIGURE 4 - EXISTING LANDSCAPED AREA

SHEET NUMBER
4
 OF SHEETS
 JOB NUMBER
SJB036803



AN ARCADIS COMPANY

RTKL ASSOCIATES INC.
332 BROADWAY, SUITE 3000
NEW YORK, NY 10013
TEL: 212.633.0000
FAX: 212.633.0000
WWW.RTKL.COM
PROJECT NUMBER: 120435-01
CONSULTANT

PROJECT

THE VILLAGE AT SAN ANTONIO CENTER NORTH

NEC DE CAMINO REAL & SAN ANTONIO ROAD, MOUNTAIN VIEW, CALIFORNIA

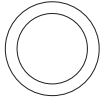
CLIENT

MERLONE
GEIER
PARTNERS

ISSUE DRAWING LOG

1 7/20/13 CIRC Submission

SCALE



SHEET IDENTIFICATION

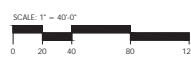
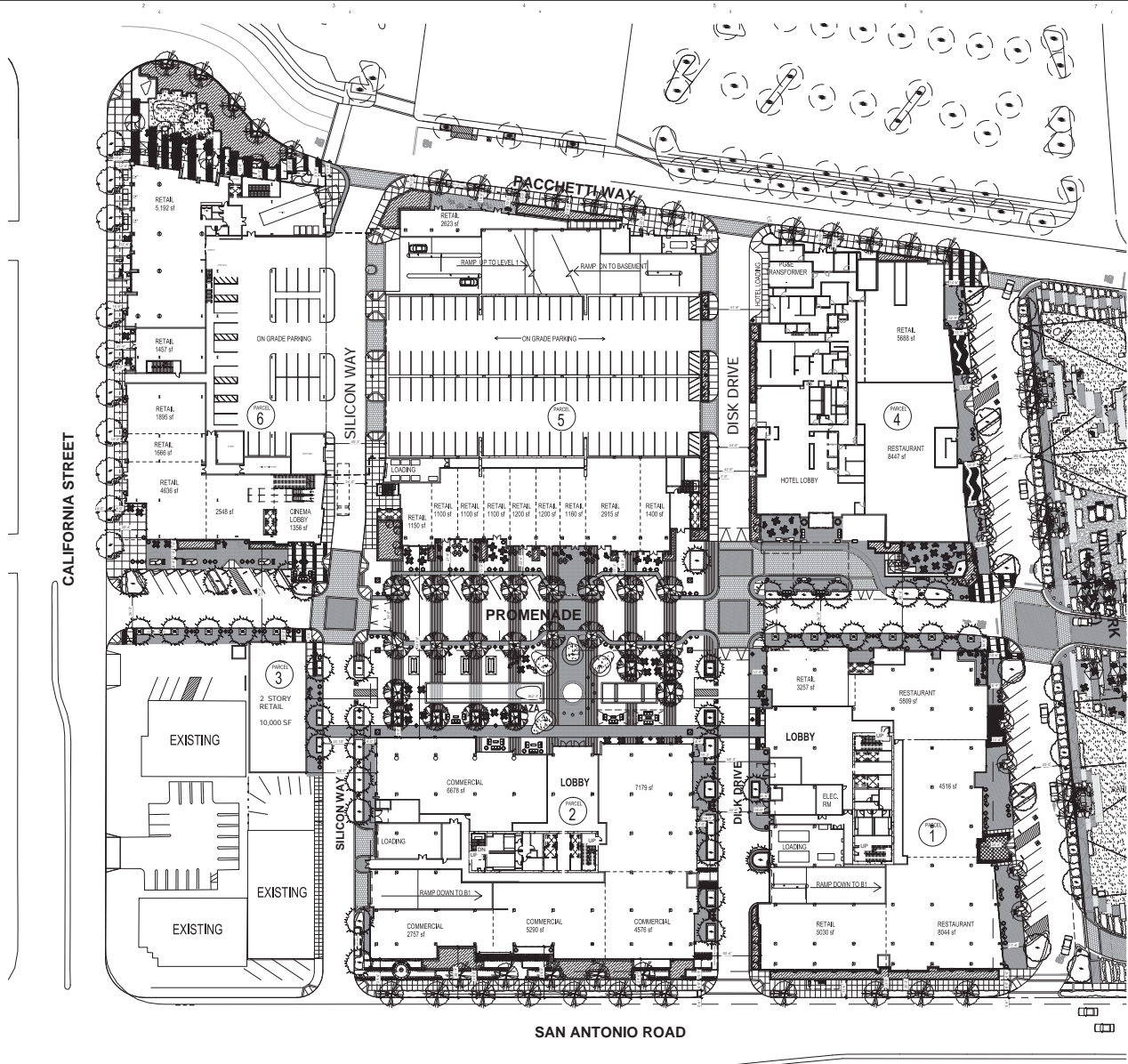
TITLE

LANDSCAPE
PLAN

NUMBER

L1.01

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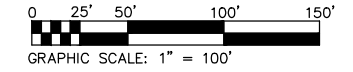


DRAFT

VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

DATE SUBMITTED: DECEMBER 2013



TOTAL SITE AREA	10.5 ac
TOTAL PERVIOUS AREA	0.55 ac
PERCENT OF SITE PERVIOUS	5.26 %

PRELIMINARY
NOT FOR CONSTRUCTION

XREFS: SYLVESTER

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 LAYOUT: Layout1
 DESIGNER: JSS MGR: WC

LEGEND

PROPOSED LANDSCAPED AREA

BACKGROUND LANDSCAPE PLAN BY RTKL [4]



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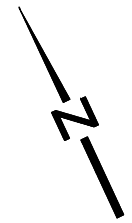
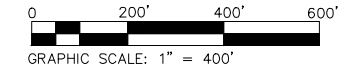
CITY OF MOUNTAIN VIEW
FIGURE 5 - PROPOSED LANDSCAPED AREA

SHEET NUMBER
5
 OF SHEETS
 JOB NUMBER
SJB036803

VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

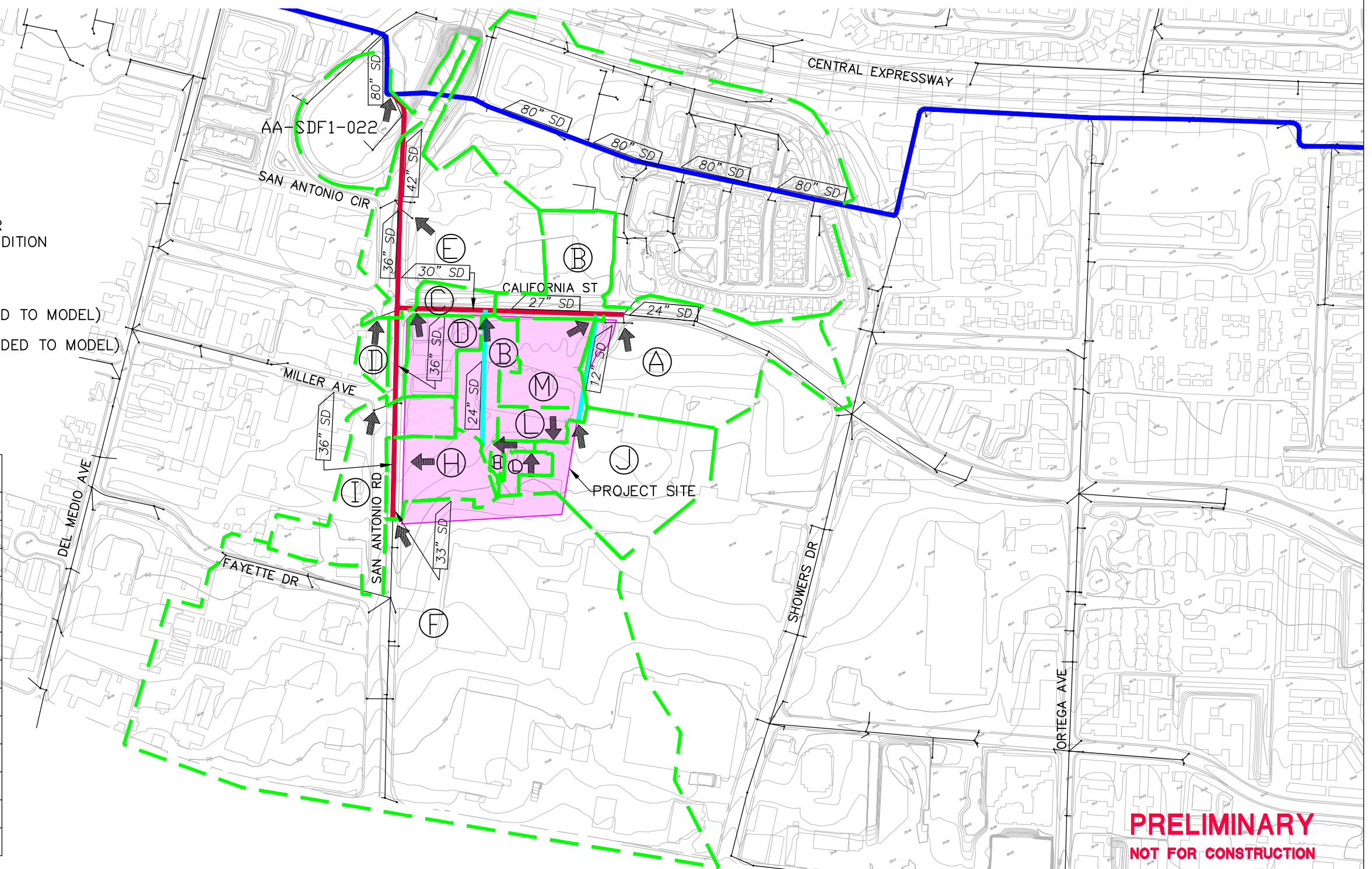
DATE SUBMITTED: DECEMBER 2013



LEGEND

- ADOBE CREEK EAST (ACE) TRUNK SYSTEM IN SDMP
- - - - - WATERSHED DELINEATION FOR SUB-SYSTEM PROPOSED CONDITION
- EXISTING CITY STORM DRAIN SYSTEM NOT MODELED
- EXISTING SUB-SYSTEM (ADDED TO MODEL)
- PROPOSED STORM DRAIN (ADDED TO MODEL)
- A WATERSHED ABBREVIATION SEE TABLE BELOW

Watershed Abbreviation	Watershed Name	Area (acres)
A	AA-SDF1-022-A	6.89
B	AA-SDF1-022-B	4.14
C	AA-SDF1-022-C	1.14
D	AA-SDF1-022-D	1.97
E	AA-SDF1-022-E	6.84
F	AA-SDF1-022-F	41.12
H	AA-SDF1-022-H	2.25
I	AA-SDF1-022-I	3.82
J	AA-SDF1-022-J	5.08
L	AA-SDF1-022-L	1.14
M	AA-SDF1-022-M	2.04
AA-SDF1-022	AA-SDF1-022	26.40
	TOTAL	102.84



PRELIMINARY
NOT FOR CONSTRUCTION

XREFS: SYLVESTER

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 DWG NAME: SANANTONIO_PRCONDITION_SUBDA.DWG
 LAYOUT: Layout1
 DESIGNER: JSS MGR: WC

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SAN JOSE, CA 95110
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CITY OF MOUNTAIN VIEW
FIGURE 6 - PROPOSED CONDITIONS MODEL

SHEET NUMBER	6
OF SHEETS	
JOB NUMBER	SJB036803

**VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS
TABLE 4 - PROPOSED CONDITIONS MODEL TIME OF CONCENTRATION (TC) CALCULATIONS
ADOBE CREEK EAST SYSTEM, CITY OF MOUNTAIN VIEW STORM DRAINAGE MASTER PLAN (2005)**

Watershed Area Identification	Overland Time		Time in pipes less than 24"							Time in pipes greater than 24"							Total Time, T _c =T _o + T _s + T ₁ 10 mins minimum (min)
	Length to first inlet (ft)	Time, T _o assuming V=3.1 ft/s (S=0.010)	U/S Invert (ft)	D/S invert (ft)	Length, L (ft)	Slope (ft/ft)	Avg Pipe Diameter (in)	Velocity*, V = $0.59/n * D^{0.67} * S^{0.5}$ (ft/s)	Time, T _s = L/V (min)	U/S Invert (ft)	D/S invert (ft)	Length, L (ft)	Slope (ft/ft)	Avg Pipe Diameter (in)	Velocity*, V = $0.59/n * D^{0.67} * S^{0.5}$ (ft/s)	Time, T ₁ = L/V (min)	
System A																	
AA-SDF2-071	2212	11.89	91.6	74.45	4482	0.0038	15	3.26	22.9	74.7	44.2	3275	0.0093	33	8.63	6.3	41.1
																	Total Time, T _c =T ₁ + 10 (min)
AA-SDF2-007										62.1	41.55	1695	0.0121	36	10.43	2.7	12.7
AA-SDF2-003										55.8	41.1	1881	0.0078	36	8.38	3.7	13.7
AA-SDF1-022										46.7	35.52	2420	0.0046	36	6.44	6.3	16.3
AA-SDE1-013										43.35	35.27	1456	0.0055	36	7.06	3.4	13.4
AA-SDE1-009										34.3	33.67	305	0.0021	24	3.28	1.5	11.5

CALIFORNIA ST AND SAN ANTONIO SUB-SYSTEM INITIAL TC CALCULATIONS FOR EACH WATERSHED ADDED TO MODEL

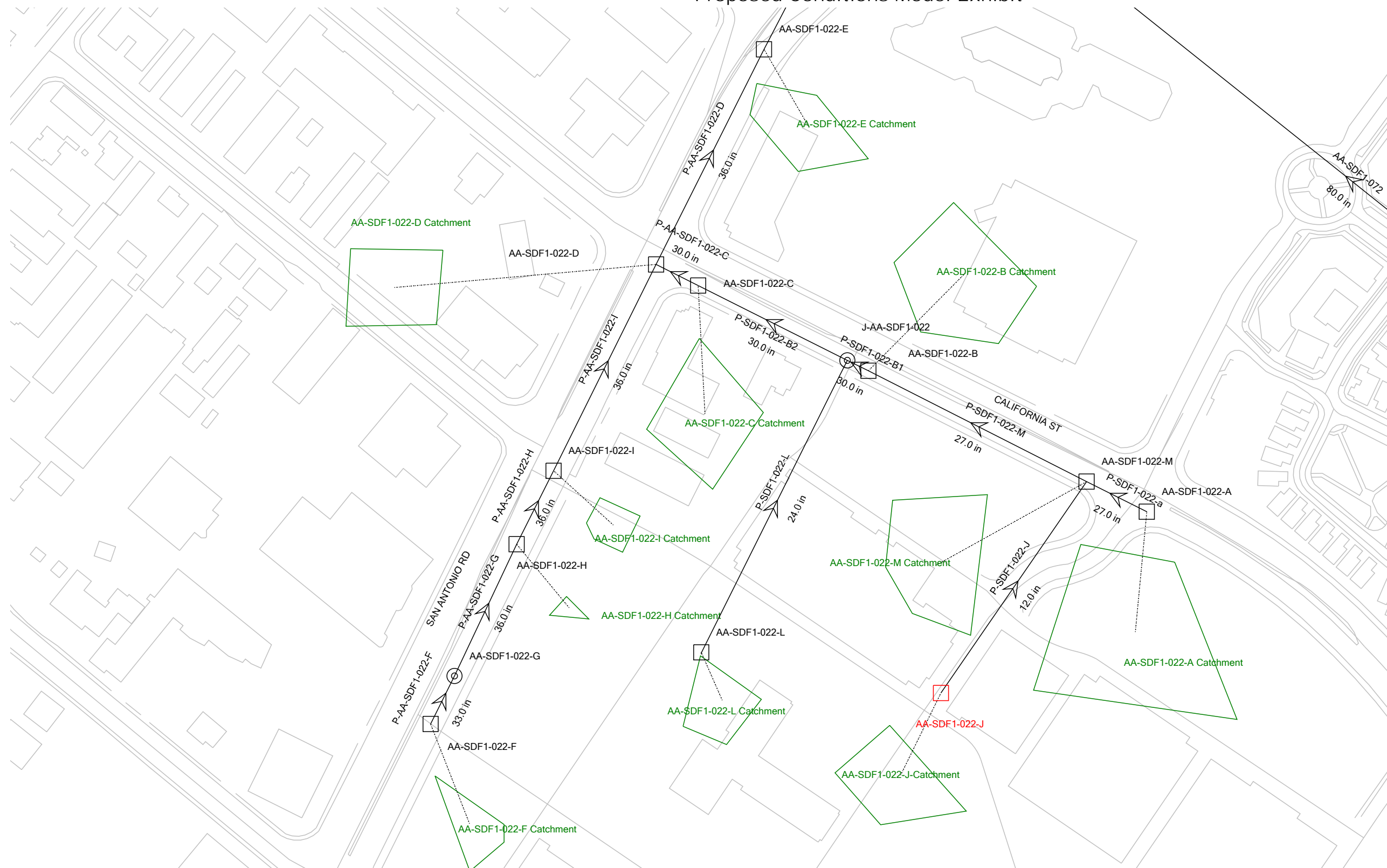
Watershed Area Identification	Overland Time		Time in pipes less than 24"							Time in pipes greater than 24"							Total Time, T _c =T _o + T _s + T ₁ 10 mins minimum (min)
	Length to first inlet (ft)	Time, T _o assuming V=2.5 ft/s (S=0.010)	U/S Invert (ft)	D/S invert (ft)	Length, L (ft)	Slope (ft/ft)	Avg Pipe Diameter (in)	Velocity*, V = $0.59/n * D^{0.67} * S^{0.5}$ (ft/s)	Time, T _s = L/V (min)	U/S Invert (ft)	D/S invert (ft)	Length, L (ft)	Slope (ft/ft)	Avg Pipe Diameter (in)	Velocity*, V = $0.59/n * D^{0.67} * S^{0.5}$ (ft/s)	Time, T ₁ = L/V (min)	
AA-SDF1-022-A	370	2.47	44.4	43.6	255	0.0031	24	4.04	1.1								10.0
AA-SDF1-022-J	523	3.49															10.0
AA-SDF1-022-B	653	4.35															10.0
AA-SDF1-022-C	346	2.31															10.0
AA-SDF1-022-F**	821	5.47	46.8	46.7	306	0.0003	12	0.82	6.2	46.7	44.5	281	0.0078	33	7.91	0.6	12.3
AA-SDF1-022-H	494	3.29															10.0
AA-SDF1-022-I	676	4.51															10.0
AA-SDF1-022-D	228	1.52															10.0
AA-SDF1-022-E	548	3.65															10.0
AA-SDF1-022	380	2.53								36.07	32.32	422	0.0089	42	9.90	0.7	10.0
AA-SDF1-022-L	0	0.00	roof to planter									288	0.0100	24	7.22	0.7	10.0
AA-SDF1-022-M	280	1.87			400	0.0100	12	4.54	1.5								10.0

Notes

* Velocity assumes full pipe flow in concrete pipe.

** Tc for AA-SDF1-022-F adjusted to 14 minutes for consistency with SDMP modeling.

Village at San Antonio Phase II CEQA Analysis Proposed Conditions Model Exhibit



VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS
TABLE 5 - STORMCAD OUTPUT FOR PROPOSED CONDITIONS MODEL
10-YEAR STORM EVENT SCENARIO (model SanAntonio_Pr-SYS_ACE_A_V8i-rev2.stsw)

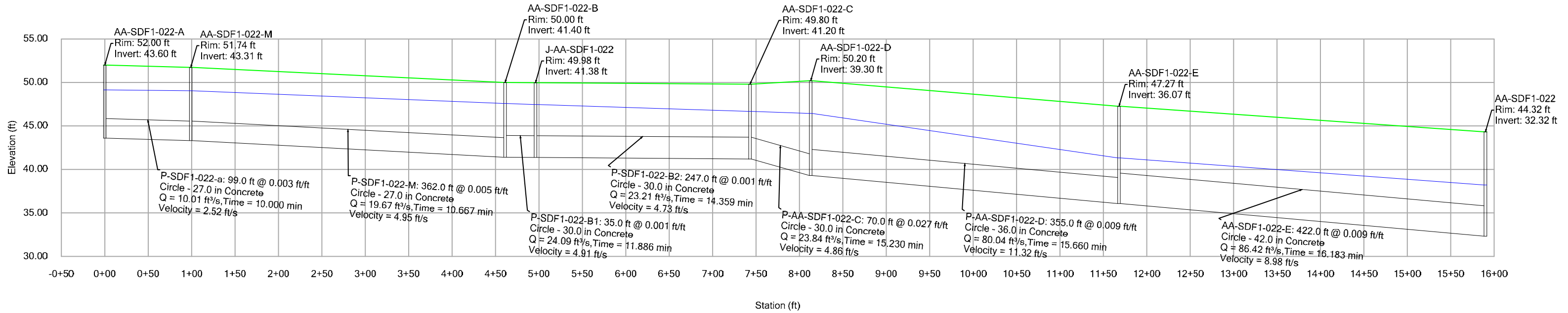
Label	Start Node	Stop Node	Upstream Inlet Area (acres)	Upstream Inlet C	System Intensity (in/h)	System Rational Flow (ft ³ /s)	Length (Unified) (ft)	Slope (ft/ft)	Diameter (in)	Manning's n	Capacity (Full Flow) (ft ³ /s)	Elevation Ground (Start) (ft)	Hydraulic Grade Line (In) (ft)	Elevation Ground (Stop) (ft)	Hydraulic Grade Line (Out) (ft)	Calculated Freeboard In (ft)	Calculated Freeboard Out (ft)
CALIFORNIA ST/SAN ANTONIO RD SUB-SYSTEM																	
Modeled Onsite Mains																	
P-SDF1-022-L	AA-SDF1-022-L	J-AA-SDF1-022	1.14	0.847	1.701	1.7	484	0.02	24	0.013	32.0	57.40	51.71	49.98	47.46	5.69	2.52
P-SDF1-022-J	AA-SDF1-022-J	AA-SDF1-022-M	5.08	0.847	1.701	7.4	376	0.01	12	0.013	3.6	57.00	65.15	51.74	49.04	-8.15	2.70
California St to San Antonio Rd																	
P-SDF1-022-a	AA-SDF1-022-A	AA-SDF1-022-M	6.89	0.847	1.701	10.0	99	0.003	27	0.013	16.8	52.00	49.15	51.74	49.04	2.85	2.70
P-SDF1-022-M	AA-SDF1-022-M	AA-SDF1-022-B	2.04	0.847	1.645	19.7	362	0.005	27	0.013	22.5	51.74	49.04	50.00	47.58	2.70	2.42
P-SDF1-022-B1	AA-SDF1-022-B	J-AA-SDF1-022	4.14	0.847	1.555	24.1	35	0.001	30	0.013	10.9	50.00	47.58	49.98	47.46	2.42	2.52
P-SDF1-022-B2	J-AA-SDF1-022	AA-SDF1-022-C	(N/A)	(N/A)	1.409	23.2	247	0.001	30	0.013	10.9	49.98	47.46	49.80	46.67	2.52	3.13
P-AA-SDF1-022-C	AA-SDF1-022-C	AA-SDF1-022-D	1.14	0.847	1.367	23.8	70	0.027	30	0.013	67.6	49.80	46.67	50.20	46.43	3.13	3.77
San Antonio Rd to SDMP Trunk System																	
P-AA-SDF1-022-F	AA-SDF1-022-F	AA-SDF1-022-G	41.12	0.847	1.428	50.1	79	0.006	33	0.013	42.1	58.20	51.43	57.20	50.72	6.77	6.48
P-AA-SDF1-022-G	AA-SDF1-022-G	AA-SDF1-022-H	(N/A)	(N/A)	1.42	49.8	215	0.01	36	0.013	67.5	57.20	50.72	54.20	49.52	6.48	4.68
P-AA-SDF1-022-H	AA-SDF1-022-H	AA-SDF1-022-I	2.25	0.847	1.394	51.6	121	0.002	36	0.013	33.2	54.20	49.52	53.60	48.80	4.68	4.80
P-AA-SDF1-022-I	AA-SDF1-022-I	AA-SDF1-022-D	3.82	0.847	1.381	55.6	340	0.006	36	0.013	53.7	53.60	48.80	50.20	46.43	4.80	3.77
P-AA-SDF1-022-D	AA-SDF1-022-D	AA-SDF1-022-E	1.97	0.847	1.347	80.0	355	0.009	36	0.013	63.6	50.20	46.43	47.27	41.32	3.77	5.95
AA-SDF1-022-E	AA-SDF1-022-E	AA-SDF1-022	6.84	0.847	1.324	86.4	422	0.009	42	0.013	94.8	47.27	41.32	44.32	38.21	5.95	6.11
SDMP TRUNK SYSTEM																	
AA-SDF2-053dm	AA-SDF2-071	AA-SDF2-055	125.79	0.73	0.816	75.5	598	0.006	42	0.013	76.2	54.20	49.61	49.47	46.24	4.59	3.23
AA-SDF2-045	AA-SDF2-055	AA-SDF2-007	(N/A)	(N/A)	0.803	74.3	937	-0.001	54	0.013	46.8	49.47	46.24	47.60	44.90	3.23	2.70
AA-SDF2-046	AA-SDF2-007	AA-SDF2-005	95.5	0.77	0.772	128.6	587	0	60	0.013	56.9	47.60	44.90	45.75	42.77	2.70	2.98
AA-SDF2-023	AA-SDF2-005	AA-SDF2-003	(N/A)	(N/A)	0.761	126.9	402	0	80	0.013	108.3	45.75	41.97	51.20	41.25	3.78	9.95
AA-SDF1-072	AA-SDF2-003	AA-SDF1-022	68.57	0.82	0.752	168.0	1,854	0.003	80	0.013	302.1	51.20	41.25	44.32	38.21	9.95	6.11
AA-SDE1-035	AA-SDF1-022	AA-SDF1-016	26.39	0.847	0.719	223.6	239	0.001	80	0.013	205.2	44.32	38.21	43.50	37.86	6.11	5.64
AA-SDE1-017	AA-SDF1-016	AA-SDF1-102i	(N/A)	(N/A)	0.715	222.4	35	0	80	0.013	94.8	43.50	37.86	43.50	37.80	5.64	5.70
AA-SDE1-029	AA-SDF1-102i	AA-SDE1-078	(N/A)	(N/A)	0.714	222.2	550	0	78	0.013	104.9	43.50	37.80	40.77	36.30	5.70	4.47
AA-SDE1-015	AA-SDE1-078	AA-SDE1-013	(N/A)	(N/A)	0.706	219.7	117	0.007	78	0.013	425.3	40.77	36.30	40.00	36.44	4.47	3.56
AA-SDE1-009L	AA-SDE1-013	AA-SDE1-009	56.24	0.81	0.705	251.6	722	0.002	80	0.013	269.7	40.00	36.44	38.00	35.18	3.56	2.82
AA-SDE1-026	AA-SDE1-009	AA-SDE1-142i	17.12	0.76	0.695	257.2	1,132	0.001	84	0.013	189.9	38.00	35.18	43.00	32.21	2.82	10.79

Village at San Antonio Phase II CEQA Analysis

Proposed Conditions Model

Profile Report

Profile 3 - California St to San Antonio to AA-SDF1-022 (SanAntonio_Pr-SYS_ACE_A_V8i_rev2.stsw)

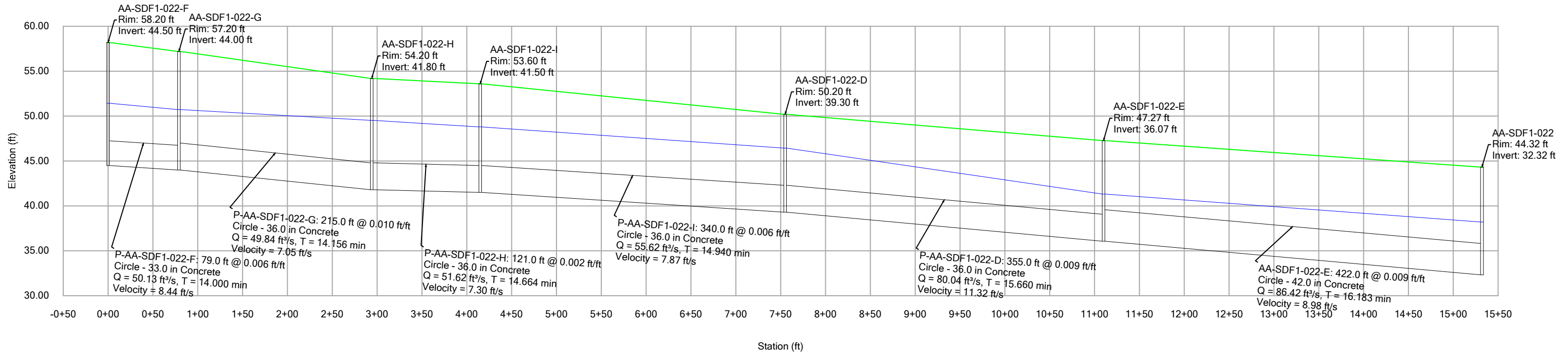


Village at San Antonio Phase II CEQA Analysis

Proposed Conditions Model

Profile Report

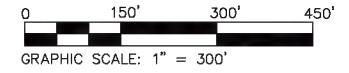
Profile 4 - San Antonio to AA-SDF1-022 (SanAntonio_Pr-SYS_ACE_A_V8i_rev2.stsw)



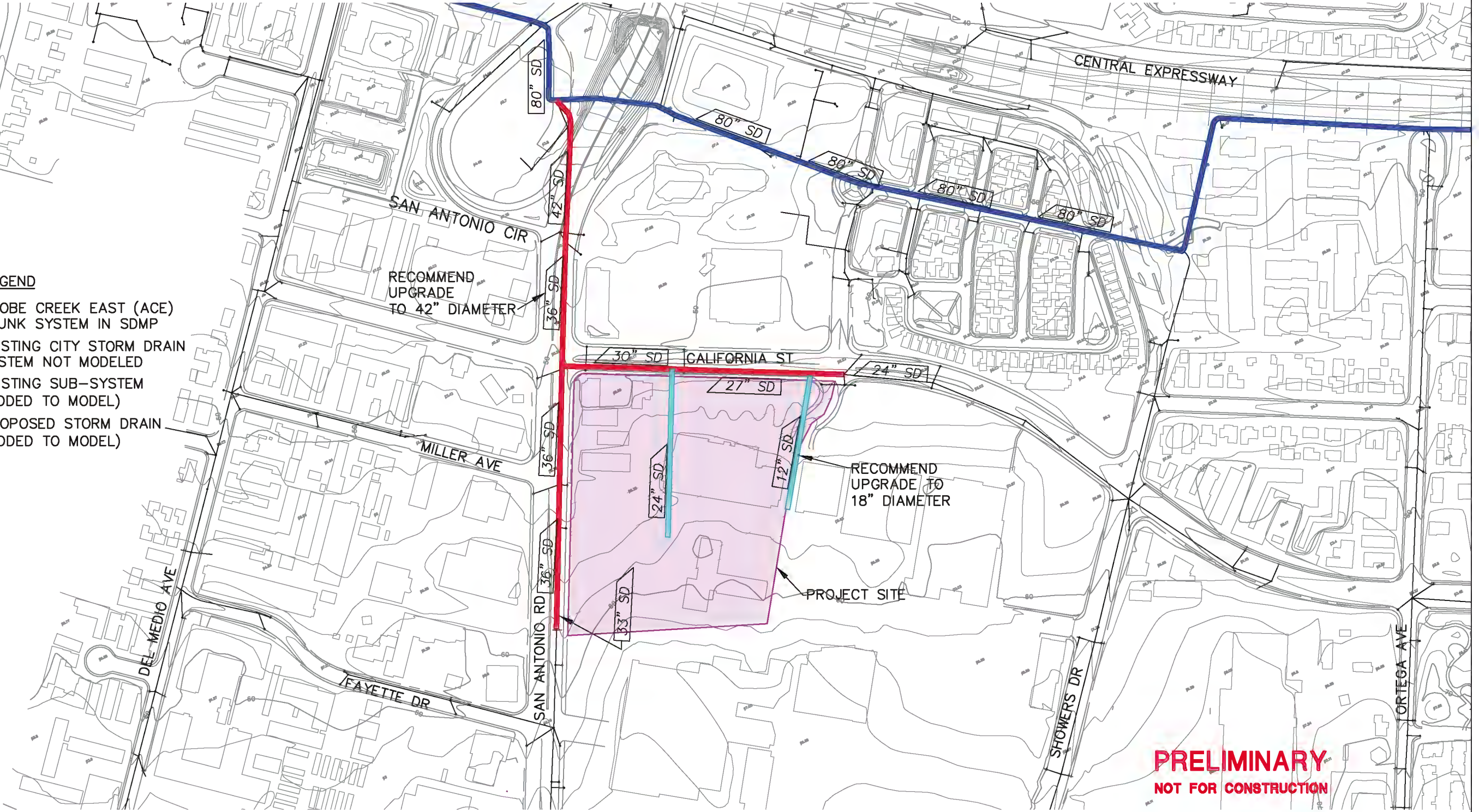
VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

DATE SUBMITTED: DECEMBER 2013



- LEGEND**
- ADOBE CREEK EAST (ACE) TRUNK SYSTEM IN SDMP
 - EXISTING CITY STORM DRAIN SYSTEM NOT MODELED
 - EXISTING SUB-SYSTEM (ADDED TO MODEL)
 - PROPOSED STORM DRAIN (ADDED TO MODEL)



PRELIMINARY
NOT FOR CONSTRUCTION

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LAYOUT:	Layout1		
DESIGNER:	JSS	MGR:	WC

2025 GATEWAY PLACE, SUITE 100
408.882.7200 TEL 408.392.0101 FAX

SAN JOSE, CA 95110
WWW.NV5.COM

CITY OF MOUNTAIN VIEW
FIGURE 7 - RECOMMENDED IMPROVEMENTS

SHEET NUMBER	7
OF SHEETS	
JOB NUMBER	SJB036803

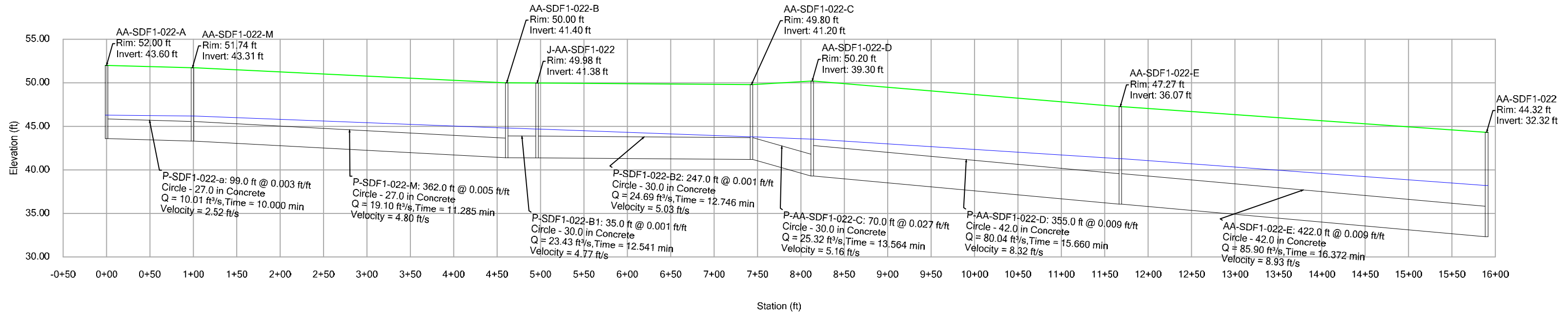
Village at San Antonio Phase II CEQA Analysis

Proposed Conditions Model

Profile Report

Profile 5 - California St to San Antonio to AA-SDF1-022 (SanAntonio_Pr-SYS_ACE_A_V8i_rev2.stsw)

Active Scenario: San Antonio with Recommendations



THE VILLAGE AT SAN ANTONIO CENTER NORTH

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CLIENT
**MERLONE
GEIER
PARTNERS**

ISSUE DRAWING LOG		
2	3/04/13	50% Revisions
1	1/30/13	50% SD Submittal

SEAL

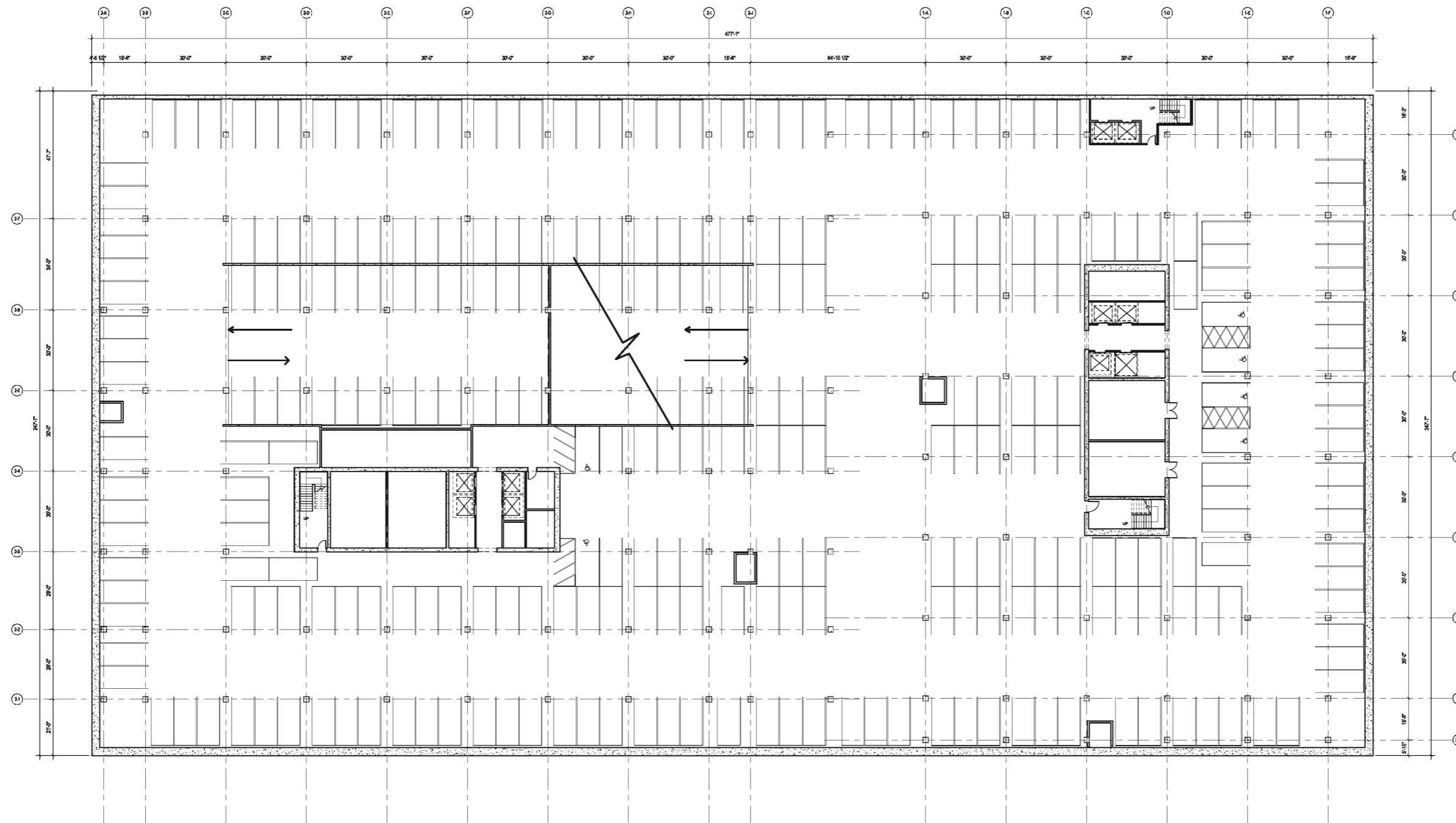
SHEET IDENTIFICATION

TITLE

**BASEMENT
LEVEL 4**

NUMBER

A2.04



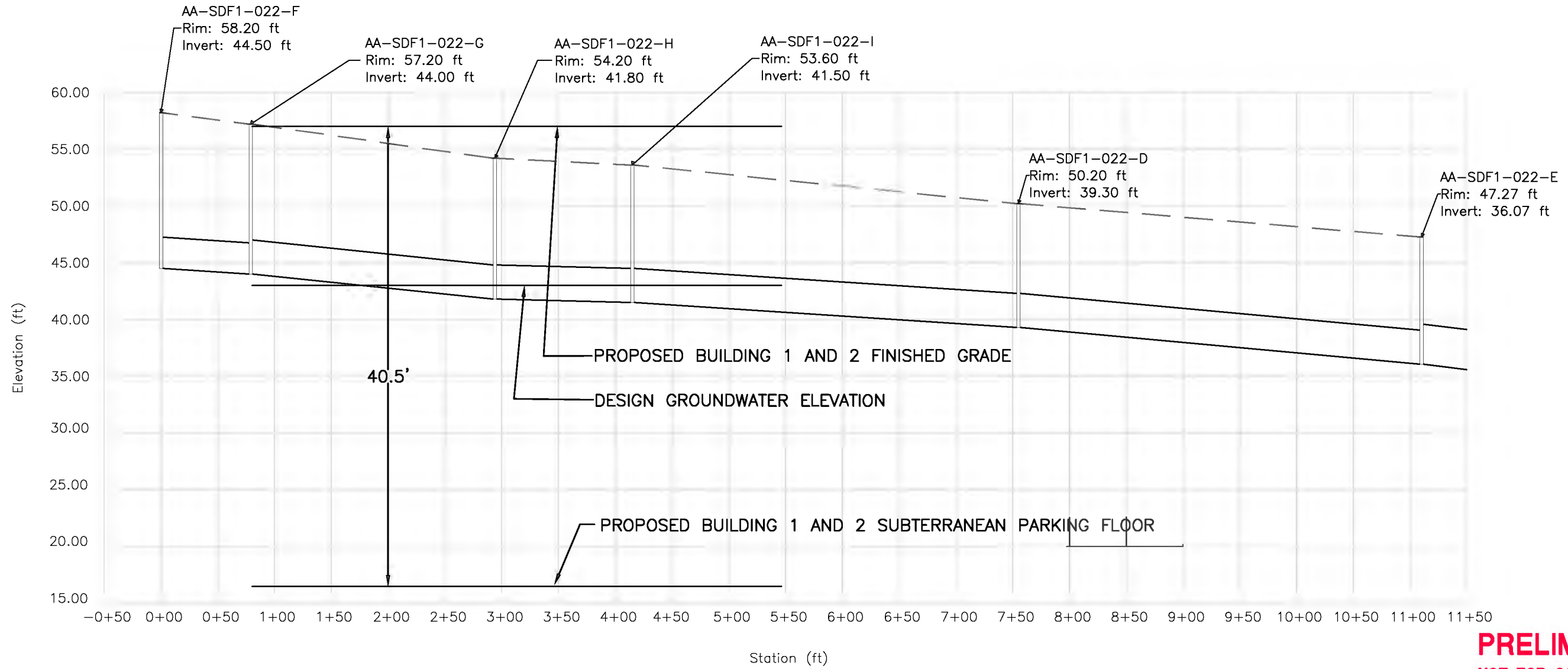
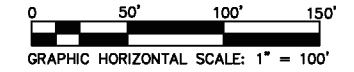
1 BASEMENT B4
1/16" = 1'-0"

NOT FOR CONSTRUCTION

VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

DATE SUBMITTED: DECEMBER 2013



PRELIMINARY
NOT FOR CONSTRUCTION

PROFILE
HORIZONTAL SCALE 1"=100', VERTICAL SCALE 1"=10'

XREFS: SYLVESTER

DATE:	12/5/13	TIME:	11:15:47 AM
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DWG NAME:	SAN ANTONIO RD PROFILE.DWG		
LAYOUT:	Layout1		
DESIGNER:	JSS	MGR:	WC

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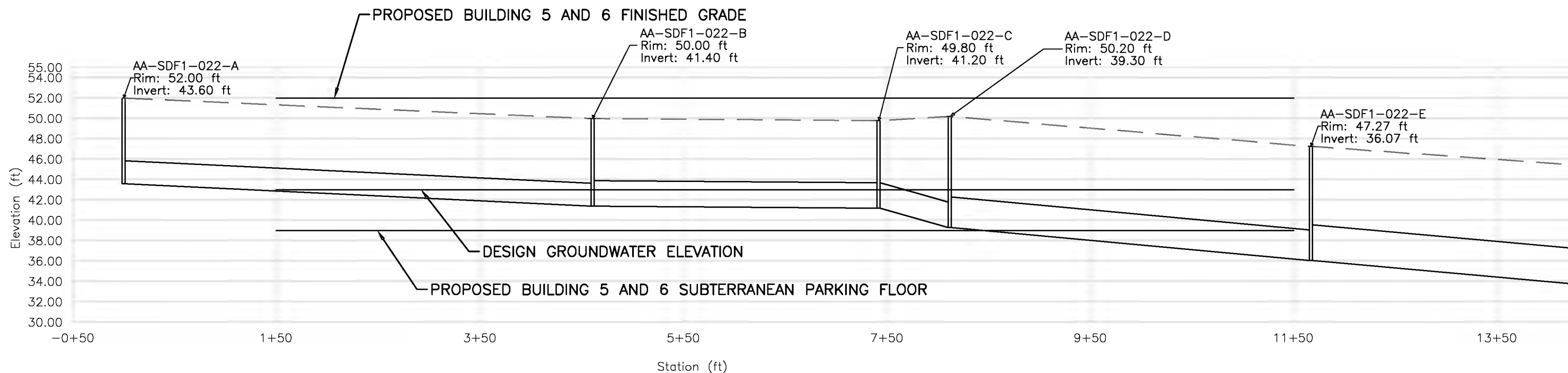
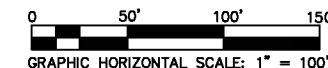
CITY OF MOUNTAIN VIEW
FIGURE 8 - SAN ANTONIO RD PROFILE

SHEET NUMBER	8
OF SHEETS	
JOB NUMBER	SJB036803

VILLAGE AT SAN ANTONIO CENTER PHASE II CEQA ANALYSIS

PREPARED FOR: ICF INTERNATIONAL, INC.

DATE SUBMITTED: DECEMBER 2013



PROFILE
HORIZONTAL SCALE 1"=100', VERTICAL SCALE 1"=10'

PRELIMINARY
NOT FOR CONSTRUCTION

XREFS: SYLVESTER

DATE:	12/5/13	TIME:	11:14:29 AM
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PATH:	N:\SJB036803\CADD\EXHIBITS		
DWG NAME:	CA ST-PROFILE.DWG		
LAYOUT:	Layout1		
DESIGNER:	JSS	MGR:	WC

2025 GATEWAY PLACE, SUITE 100
SAN JOSE, CA 95128
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WWW.NV5.COM

CITY OF MOUNTAIN VIEW
FIGURE 9 - CALIFORNIA ST PROFILE

SHEET NUMBER	9
OF SHEETS	
JOB NUMBER	SJB036803

Appendix I
Noise Analysis

The Village at San Antonio Center Phase II Project

Construction Activity: Demolition

Noise-Generating Construction Equipment

Equipment Type	Individual Equipment		Combined Equipment		
	SPL Lmax at 50 ft	Acoustic Usage Factor	No. of Pieces	SPL Lmax at 50 ft	SPL Leq at 50 ft
All Other Equipment > 5 HP	85	0.50			
Auger Drill Rig	84	0.20			
Backhoe	78	0.40			
Bar Bender	80	0.20			
Blasting	94	0.01			
Boring Jack Power Unit	83	0.50			
Chain Saw	84	0.20			
Clam Shovel (dropping)	87	0.20			
Compactor (ground)	83	0.20			
Compressor (air)	78	0.40			
Concrete Batch Plant	83	0.15			
Concrete Mixer Truck	79	0.40			
Concrete Pump Truck	81	0.20			
Concrete Saw	90	0.20			
Crane	81	0.16			
Dozer	82	0.40			
Drill Rig Truck	79	0.20			
Drum Mixer	80	0.50			
Dump Truck	76	0.40			
Excavator	81	0.40	2	84	80.0
Flat Bed Truck	74	0.40			
Front End Loader	79	0.40			
Generator	81	0.50			
Generator (<25KVA, VMS signs)	73	0.50			
Gradall	83	0.40			
Grader	85	0.40			
Grapple (on backhoe)	87	0.40			
Horizontal Boring Hydr. Jack	82	0.25			
Hydra Break Ram	90	0.10			
Impact Pile Driver	101	0.20			
Jackhammer	89	0.20			
Man Lift	75	0.20			
Mounted Impact Hammer (hoe ram)	90	0.20			
Pavement Scarafier	90	0.20			
Paver	77	0.50			
Pickup Truck	75	0.40			
Pneumatic Tools	85	0.50			
Pumps	81	0.50			
Refrigerator Unit	73	1.00			
Rivit Buster/chipping gun	79	0.20			
Rock Drill	81	0.20			
Roller	80	0.20			
Sand Blasting (Single Nozzle)	96	0.20			
Scraper	84	0.40			
Shears (on backhoe)	96	0.40			
Slurry Plant	78	1.00			
Slurry Trenching Machine	80	0.50			
Soil Mix Drill Rig	80	0.50			
Tractor	84	0.40			
Vacuum Excavator (Vac-truck)	85	0.40			
Vacuum Street Sweeper	82	0.10			
Ventilation Fan	79	1.00			
Vibrating Hopper	87	0.50			
Vibratory Concrete Mixer	80	0.20			
Vibratory Pile Driver	101	0.20			
Warning Horn	85	0.05			
Water Jet Deleading	83	0.20			
Welder / Torch	74	0.40			
COMBINED EQUIPMENT (SPL AT 50 FEET)	--	--	2	84.0	80.0

Acoustical measurement in FHWA Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January 2006.

Modeled Noise Levels at Varying Distances (Includes Hemispherical Spreading and Atmospheric Absorption)

Molecular Absorption	0.0007	dBA		
Anomalous Excess Attenuation	0.001	dBA		
Ground Type (soft or hard)	hard			
Equivalent Source-Receiver Height (Hs+Hr)/2	6	feet		
FTA Ground Attenuation Factor G	0.000	dBA		
Distance from Construction Site (feet)	Noise Level with Attenuation		Noise Level with Barrier (Levees)	
	Outdoor Leq	Outdoor Lmax	Noise Reduction	Outdoor Leq
250	66	70	0	66
300	64	68	6	58

Sound propagation calcs by FTA Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. May 2006.

Acoustical measurement in FHWA Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January 2006.

The Village at San Antonio Center Phase II Project

Construction Activity: Building Construction

Noise-Generating Construction Equipment

Equipment Type	Individual Equipment		Combined Equipment		
	SPL Lmax at 50 ft	Acoustic Usage Factor	No. of Pieces	SPL Lmax at 50 ft	SPL Leq at 50 ft
All Other Equipment > 5 HP	85	0.50			
Auger Drill Rig	84	0.20			
Backhoe	78	0.40			
Bar Bender	80	0.20			
Blasting	94	0.01			
Boring Jack Power Unit	83	0.50			
Chain Saw	84	0.20			
Clam Shovel (dropping)	87	0.20			
Compactor (ground)	83	0.20			
Compressor (air)	78	0.40			
Concrete Batch Plant	83	0.15			
Concrete Mixer Truck	79	0.40			
Concrete Pump Truck	81	0.20			
Concrete Saw	90	0.20			
Crane	81	0.16	1	81	73.0
Dozer	82	0.40			
Drill Rig Truck	79	0.20			
Drum Mixer	80	0.50			
Dump Truck	76	0.40			
Excavator	81	0.40			
Flat Bed Truck	74	0.40			
Front End Loader	79	0.40			
Generator	81	0.50			
Generator (<25KVA, VMS signs)	73	0.50			
Gradall	83	0.40			
Grader	85	0.40			
Grapple (on backhoe)	87	0.40			
Horizontal Boring Hydr. Jack	82	0.25			
Hydra Break Ram	90	0.10			
Impact Pile Driver	101	0.20			
Jackhammer	89	0.20			
Man Lift	75	0.20	4	81	74.0
Mounted Impact Hammer (hoe ram)	90	0.20			
Pavement Scarafier	90	0.20			
Paver	77	0.50			
Pickup Truck	75	0.40			
Pneumatic Tools	85	0.50			
Pumps	81	0.50			
Refrigerator Unit	73	1.00			
Rivit Buster/chipping gun	79	0.20			
Rock Drill	81	0.20			
Roller	80	0.20			
Sand Blasting (Single Nozzle)	96	0.20			
Scraper	84	0.40			
Shears (on backhoe)	96	0.40			
Slurry Plant	78	1.00			
Slurry Trenching Machine	80	0.50			
Soil Mix Drill Rig	80	0.50			
Tractor	84	0.40			
Vacuum Excavator (Vac-truck)	85	0.40			
Vacuum Street Sweeper	82	0.10			
Ventilation Fan	79	1.00			
Vibrating Hopper	87	0.50			
Vibratory Concrete Mixer	80	0.20			
Vibratory Pile Driver	101	0.20			
Warning Horn	85	0.05			
Water Jet Deleading	83	0.20			
Welder / Torch	74	0.40			
COMBINED EQUIPMENT (SPL AT 50 FEET)	--	--	5	84.0	76.6

Acoustical measurement in FHWA Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January 2006.

Modeled Noise Levels at Varying Distances (Includes Hemispherical Spreading and Atmospheric Absorption)

Molecular Absorption	0.0007	dBA		
Anomalous Excess Attenuation	0.001	dBA		
Ground Type (soft or hard)	hard			
Equivalent Source-Receiver Height (Hs+Hr)/2	6	feet		
FTA Ground Attenuation Factor G	0.000	dBA		
Distance from Construction Site (feet)	Noise Level with Attenuation		Noise Level with Barrier (Levees)	
	Outdoor Leq	Outdoor Lmax	Noise Reduction	Outdoor Leq
250	62	70	0	62
300	61	68	6	55

Sound propagation calcs by FTA Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. May 2006.

Acoustical measurement in FHWA Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January 2006.

The Village at San Antonio Center Phase II Project

Construction Activity: Paving/Utility

Noise-Generating Construction Equipment

Equipment Type	Individual Equipment		Combined Equipment		
	SPL Lmax at 50 ft	Acoustic Usage Factor	No. of Pieces	SPL Lmax at 50 ft	SPL Leq at 50 ft
All Other Equipment > 5 HP	85	0.50			
Auger Drill Rig	84	0.20			
Backhoe	78	0.40			
Bar Bender	80	0.20			
Blasting	94	0.01			
Boring Jack Power Unit	83	0.50			
Chain Saw	84	0.20			
Clam Shovel (dropping)	87	0.20			
Compactor (ground)	83	0.20			
Compressor (air)	78	0.40			
Concrete Batch Plant	83	0.15			
Concrete Mixer Truck	79	0.40			
Concrete Pump Truck	81	0.20			
Concrete Saw	90	0.20			
Crane	81	0.16			
Dozer	82	0.40			
Drill Rig Truck	79	0.20			
Drum Mixer	80	0.50			
Dump Truck	76	0.40			
Excavator	81	0.40	2	84	80.0
Flat Bed Truck	74	0.40	1	74	70.0
Front End Loader	79	0.40	1	79	75.0
Generator	81	0.50			
Generator (<25KVA, VMS signs)	73	0.50			
Gradall	83	0.40			
Grader	85	0.40			
Grapple (on backhoe)	87	0.40			
Horizontal Boring Hydr. Jack	82	0.25			
Hydra Break Ram	90	0.10			
Impact Pile Driver	101	0.20			
Jackhammer	89	0.20			
Man Lift	75	0.20			
Mounted Impact Hammer (hoe ram)	90	0.20			
Pavement Scarafier	90	0.20			
Paver	77	0.50			
Pickup Truck	75	0.40	1	75	71.0
Pneumatic Tools	85	0.50			
Pumps	81	0.50			
Refrigerator Unit	73	1.00			
Rivit Buster/chipping gun	79	0.20			
Rock Drill	81	0.20			
Roller	80	0.20			
Sand Blasting (Single Nozzle)	96	0.20			
Scraper	84	0.40			
Shears (on backhoe)	96	0.40			
Slurry Plant	78	1.00			
Slurry Trenching Machine	80	0.50			
Soil Mix Drill Rig	80	0.50			
Tractor	84	0.40			
Vacuum Excavator (Vac-truck)	85	0.40			
Vacuum Street Sweeper	82	0.10			
Ventilation Fan	79	1.00			
Vibrating Hopper	87	0.50			
Vibratory Concrete Mixer	80	0.20			
Vibratory Pile Driver	101	0.20			
Warning Horn	85	0.05			
Water Jet Deleading	83	0.20			
Welder / Torch	74	0.40			
COMBINED EQUIPMENT (SPL AT 50 FEET)	--	--	5	85.9	81.9

Acoustical measurement in FHWA Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January 2006.

Modeled Noise Levels at Varying Distances (Includes Hemispherical Spreading and Atmospheric Absorption)

Molecular Absorption	0.0007	dBA		
Anomalous Excess Attenuation	0.001	dBA		
Ground Type (soft or hard)	soft			
Equivalent Source-Receiver Height (Hs+Hr)/2	6	feet		
FTA Ground Attenuation Factor G	0.643	dBA		
Distance from Construction Site (feet)	Noise Level with Attenuation		Noise Level with Barrier (Levees)	
	Outdoor Leq	Outdoor Lmax	Noise Reduction	Outdoor Leq
250	63	67	0	63
300	61	65	6	55

Sound propagation calcs by FTA Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. May 2006.

Acoustical measurement in FHWA Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054. January 2006.

**Mountain View San Antonio Center Phase II Project
Traffic Noise Analysis**

This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables.

**** Type in yellow cells only.**

Traffic Data:	Units:
<input type="checkbox"/> Enter ADT Traffic	<input type="checkbox"/> Metric
<input checked="" type="checkbox"/> Enter Loudest-hour Traffic	<input checked="" type="checkbox"/> English

Calculate



Link	Roadway	Segment Location	Hard or Soft Ground (H or S)	BARRIER			Peak-hour Traffic Volumes			Vehicle Speed mph max. 80	Sound Levels at Receiver Locations	
				Present 1=yes	Height min. 7 ft. max. 32 ft.	Distance 35 ft. or 100 ft.	Autos	Medium Tr.	Heavy Tr.		Distance feet, min. 33 max. 1000	dBA Leq1h (loudest hour)
1	San Antonio Rd (Ex)	South of Middlefield Rd	H				2,860	59	29	35	120	65.9
2	El Camino Real (Ex)	East of Charleston Rd	H				3,552	73	36	40	70	70.6
3	California St (Ex)	East of Pacchetti Way	H	1	7	35	1,015	21	10	35	50	57.0
4	San Antonio Rd (Ex+Proj)	South of Middlefield Rd	H				3,015	88	39	35	120	66.5
5	El Camino Real (Ex+Proj)	East of Charleston Rd	H				3,685	98	45	40	70	71.0
6	California St (Ex+Proj)	East of Pacchetti Way	H	1	7	35	1,143	45	19	35	50	58.6
7	San Antonio Rd (Cum)	South of Middlefield Rd	H				3,306	68	34	35	120	66.5
8	El Camino Real (Cum)	East of Charleston Rd	H				4,418	91	45	40	70	71.6
9	California St (Cum)	East of Pacchetti Way	H	1	7	35	1,167	24	12	35	50	57.6
10	San Antonio Rd (Cum+Proj)	South of Middlefield Rd	H				3,461	97	44	35	120	67.1
11	El Camino Real (Cum+Proj)	East of Charleston Rd	H				4,551	116	54	40	70	71.9
12	California St (Cum+Proj)	East of Pacchetti Way	H	1	7	35	1,296	48	20	35	50	59.1

**Mountain View San Antonio Center Phase II Project
Traffic Noise Analysis**

This spreadsheet calculates traffic noise levels based on TNM Version 2.5 Lookup Tables.

**** Type in yellow cells only.**

Traffic Data:	Units:
<input type="checkbox"/> Enter ADT Traffic	<input type="checkbox"/> Metric
<input checked="" type="checkbox"/> Enter Loudest-hour Traffic	<input checked="" type="checkbox"/> English

Calculate



Link	Roadway	Segment Location	Hard or Soft Ground (H or S)	BARRIER			Peak-hour Traffic Volumes			Vehicle Speed mph max. 80	Sound Levels at Receiver Locations	
				Present 1=yes	Height min. 7 ft. max. 32 ft.	Distance 35 ft. or 100 ft.	Autos	Medium Tr.	Heavy Tr.		Distance feet, min. 33 max. 1000	dBA Leq1h (loudest hour)
1	San Antonio Rd (Ex)	South of Middlefield Rd	H				2,860	59	29	35	120	65.9
2	El Camino Real (Ex)	East of Charleston Rd	H				3,552	73	36	40	70	70.6
3	California St (Ex)	East of Pacchetti Way	H	1	7	35	1,015	21	10	35	50	57.0
4	San Antonio Rd (Ex+Proj)	South of Middlefield Rd	H				3,015	88	39	35	120	66.5
5	El Camino Real (Ex+Proj)	East of Charleston Rd	H				3,685	98	45	40	70	71.0
6	California St (Ex+Proj)	East of Pacchetti Way	H	1	7	35	1,143	45	19	35	50	58.6
7	San Antonio Rd (Cum)	South of Middlefield Rd	H				3,306	68	34	35	120	66.5
8	El Camino Real (Cum)	East of Charleston Rd	H				4,418	91	45	40	70	71.6
9	California St (Cum)	East of Pacchetti Way	H	1	7	35	1,167	24	12	35	50	57.6
10	San Antonio Rd (Cum+Proj)	South of Middlefield Rd	H				3,461	97	44	35	120	67.1
11	El Camino Real (Cum+Proj)	East of Charleston Rd	H				4,551	116	54	40	70	71.9
12	California St (Cum+Proj)	East of Pacchetti Way	H	1	7	35	1,296	48	20	35	50	59.1

Appendix J

Transportation Impact Analysis

Final Transportation Impact Analysis

**The Village at San Antonio Center (Phase 2)
in Mountain View, California**

Prepared for:
ICF International
and
The City of Mountain View

March 2014

FEHR  PEERS

SF13-0693

Table of Contents

EXECUTIVE SUMMARY	I
Project Traffic Estimates	i
Project Impacts	ii
Site Access and Circulation	iv
1. INTRODUCTION	1
Purpose	1
Project Study Area	1
Analysis Scenarios	3
Traffic Analysis Methods	3
Significant Impact Criteria	6
Report Organization	9
2. EXISTING CONDITIONS	12
Existing Street System	12
Existing Pedestrian Facilities	14
Existing Bicycle Facilities	15
Existing Transit Service	18
Existing Intersection Volumes and Lane Configurations	25
Existing Intersection Levels of Service	25
Existing Freeway Segment Levels of Service	30
Field Observations	31
3. PROJECT TRANSPORTATION CHARACTERISTICS	32
Trip Generation	32
Trip Distribution	34
Trip Assignment	34
4. EXISTING PLUS PROJECT CONDITIONS	41
Existing Plus Project Intersection Levels of Service	41

Signal Warrant Analysis.....	44
Intersection Impacts and Mitigation	44
Existing Plus Project Freeway Level of Service	44
5. BACKGROUND CONDITIONS	47
Background Traffic Volumes	47
Background Roadway Improvements.....	47
Background Plus Project Intersection Volumes.....	50
Background Intersection Levels of Service	50
Signal Warrant Analysis.....	55
Intersection Impacts and Mitigation	55
Background Plus Project Freeway Level of Service	55
6. CUMULATIVE NEAR-TERM CONDITIONS.....	56
Cumulative Near-Term Traffic Volumes	56
Cumulative Near-Term Roadway Improvements.....	56
Cumulative Near-Term Plus Project Volumes	59
Cumulative Near-Term Intersection Levels of Service	59
Signal Warrant Analysis.....	64
Intersection Impacts and Mitigation	65
San Antonio Road and California Street Re-Configuration Test.....	66
Cumulative Near-Term Plus Project Freeway Level of Service.....	67
7. SITE ACCESS AND ON-SITE CIRCULATION	68
Vehicle Site Access and Circulation.....	68
Vehicle Parking	69
Transportation Demand Management Program.....	71
Pedestrian, Bicycle, and Transit Impacts and Mitigation.....	72
8. VEHICLE MILES TRAVELED (VMT) ESTIMATES.....	75

List of Figures

Figure 1:	Project Location and Study Intersections	10
Figure 2:	Proposed Site Plan	11
Figure 3:	Existing Pedestrian Connections to Transit Service	20
Figure 4:	Existing Bicycle Facilities	21
Figure 5:	Existing Bicycle and Pedestrian Volumes	22
Figure 6:	Existing Transit Facilities	24
Figure 7:	Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes – Existing Conditions..	28
Figure 8:	Project Trip Distribution.....	36
Figure 9:	Project Trip Assignment.....	37
Figure 10:	Lane Configurations, Traffic Controls, and Peak Hour Traffic Volumes – Existing Plus Project Conditions	39
Figure 11:	Lane Configurations, Traffic Control, and Peak Hour Traffic Volumes – Background Conditions	48
Figure 12:	Lane Configurations, Traffic Control, and Peak Hour Traffic Volumes – Background Plus Project Conditions.....	53
Figure 13:	Lane Configurations, Traffic Control, and Peak Hour Traffic Volumes – Cumulative Near-Term Conditions	57
Figure 14:	Lane Configurations, Traffic Control, and Peak Hour Traffic Volumes – Cumulative Near-Term Plus Project Conditions	62

List of Tables

Table 1:	Signalized Intersection Level of Service Definitions	4
Table 2:	Unsignalized Intersection Level of Service Definitions.....	5
Table 3:	Freeway Segment Level of Service Definitions	5
Table 4:	Existing Transit Services.....	19
Table 5:	Existing Intersections Levels of Service.....	26
Table 6:	Existing Freeway Segment Levels of Service	30

Table 7: Project Trip Generation Estimates	35
Table 8: Existing Plus Project Intersection Levels of Service.....	42
Table 9: Existing Plus Project Freeway Segment AM Peak Period Levels of Service.....	45
Table 10: Existing Plus Project Freeway Segment PM Peak Period Levels of Service.....	46
Table 11: Background Intersection Levels of Service	51
Table 12: Cumulative Near-Term Intersection Levels of Service	60
Table 13: Vehicle Parking Requirements.....	70
Table 14: Bicycle Parking Requirements.....	74
Table 15: Vehicle Miles Traveled (VMT) Estimates	76

Appendices

Appendix A: Existing Intersection Counts
Appendix B: Intersection Level of Service Calculations
Appendix C: Peak Hour Signal Warrants
Appendix D: Freeway Capacity Analysis
Appendix E: Approved Project List
Appendix F: Mitigated Level of Service Calculations
Appendix G: Trip Generation Tables
Appendix H: Mitigation Measure Conceptual Drawings

EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) for Phase 2 of the proposed mixed-use development known as The Village at San Antonio Center located in the City of Mountain View, California. The Project site is located south of California Street between San Antonio Road and Pacchetti Way. The proposed project will contain a 167-room hotel, 54,184 square feet of retail space, 392,853 square feet of office space, 28,502 square feet of flexible commercial space, 35,358 square feet of restaurant space, and a cinema with 1,710 seats.

Transportation aspects of the project were evaluated for consistency with the City of Mountain View 2030 *General Plan* (2012). The impacts of the Project were evaluated following the guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County. Roadway system operations were evaluated under the following study scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Background Conditions
- Background Plus Project Conditions
- Cumulative Near-Term Project Conditions
- Cumulative Near-Term Plus Project Conditions

Pedestrian, bicycle, and transit facilities were also evaluated.

PROJECT TRAFFIC ESTIMATES

Project-generated vehicle trips were estimated using rates and equations published by the Institute of Transportation Engineers (ITE). The proposed Project is estimated to generate 5,983 daily vehicle trips, with 571 occurring during the AM peak hour (472 in and 99 out), and 839 occurring during the PM peak hour (278 in and 561 out).

PROJECT IMPACTS

This analysis identifies potentially significant adverse impacts of the proposed project on the surrounding transportation system and recommends measures to mitigate significant impacts for environmental clearance.

INTERSECTION IMPACTS

Existing Plus Project Conditions

The results of the Level of Service (LOS) calculations indicate that all of the study intersections still operate at acceptable levels of service in the Existing Plus Project scenario.

Background Plus Project Conditions

The results of the Level of Service (LOS) calculations indicate that all of the study intersections still operate at acceptable levels of service in the Background Plus Project scenario.

Cumulative Near-Term Plus Project Conditions

Significantly impacted intersection locations under Cumulative Near-Term Plus Project Conditions during the AM or PM peak hour include:

- *San Antonio Road and El Camino Real (Intersection #6; PM Peak)*

San Antonio Road and California Street Re-Configuration Test

The City had asked for a test of a possible re-configuration for the southbound approach at the intersection of San Antonio Road and California Street. The re-configuration would convert one southbound through lane to a left-turn lane. The test determined that in Cumulative Near-Term Plus Project Conditions, the re-configured intersection operates acceptably during both peak hours.

FREEWAY SEGMENT IMPACTS

On freeway segments that are already operating at LOS F during the AM and PM peak period, the project traffic would not add more than one percent of the freeway's capacity. On freeway segments that are currently operating at LOS E or better, the project traffic would not cause the LOS to decline to LOS F. Therefore, the project is estimated to have a less-than-significant impact on the freeway system.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS

Pedestrian Facilities

Most signalized intersections within one-quarter mile of the project site have crosswalks and pedestrian signals on all four legs. In addition, there is a mid-block, unsignalized crosswalk on San Antonio Road at Miller Avenue near the intersection of San Antonio Road and California Street. Although the Project would generate vehicles that would cross existing pedestrian facilities on a regular basis, the existing facilities are designed adequately, resulting in a less-than-significant impact.

To accommodate higher pedestrian volumes due to the Project, it is recommended that the pedestrian crossings at the intersection of intersection of California Street and Pacchetti Way be enhanced with high visibility crosswalks, corner bulbouts and signage. No intersection widening is currently proposed as a result of vehicle LOS mitigation, although re-striping and other signal modifications could lead to increasing the crossing and/or waiting times for pedestrians and bicyclists at intersections. Any impacts to the off-site pedestrian facilities are projected to be less than significant.

The Project is expected to generate demand for sidewalks to allow pedestrians to access nearby bus stops, the Caltrain station platforms, and adjacent land uses; sidewalks with a minimum width of 8 feet should be installed along all Project frontages. Pedestrian crossings internal to the Project site can be enhanced with high visibility crosswalks, corner bulbouts and signage. These improvements should meet ADA requirements and include direct travel paths from the southwest corner of California Street and Pacchetti Way to provide access to the Caltrain station. These impacts are potentially significant, given that the Project would not provide adequate pedestrian facilities to connect to the area circulation system.

Bicycle Facilities

The existing and planned bicycle facilities can accommodate the increased bicycle demand; therefore, the impact to bicycle facilities is less-than-significant and no mitigation measures are needed. No widening is currently proposed as part of intersection mitigation, although re-striping and other signal modifications could lead to increasing the crossing and/or waiting times for bicyclists at intersections. The project is required to provide 131 bicycle parking spaces.

Transit Facilities

The proposed project will generate additional demand for the existing transit services in the area, which can be accommodated by the existing transit capacity. Therefore, impacts to transit service are expected to be less-than-significant.

SITE ACCESS AND CIRCULATION

Access to the Project site will be provided via three driveways on San Antonio Road, three driveways on Pacchetti Way, and one driveway on California Street. The driveways on San Antonio Road and California Street are right-in, right-out only driveways, while the driveways on Pacchetti Way are full-access driveways. The internal circulation for the proposed parking areas were reviewed for issues related to queuing, safety, dead-end aisles, and parking spaces that may be difficult to maneuver in and out of.

All circulation aisles should accommodate two-way travel (most do) and all of the proposed parking spaces should be perpendicular (most are). Drive aisles should have a minimum width of 24 feet. The parking spaces nearest to the elevators in parking garages should be designated as the accessible spaces.

PARKING IMPACTS

The completed Project will provide a total of 2,559 parking spaces for employees and visitors, 89 of which will be accessible spaces. The proposed parking supply is 181 spaces, or 7 percent, below the City requirements. Some of the parking spaces could potentially be designated for complementary uses. With a 30 percent TDM goal, the office parking supply could potentially be reduced. With these allowances, the impact parking will have on the study area is less-than-significant. Without these allowances, the site plan should be revised to indicate the total number of spaces provided. The project applicant should consider adding a parking management program.

VEHICLE MILES TRAVELED (VMT) ESTIMATES

The City's travel demand forecasting (TDF) model was used to develop citywide daily VMT estimates for the Project. Total VMT generated by the Project was calculated using the Origin-Destination method. Total VMT is projected to increase by 36,120 vehicle-miles with the Project, or about 6.0 vehicle miles traveled per project trip.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The City of Mountain View is requiring the Project to have a TDM program that reduces peak hour vehicle trips generated by the office space by approximately 30 percent. The TDM program needs to provide detailed descriptions of the variety of TDM strategies to be implemented on the site, the party responsible for each measure, the monitoring process, and penalties for non-compliance. Measures aimed at reducing both single-occupant vehicle trips and parking demand include subsidized transit tickets, alternative work schedules, bicycle and pedestrian "cash" payments, and parking "cash out" programs.

1. INTRODUCTION

This report presents the results of the transportation impact analysis (TIA) for Phase 2 of the proposed mixed-use development known as The Village at San Antonio Center located in the City of Mountain View, California. The project site is located south of California Street between San Antonio Road and Pacchetti Way. The project involves removing existing buildings and constructing the development. The development site's location near the San Antonio Caltrain station and the Transportation Demand Management (TDM) program for the office portion will reduce the number of vehicle trips it would generate. This chapter discusses the TIA purpose, project study area, analysis scenarios and methods, criteria used to identify significant impacts, and report organization.

PURPOSE

This analysis was conducted to identify potentially significant adverse impacts of the proposed project on the surrounding transportation system and to recommend measures to mitigate significant impacts for environmental clearance.

The proposed project will contain a 167-room hotel, 54,184 square feet of retail space, 392,853 square feet of office space, 28,502 square feet of flexible commercial space, 35,358 square feet of restaurant space, and a cinema with 1,710 seats. Access to the project site is provided via driveways on San Antonio Road, California Street, and Pacchetti Way. **Figure 1** shows the location of the project site, the surrounding transportation network, and study intersections and roadway segments. **Figure 2** presents the proposed ground level site plan.

This study addresses the project's impacts on the roadway system and the adjacent bicycle, pedestrian, and transit network. Project impacts were evaluated following the guidelines of the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA), the congestion management agency for Santa Clara County.

PROJECT STUDY AREA

STUDY INTERSECTIONS

Project impacts on the study area roadway facilities were determined by measuring the effect project traffic would have on intersection operations during the morning (7:00 to 9:00 AM) and evening (4:00 to

6:00 PM) peak periods. A total of 27 intersections were selected in consultation with City staff as study locations. These locations were chosen based on VTA's TIA Guidelines, (March 2009), which indicate that intersections should be included if the proposed project adds 10 or more peak hour vehicles per lane to any intersection movement. Intersections that are part of the Santa Clara County Congestion Management Program (CMP) or are designated by the City of Mountain View *2030 General Plan* (2012) as within the San Antonio Center Planning Area are also identified. The study intersections and their jurisdictions are:

1. San Antonio Road and US 101 Northbound Off-Ramp (MV)
2. San Antonio Road and Charleston Road (PA)*
3. San Antonio Road and Middlefield Road (PA)*
4. San Antonio Road and California Street (MV)**
5. San Antonio Road and Fayette Drive (MV)**
6. San Antonio Road and El Camino Real (MV)*
7. San Antonio Road and W. Portola Avenue (LA)
8. San Antonio Road and Almond Avenue (LA)
9. San Antonio Road and W. Edith Avenue / Main Street (LA)
10. San Antonio Road and Cuesta Drive / First Street (LA)
11. El Camino Real and Los Robles Avenue / El Camino Way (PA)
12. El Camino Real and Maybell Avenue (PA)
13. El Camino Real and Arastradero Road / Charleston Road (PA)
14. El Camino Real and Los Altos Avenue / Cezano Court (LA)
15. El Camino Real and Del Medio Avenue (MV)
16. El Camino Real and Showers Drive (MV)
17. El Camino Real and Ortega Avenue (MV)
18. El Camino Real and Rengstorff Avenue (MV)*
19. California Street and Del Medio Avenue (MV)**
20. California Street and Pacchetti Way (MV)**
21. California Street and Showers Drive (MV)**
22. California Street and Ortega Avenue (MV)**
23. California Street and Rengstorff Avenue (MV)**
24. Latham Street and Showers Drive (MV)**
25. El Camino Real and El Monte Avenue (MV)*
26. El Camino Real and Shoreline Boulevard (MV)*
27. El Camino Real and Castro Street (MV)*

LA = Los Altos
** = CMP intersection*

MV = Mountain View
*** = San Antonio Center Planning Area*

PA = Palo Alto

FREEWAY SEGMENTS

The study freeway segments were selected in consultation with the City of Mountain View and finalized based on VTA guidelines. The analysis evaluated the operations of the following freeway segments in both the northbound and southbound directions:

- US 101 from Oregon Expressway to San Antonio Road
- US 101 from San Antonio Road to Rengstorff Avenue
- US 101 from Rengstorff Avenue to North Shoreline Boulevard

ANALYSIS SCENARIOS

The operations of the study intersections were evaluated during the weekday morning (AM) and weekday evening (PM) peak hours for the following six scenarios:

- Scenario 1:** *Existing Conditions* - Existing volumes obtained from counts.
- Scenario 2:** *Existing Plus Project Conditions* - Scenario 1 volumes plus traffic generated by the proposed project.
- Scenario 3:** *Background Conditions* - Existing volumes plus traffic from approved but not yet constructed developments in the area.
- Scenario 4:** *Background Plus Project Conditions* - Scenario 3 volumes plus traffic generated by the proposed project.
- Scenario 5:** *Cumulative Near-Term Conditions* – Existing volumes from Scenario 1 plus a growth factor accounting for general growth in the area, as well as traffic from approved but not yet constructed developments in the area. The growth factor is 2 percent per year on the existing volumes, taken from 2013 to 2017 (4 years).
- Scenario 6:** *Cumulative Near-Term Plus Project Conditions* - Scenario 5 volumes plus traffic generated by the proposed project.

TRAFFIC ANALYSIS METHODS

The operations of roadway facilities are described with the term level of service (“LOS”, a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver). Six levels are defined from LOS A, as the best operating conditions, to LOS F, or the worst operating conditions. LOS E represents “at-capacity” operations. When traffic volumes exceed the intersection capacity, stop-and-go conditions result, and operations are designated as LOS F.

SIGNALIZED INTERSECTIONS

The level of service method approved by the VTA and adopted by the Cities of Mountain View, Palo Alto, and Los Altos for signalized intersections is the method described in Chapter 16 of the *2000 Highway Capacity Manual* (HCM) (Special Report 209, Transportation Research Board) with adjusted saturation flow rates to

reflect conditions in Santa Clara County. This method bases signalized intersection operations on the average control vehicular delay.

Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay. The average control delay for signalized intersections is calculated using Traffix analysis software and is correlated to a LOS designation as shown in **Table 1**. The Cities of Mountain View, Palo Alto, and Los Altos use a LOS D standard for local street intersections and LOS E standard for CMP facilities and, for the City of Mountain View, intersections within the Downtown and San Antonio Center Planning Areas.

TABLE 1: SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Control Delay per Vehicle (seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 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 23.0
C		23.1 to 32.0
C-		32.1 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 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

UNSIGNALIZED INTERSECTIONS

Operations of the unsignalized study intersections (e.g., stop-sign controlled) were evaluated using the methods contained in Chapter 17 of the *2000 HCM* and calculated using the Traffix analysis software. LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-stop controlled intersections, control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, control delay is computed as the average of all movements in that lane. For all-way stop-controlled locations, a weighted

average delay for the entire intersection is presented. **Table 2** summarizes the relationship between delay and LOS for unsignalized intersections. The City does not have an adopted LOS policy for unsignalized intersections; however, LOS D is considered to be the minimum acceptable LOS and has been used for traffic studies within the City.

TABLE 2: UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
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 with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

FREEWAY SEGMENTS

Freeway segments within Santa Clara County were are evaluated using VTA analysis procedure, which is based on the density of the traffic flow using methods described in the *2000 HCM*. Density is expressed in passenger cars per mile per lane. The Congestion Management Program ranges of densities for freeway segment levels of service are shown in **Table 3**. The VTA standard for the freeway segments is LOS E.

TABLE 3: FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003;
Highway Capacity Manual, Transportation Research Board, 2000.

SIGNIFICANT IMPACT CRITERIA

The determination of significance for project impacts is based on applicable policies, regulations, goals, and guidelines defined by the Cities of Mountain View, Los Altos, and Palo Alto and the VTA. The impacts of the project were evaluated by comparing the results of the level of service calculations under Existing Plus Project Conditions and Background Plus Project Conditions to the results under Existing Conditions and Background Conditions, respectively. A similar comparison under Cumulative Near-Term Conditions was done to identify cumulative impacts. The detailed impact criteria for this study are presented below.

SIGNALIZED INTERSECTIONS IN THE CITIES OF MOUNTAIN VIEW, LOS ALTOS, AND PALO ALTO

The three cities containing the study intersections use the same significant impact criteria for signalized intersections. Significant impacts at signalized intersections are defined to occur when the addition of project traffic causes one of the following:

- Intersection operations to degrade from an acceptable level to an unacceptable level; or
- Exacerbate unacceptable operations by increasing the critical delay by more than four seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more; or
- An increase in the V/C ratio of 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

The City of Mountain View uses a LOS D standard for local street intersections and LOS E standard for intersections within the Downtown and San Antonio Center areas and CMP facilities. The level of service standard defined as acceptable by the City of Los Altos *General Plan Circulation Element* (November, 2002) is LOS D or better for City controlled intersections. The City of Palo Alto uses the same level of service standard.

UNSIGNALIZED INTERSECTIONS

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

The Cities of Mountain View, Los Altos, and Palo Alto do not have an officially adopted significance criteria for unsignalized intersections. Based on previous studies in these cities, significant impacts are defined to occur when the addition of project traffic causes the average intersection delay for all-way stop-controlled

intersection or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F and the intersection satisfies the peak hour traffic signal warrant from the *California Manual of Uniform Traffic Control Devices (MUTCD)*.

SANTA CLARA COUNTY AND CMP INTERSECTIONS

The LOS standard for Santa Clara County-operated intersections is LOS E. The LOS standard for CMP intersections is LOS E. The City of Mountain View uses its LOS D threshold for CMP intersections, except those in the Downtown and San Antonio Planning Area where the threshold is LOS E. Traffic impacts these intersections would occur when the addition of traffic associated with a project causes:

- Intersection operations to deteriorate from an acceptable level (LOS E or better) to an unacceptable level (LOS F); or
- Exacerbate unacceptable operations by increasing the average critical delay by more than 4 seconds and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more at an intersection operating at LOS F; or
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

PEDESTRIAN AND BICYCLE IMPACT CRITERIA

The City of Mountain View *2030 General Plan* describes related policies necessary to ensure that pedestrian and bicycle facilities are safe and effective for City residents. Using the *General Plan* as a guide, significant impacts to these facilities would occur when a project or an element of the project:

- Would not provide adequate pedestrian and bicycle facilities to connect to the area circulation system;
- Conflicts with existing or planned bicycle or pedestrian facilities without adequate design and/or appropriate warning systems; or
- Has a design that would cause increased potential for bicycle/vehicle conflicts;
- Generates vehicles that would cross pedestrian facilities on a regular basis without adequate design and/or warning systems, causing safety hazards.

TRANSIT IMPACT CRITERIA

Significant impacts to transit service would occur if the project or any part of the project:

- Creates demand for public transit services above the capacity which is provided, or planned;

- Or project-related mitigation disrupts existing transit services or facilities¹; or
- Conflicts with an existing or planned transit facility; or
- Conflicts with transit policies adopted by the Cities of Mountain View, Los Altos, and Palo Alto, Santa Clara County, VTA, or the California Department of Transportation (Caltrans) for their respective facilities in the study area.

FREEWAY SIGNIFICANCE IMPACT CRITERIA

Traffic impacts on CMP freeway segments in Santa Clara County are determined to occur when the addition of project traffic causes:

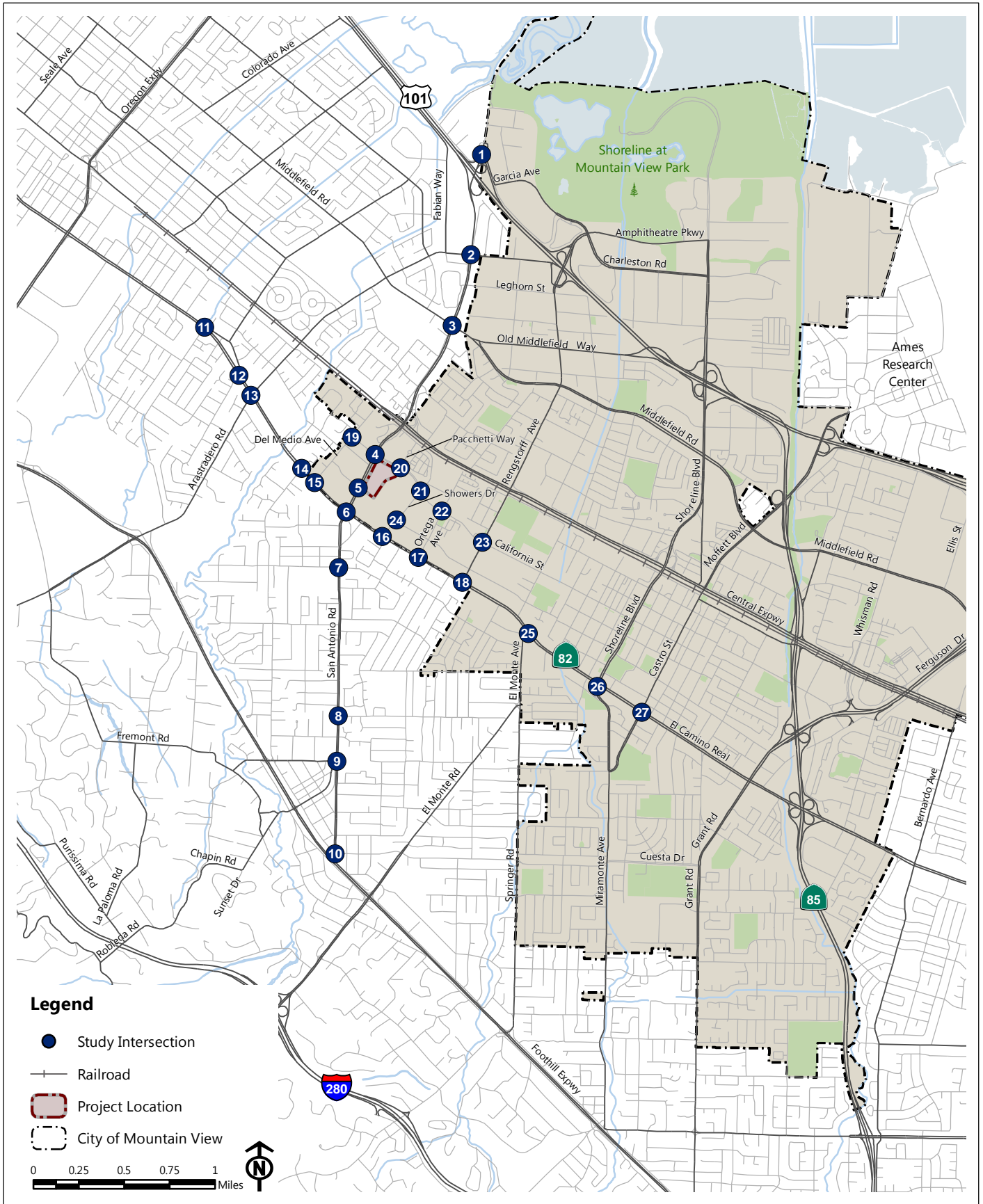
- Freeway segment operations to deteriorate from an acceptable level (LOS E or better) under the Existing Conditions to an unacceptable level (LOS F); or
- An increase in traffic of more than one percent of the capacity of the segments that operate at LOS F under Existing Conditions.

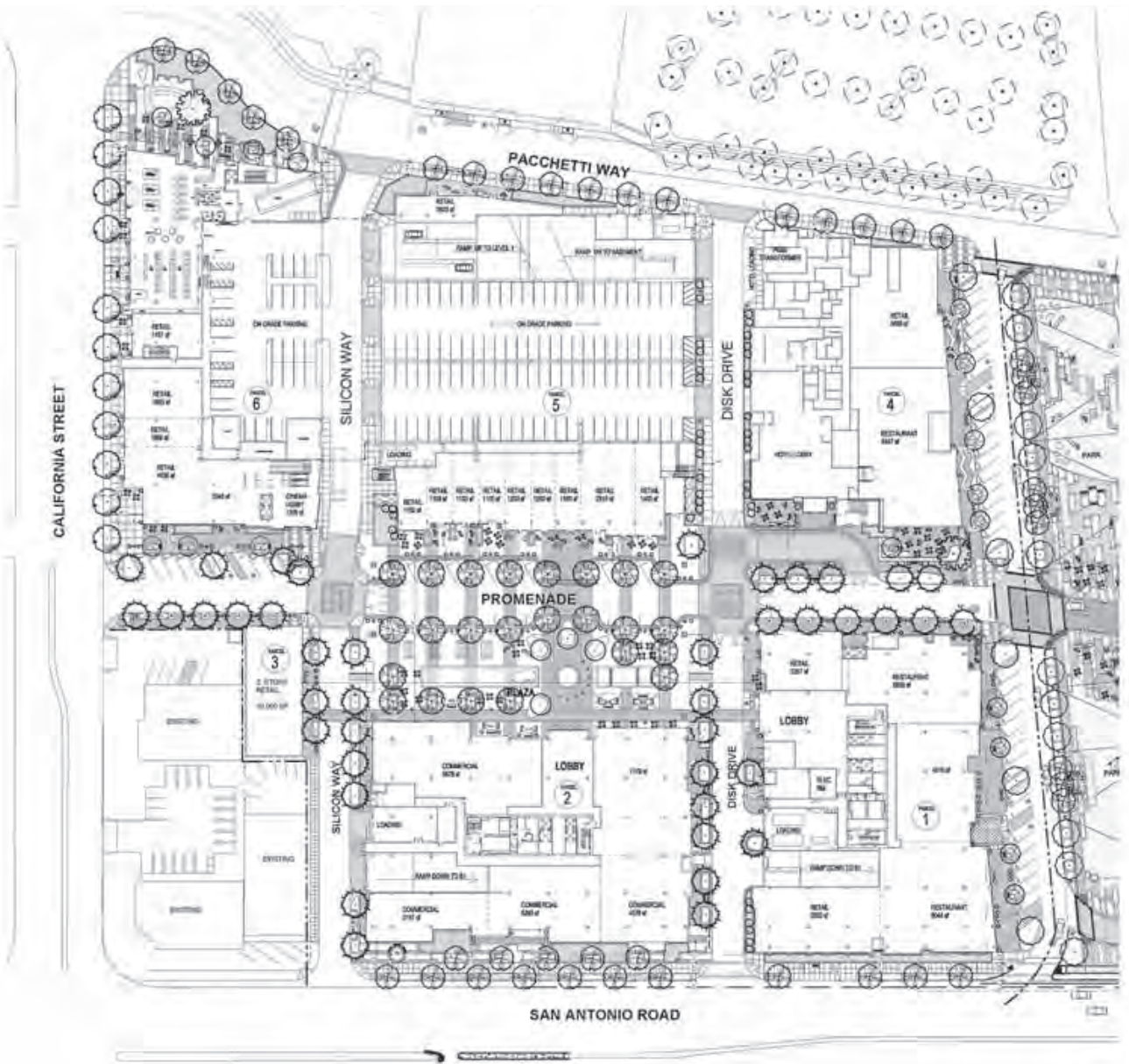
¹ This includes disruptions caused by proposed-project driveways on transit streets and impacts to transit stops/shelters; and impacts to transit operations from traffic improvements proposed or resulting from a project.

REPORT ORGANIZATION

This report is divided into chapters as described below:

- **Chapter 2 – Existing Conditions** describes the transportation system near the project site, including the surrounding roadway network, morning and evening peak period intersection turning movement volumes, existing bicycle, pedestrian, and transit facilities, intersection levels of service, and freeway segment levels of service.
- **Chapter 3 – Project Transportation Characteristics** describes the land use components of the project and the method used to estimate the amount of traffic and transit ridership generated by it. The distribution and assignment of vehicle traffic on the roadway system is also discussed in this chapter.
- **Chapter 4 – Existing Plus Project Conditions** addresses the Existing Plus Project Conditions, including intersection levels of service, and freeway segment levels of service.
- **Chapter 5 – Background Traffic Conditions** addresses the conditions with approved, but not yet constructed, projects. The chapter discusses these conditions, both without and with the project, and discusses project vehicular impacts.
- **Chapter 6 – Cumulative Near-Term Traffic Conditions** addresses near-term cumulative conditions, which include a growth factor to account for general growth in the area. The analysis is done both without and with the project, and there is a discussion of cumulative project vehicular impacts.
- **Chapter 7 – Site Access, Circulation and Parking** describes project access and circulation for all travel modes, and discusses project vehicular, pedestrian, bicycle, and transit impacts.
- **Chapter 8 – VMT Estimates** presented estimates of vehicle miles traveled (VMT) due to the project to be used in the greenhouse gas emissions analysis.





Drawing Source:



2. EXISTING CONDITIONS

This chapter describes the Existing Conditions of the roadway facilities, pedestrian, and bicycle facilities, and transit service near the project site. It also presents existing traffic volumes, pedestrian and bicycle volumes, and operations for the study intersections and freeway segments with the results of level of service calculations.

EXISTING STREET SYSTEM

US 101 provides regional access to the project site. The following streets provide local access: San Antonio Road, Middlefield Road, Alma Street/Central Expressway, California Street, Latham Street, El Camino Real, Rengstorff Avenue, Showers Drive, Del Medio Avenue, Los Altos Avenue, and Charleston Road/Arastradero Road. Each access facility is described below in more detail. Figure 1 shows the locations of these facilities in relation to the project site.

US 101 is a primarily north-south freeway and is located northeast of the project site providing four travel lanes in each direction. One travel lane in each direction is designated as a high-occupancy vehicle (HOV) lane. HOV lanes, also known as diamond or carpool lanes, are limited to use by vehicles occupied by two or more persons Monday through Friday between 5:00 AM and 9:00 AM, and between 3:00 PM and 7:00 PM. US 101 extends north through San Francisco and south through San Jose. Access to the site from US 101 is provided via interchanges with San Antonio Road and Rengstorff Avenue.

San Antonio Road is a four to six-lane, east-west Flexible Street that extends east towards US 101 and west towards Los Altos, as classified by the Mountain View General Plan (2012). San Antonio Road has four lanes with the exception of a six-lane segment between El Camino Real and California Street (adjacent to the project site). San Antonio Road provides direct access to the western portion of the project site. San Antonio Road has raised medians, some with landscaping, near the project site and Class II bike lanes in both directions west of El Camino Real. The posted speed limit is 35 mph near the project site.

Middlefield Road is a four-lane, north-south Avenue that extends south towards Sunnyvale and north towards Palo Alto, Menlo Park, and Redwood City. Near the project site between Rengstorff Avenue and Old Middlefield Way, traffic is divided by a raised median with trees and enhanced landscaping. On-street parking is provided on both sides of Middlefield Road between Charleston Road and Old Middlefield Way. Middlefield Road has Class II bike lanes in both directions between Charleston Road and Montrose Avenue and between Old Middlefield Way and Rengstorff Avenue near the project site. The posted speed limit is 35 mph between

Rengstorff Avenue and Old Middlefield Way and 25 mph between Middlefield Way and Charleston Road near the project site.

Alma Street/Central Expressway is a four-lane, north-south Expressway that extends south towards Sunnyvale and Santa Clara and north towards Palo Alto. The expressway is named the Central Expressway south of the San Antonio Road interchange, while north of the interchange it is named Alma Street. Central Expressway divides traffic with a raised, landscaped median, while Alma Street has a two-way left turn median. The posted speed limit is 45 mph on the Central Expressway and 35 mph on Alma Street near the project site.

California Street is a two to four-lane, north-south Residential Collector that extends south towards Mountain View and north to Del Medio Avenue. California Street has four lanes south of San Antonio Road and two lanes north of San Antonio Road, providing direct access to the northern border of the project site. In addition, north of San Antonio Road, free on-street parking is provided on both sides of the street. Between San Antonio Road and Showers Drive, California Street has a raised, landscaped median with trees. Near the project site between Del Medio Avenue and Rengstorff Avenue, California Street has Class II bike lanes in both directions. The posted speed limit is 35 mph near the project site.

Latham Street is a two-lane, north-south Residential Collector that extends from Showers Drive in the north to Shoreline Boulevard in the south. Latham Street's northern terminus at Showers Drive provides direct access to the San Antonio Transit Center. Near the project site, Latham Street provides free on-street parking in both directions. The posted speed limit is 25 mph near the project site.

El Camino Real is a six-lane, north-south Boulevard (also State Route (SR) 82) that extends south towards Mountain View and Santa Clara and north towards Redwood City, Millbrae, and San Bruno. El Camino Real provides access to local and regional commercial areas and access to the project site via San Antonio Road. Near the project site, El Camino Real has a raised, landscaped median and provides on-street parking on both sides of the street. The posted speed limit is 35 mph near the project site. Near the project site, El Camino Real is designated as a Terminal Access route by Caltrans under the federal Surface Transportation Assistance Act of 1982 (STAA).

Rengstorff Avenue is a four-lane, east-west Avenue that extends east towards US 101 (and the Google campus) and west towards El Camino Real, where it terminates. Rengstorff Avenue provides regional access to the project site via its connection to US 101 and California Street and El Camino Real. Rengstorff Avenue has Class II bike lanes in both directions near the project site, as well as raised, landscaped medians near its intersections with California Street and the Central Expressway. Rengstorff Avenue provides on-street parking in both directions, with more limited parking areas west of California Street. The posted speed limit is 35 mph near the project site.

Showers Drive is a two to four-lane, east-west Flexible Street that extends east towards the San Antonio Caltrain Station and west towards El Camino Real, its western terminus. Showers Drive has two lanes east of California Street and four lanes west of California Street. Showers Drive provides access to the project site via California Street and El Camino Real and direct access to the San Antonio Transit Center. Showers Drive has Class II bike lanes in both directions near the project site. It also has several raised, landscaped medians east of California Street and a two-way left turn lane median west of California Street. The posted speed limit is 35 mph near the project site.

Del Medio Avenue is a two-lane, east-west Residential Street that extends east towards the Caltrain right of way – its eastern terminus – and west towards El Camino Real, its western terminus. Del Medio Avenue provides access to the project site via California Street, Miller Avenue, Fayette Drive, and El Camino Real. Free on-street parking is provided on both sides of the streets. A short segment of Del Medio Avenue between California Street and Miller Avenue is classified as a Class III bike route. The posted speed limit is 25 mph near the project site.

Los Altos Avenue is a two-lane local street that extends east to El Camino Real – its eastern terminus – and west towards Los Altos. Los Altos Avenue provides access to the project site via El Camino Real and has Class II bike lanes. The posted speed limit is 25 mph near the project site.

Charleston Road/Arastradero Road is a two to four-lane, east-west Avenue that extends east towards US 101 and west towards Interstate 280. The street is named Charleston Road east of El Camino Real and Arastradero Road west of El Camino Real. Charleston Road is a two-lane road with the exception of a four-lane segment between Alma Street and El Camino Real. Charleston Road has painted center medians with some left turn pockets, while Arastradero Road has a two-way left turn median. Both Charleston Road and Arastradero Road have Class II bike lanes. The posted speed limit is 25 mph near the project site.

EXISTING PEDESTRIAN FACILITIES

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. Most of the streets near the project have sidewalks on both sides of the street, with some exceptions on San Antonio Road and Alma Street/Central Expressway. Along San Antonio Road and California Street near the project site, sidewalks are four to six feet wide, generally in good condition, and free from obstructions (such as telephone poles).

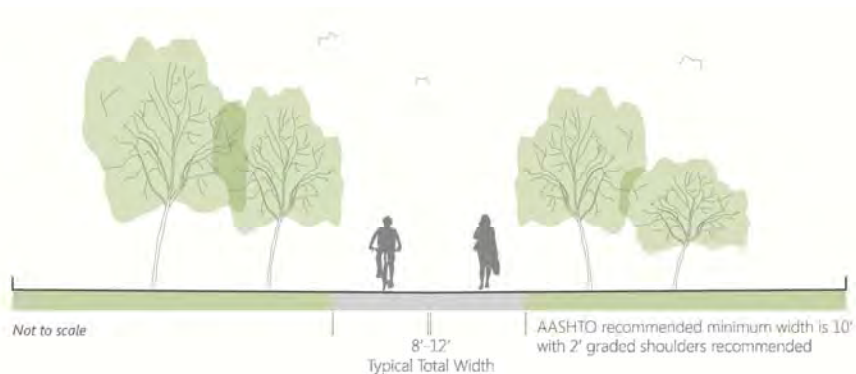
Most signalized intersections within one-quarter mile of the project site have crosswalks and pedestrian signals on all four legs. In addition, there is a mid-block, unsignalized crosswalk at Miller Avenue that crosses San Antonio Road near the intersection of San Antonio Road and California Street.

The project site is within walking distance of the San Antonio Caltrain Station, located north of the site and accessible via Pacchetti Way or San Antonio Road and San Antonio Circle. **Figure 3** presents the pedestrian routes to the Caltrain station platform from the Project site.

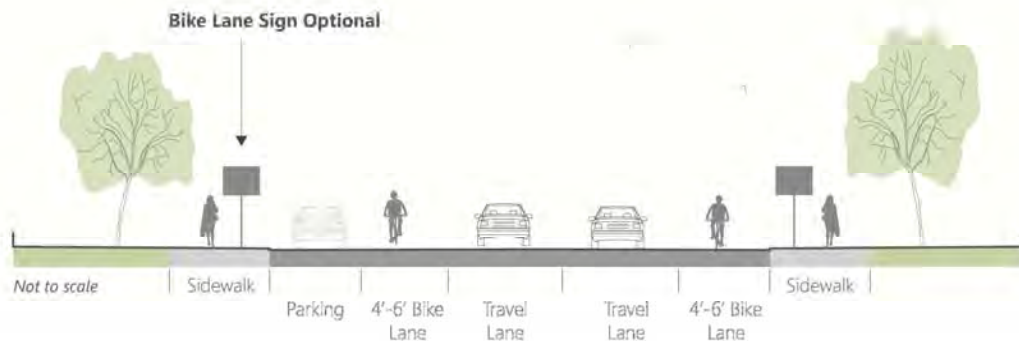
EXISTING BICYCLE FACILITIES

Bikeway planning and design in California typically relies on guidelines and design standards established by Caltrans in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design) and other design documents. Bicycle facilities comprise paths (Class I), lanes (Class II), routes (Class III), and boulevards (Class IIIA) as described below and shown on the accompanying figures.

- Class I Bikeway (Bicycle Path) provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.

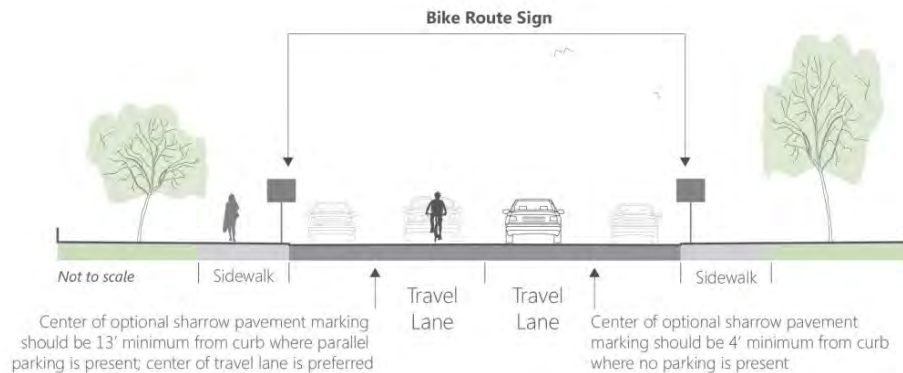


- Class II Bikeway (Bicycle Lane) provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally four to six feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.



- Class III Bikeway (Bicycle Route) provides for a right-of-way designated by signs or pavement markings (sharrows) for shared use with pedestrians or motor vehicles. Sharrows are a type of pavement marking

(bike and arrow stencil) placed to guide bicyclists to the best place to ride on the road, avoid car doors, and remind drivers to share the road with cyclists.



- Class IIIA Bikeway (Bicycle Boulevard) is a modified bicycle route providing convenient and efficient through route for cycles of all skill levels. A bike boulevard includes signage, pavement markings, and in some cases, traffic calming (e.g., mid-block closures to vehicles), and bike lanes.

CITY OF MOUNTAIN VIEW BICYCLE TRANSPORTATION PLAN

For local reference, the *City of Mountain View Bicycle Transportation Plan* (May 2008) provides an assessment of current conditions as well as planned improvements to the bike network. **Figure 4** presents existing bicycle facilities within a ½-mile ride of the project site. These facilities include:

- Bicycle lanes on:
 - Middlefield Road between Charleston Road and Montrose Avenue
 - Middlefield Road between Old Middlefield Way and Rengstorff Avenue
 - California Street between Del Medio Avenue and Castro Street
 - Rengstorff Avenue between El Camino Real and Garcia Avenue
 - Showers Drive between El Camino Real and Pacchetti Way
 - San Antonio Road between Foothill Expressway and El Camino Real
 - Arastradero Road between Foothill Expressway and El Camino Real
 - Charleston Road between El Camino Real and Fabian Way
- Bicycle routes on:
 - Del Medio Avenue between California Street and Miller Avenue

SAN ANTONIO ROAD BICYCLE LANES

In 2013, the City of Mountain View Public Works Department submitted a road improvement project to the 2012-2013 Capital Improvement Program that will provide Class II bike lanes along San Antonio Road from El Camino Real to California Street. The scope of the project also includes removal and replacement of curbs,

gutters, sidewalks, driveways, wheelchair ramps, median islands, traffic signal loop detectors, street trees, and roadway striping, as well as relocation of electroliers, roadway signs, traffic signals, storm drain inlets and fire hydrants with the construction of a park strip with street trees.

SANTA CLARA COUNTYWIDE BICYCLE PLAN

The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan (May 2008). The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the Valley Transportation Plan (VTP) 2035 (adopted in January 2009). VTA has adopted the Santa Clara Countywide Bicycle Plan (CBP, May 2008), which is a planned bicycle network of 16 routes of countywide or intercity significance. Several of these proposed facilities travel through the study area, including (listing street with cross county bicycle corridor number and name):

- California Street (#2 Alma Street/Caltrain Corridor)
- El Camino Real (#4 El Camino Real – Grand Boulevard Corridor)
- El Camino Real / San Antonio Road (#5C San Antonio/Arastradero Alignment)

BAY AREA BIKE SHARE

The Bay Area Bike Share is the region's bike sharing system with 700 bikes and 70 stations across the region launching in August 2013, with locations in San Francisco, Redwood City, Mountain View, Palo Alto, and San Jose. It is intended to provide Bay Area residents and visitors with an additional transportation option for getting around the region. Bay Area bikes can be rented from and returned to any station in the system, creating a network with many possible combinations of start and end point.

Mountain View will have seven Bike Share stations; four in the Downtown area and three near the project site at the following locations:

- San Antonio Caltrain Station
- San Antonio Shopping Center (Latham Street at Showers Drive)
- Rengstorff at California

PEDESTRIAN AND BICYCLE OBSERVATIONS

Pedestrian activity varied by intersection, with the greatest numbers observed near the Caltrain station, along San Antonio Road, and California Street. The intersections of San Antonio Road and California Street and

Pacchetti Way and California Street experience high pedestrian activity as Caltrain commuters walk to and from nearby uses. These intersections serve approximately 40 to 50 pedestrians during both the AM and PM peak hours. The intersection of El Camino Real and San Antonio Road also serves high pedestrian activity during the morning and evening peak hours.

Bicycle use is widespread throughout the study area and is consistent with pedestrian activity, with the greatest numbers observed along California Avenue near the project site. Bicycle lanes are provided California Street near the project site. **Figure 5** presents the existing peak hour bicycle and pedestrian volumes.

EXISTING TRANSIT SERVICE

Bus service in Mountain View is operated by the VTA. Commuter rail service (Caltrain) is provided from San Francisco to Gilroy by the Peninsula Joint Powers Board. **Figure 6** shows the existing transit service near the project site. The project site is served by VTA local, express and rapid transit routes, Caltrain, and the Stanford Marguerite Shuttle. **Table 4** describes the span of services and frequency of service during the week with average weekday load factors for VTA buses and Caltrain.

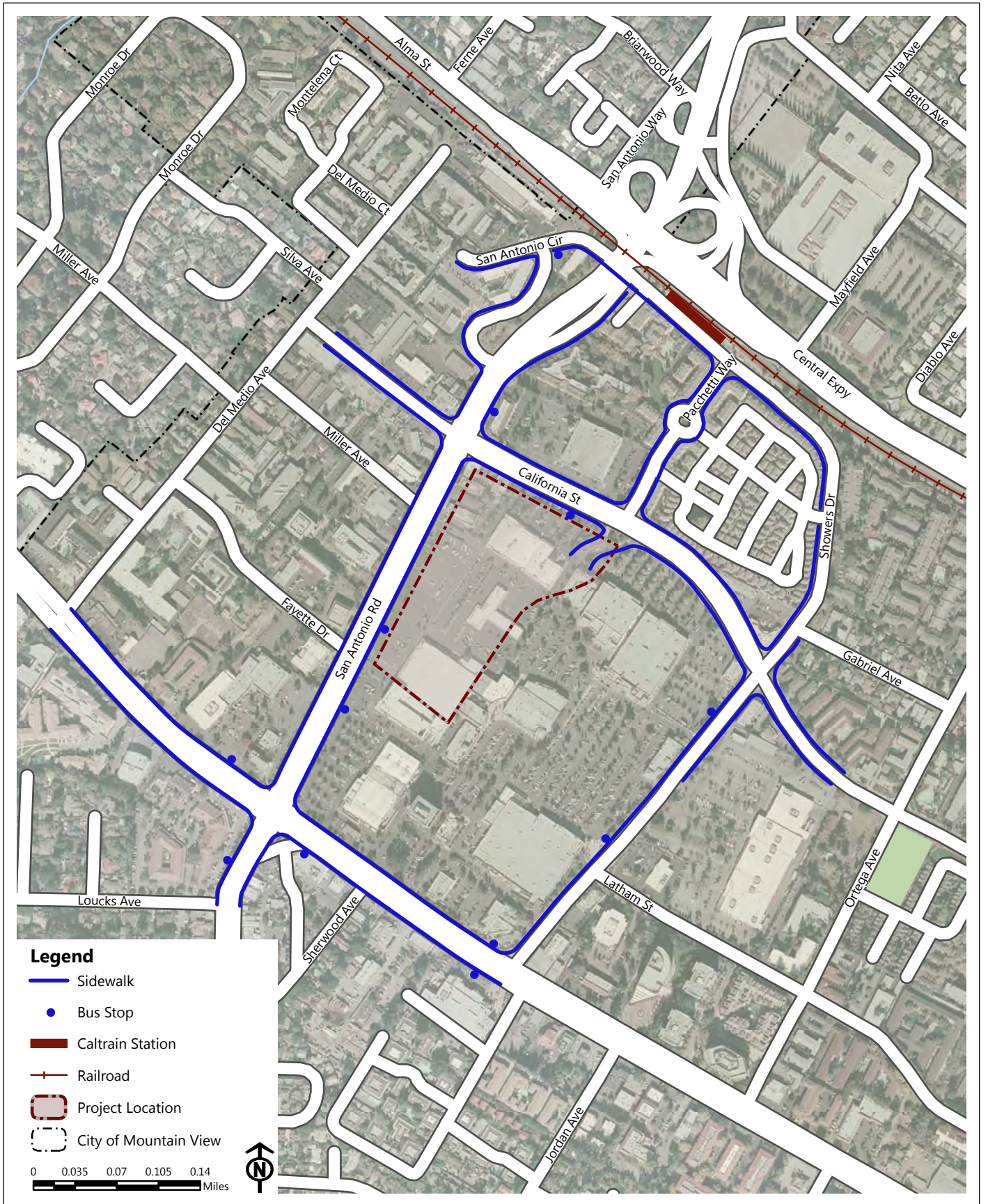
TABLE 4: EXISTING TRANSIT SERVICES

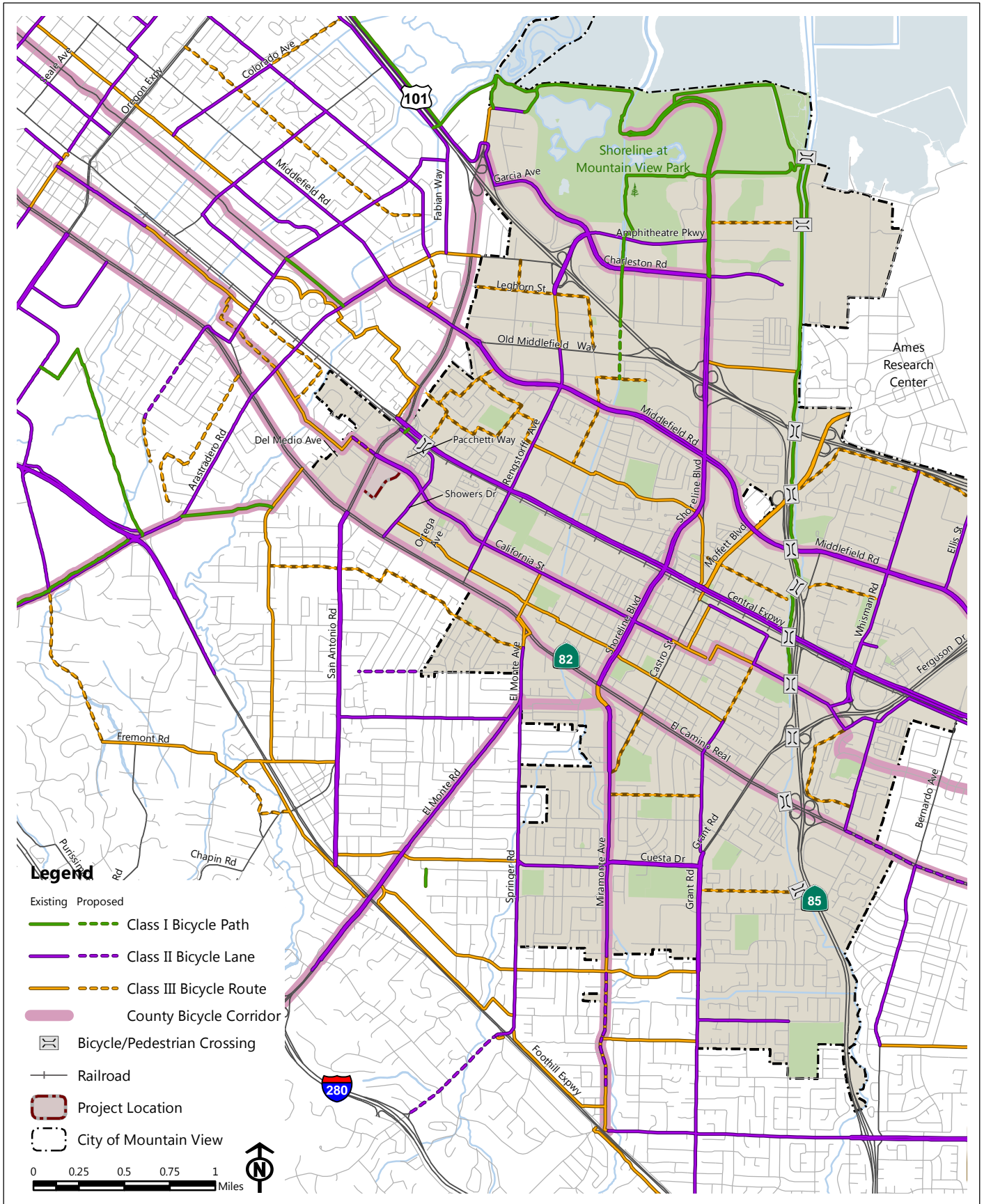
Route ¹	From	To	Weekdays		Weekends		Peak Load Factor ³
			Operating Hours	Peak Headway ²	Operating Hours	Headway ²	
VTA							
22	Palo Alto Transit Center	Eastridge Transit Center	24-hour service	12	24-hour service	15	0.82 ⁴
32	San Antonio Transit Center	Santa Clara Transit Center	5:45 AM - 8:00 PM	30	8:50 AM – 5:50 PM (Sat only)	60	0.54 ⁴
34	San Antonio Transit Center	Mountain View	9:50 AM - 3:00 PM	60	No service	No service	0.12 ⁴
35	Mountain View	Stanford Shopping Center	5:50 AM - 10:40 PM	30	8:30 AM - 8:10 PM	60	0.56 ⁴
40	Foothill College	La Avenida & Inigo	6:20 AM - 10:30 PM	30	8:00 AM - 6:15 PM	45-60	0.65 ⁴
522	Palo Alto Transit Center	Eastridge Transit Center	4:45 AM - 9:00 PM	15	7:50 AM - 8:30 PM (Sat only)	15	1.37 ⁴
Caltrain							
Caltrain San Antonio Station	San Francisco	Gilroy	4:30 AM - 1:32 AM	20-40	7:00 AM - 1:40 AM	60	0.88 ⁵
Stanford Marguerite Shuttle System							
Shopping Express (SE)	Palo Alto Transit Center	San Antonio Shopping Center	3:00 PM - 10:20 PM	50 (evening only)	9:45 AM- 10:30 PM	45	0.35 ⁶

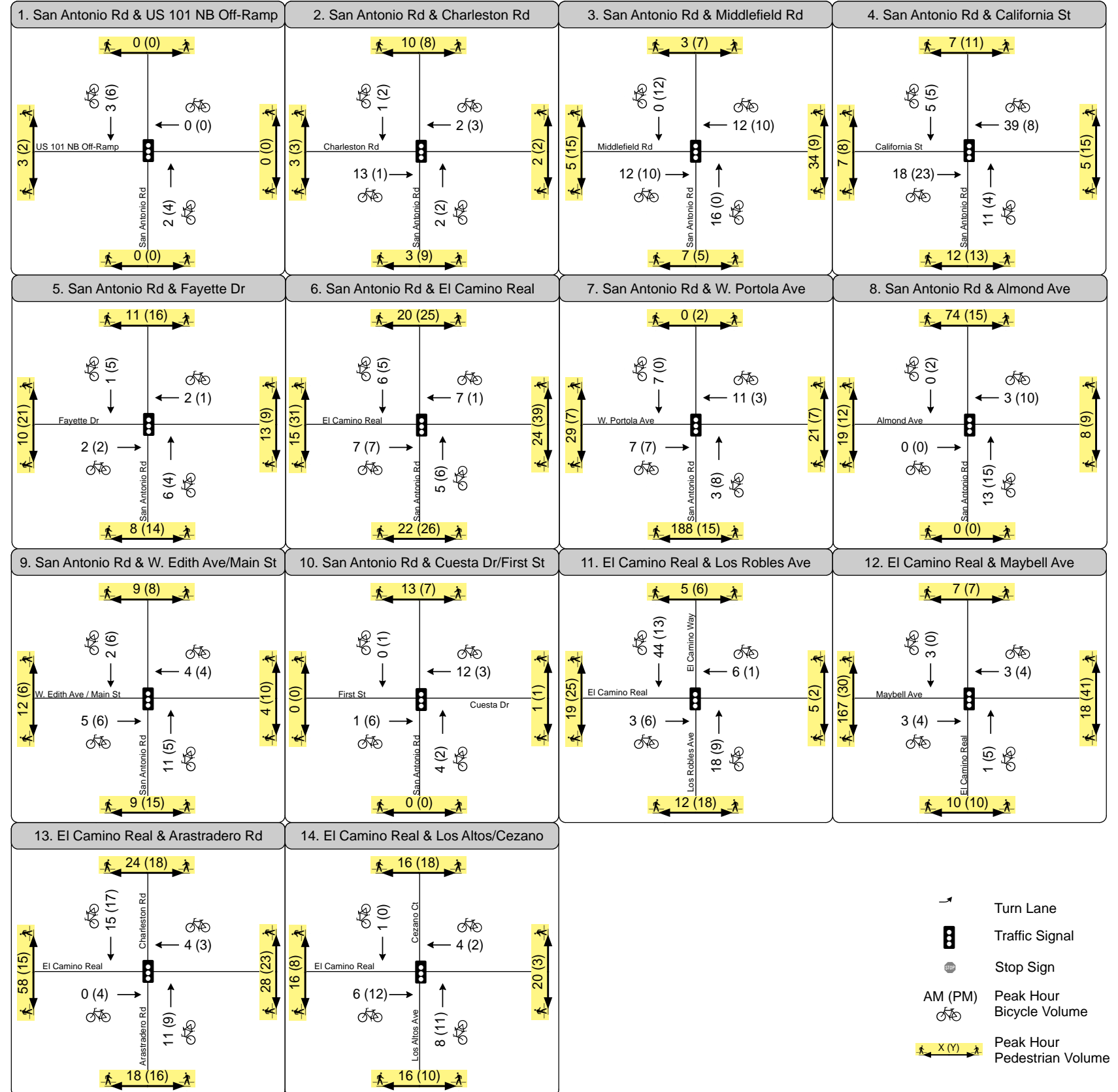
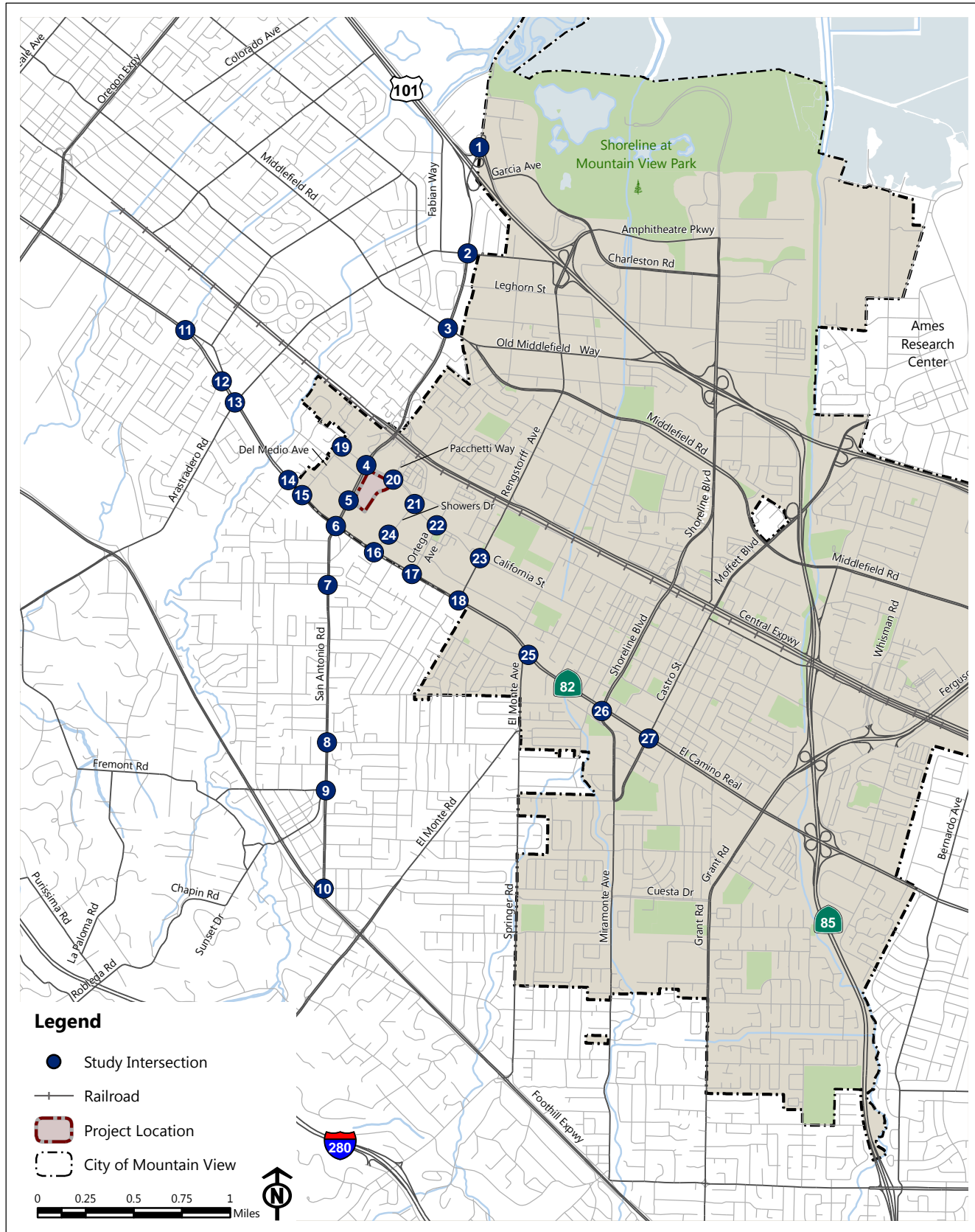
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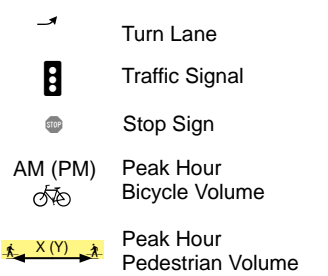
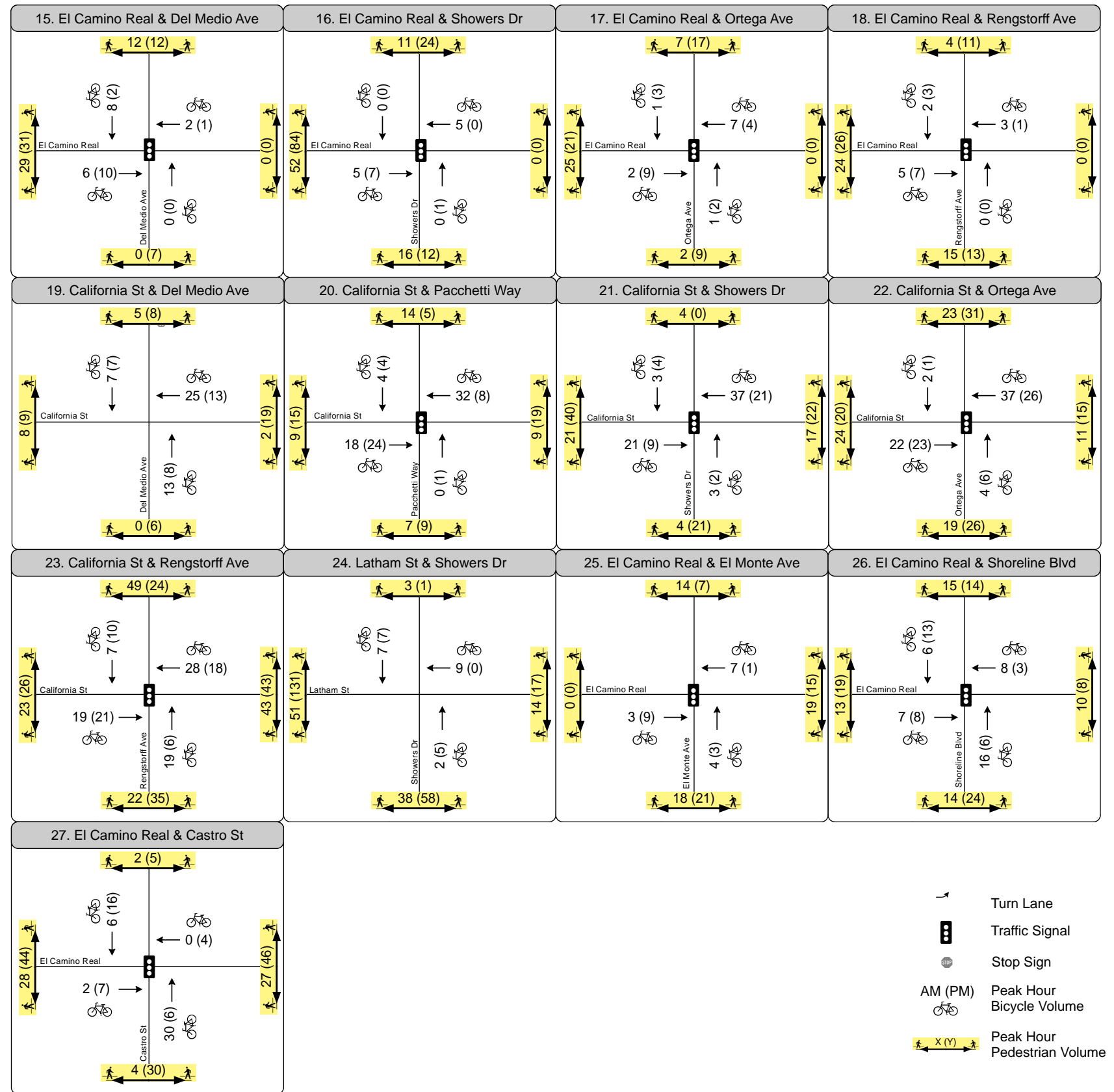
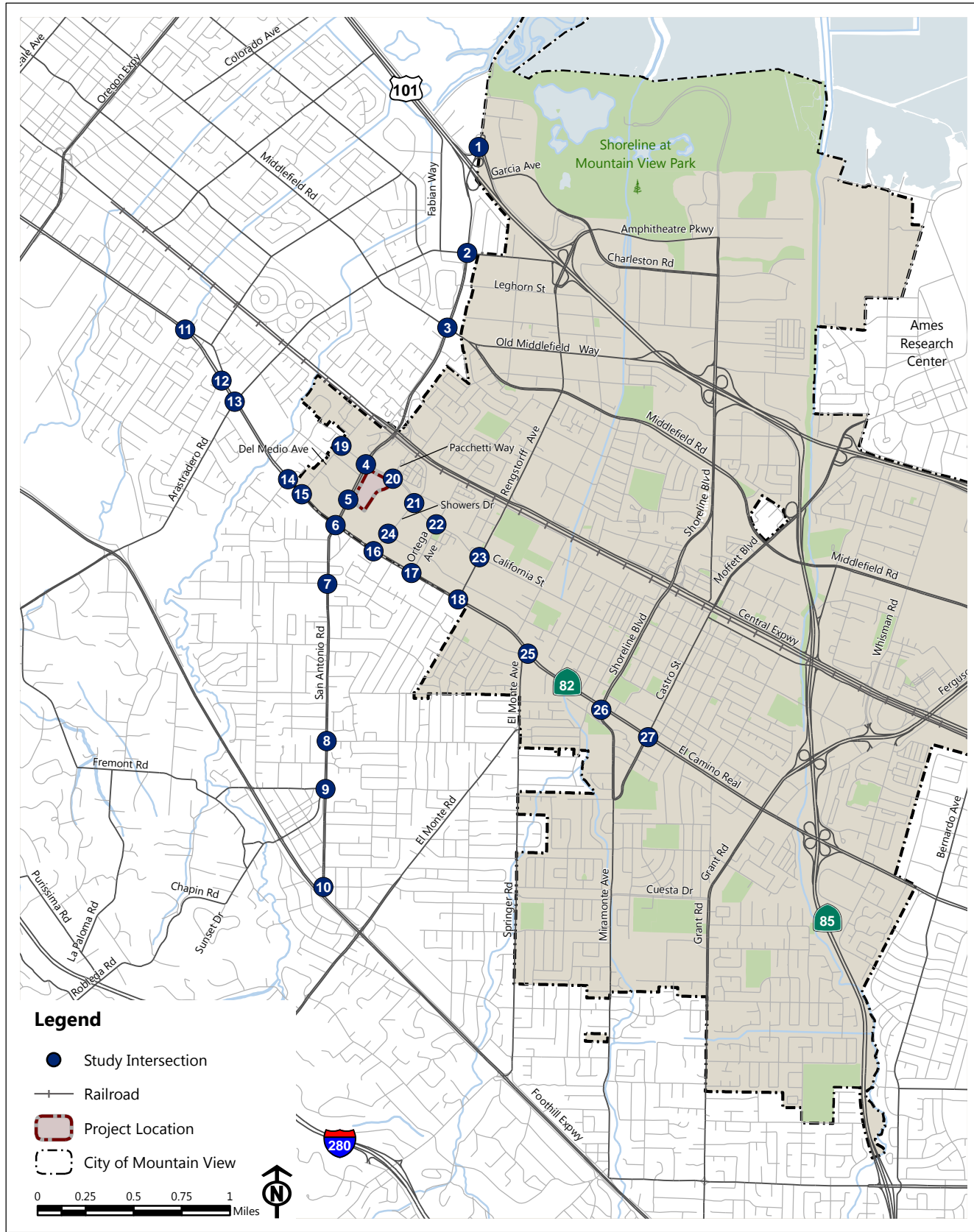
1. Weekday and weekend service as of July 2013.
2. Headways are defined as the time between transit vehicles on the same route (e.g. time between two Route 22 buses stopping at the San Antonio Transit Center). Headways measured in minutes.
3. Peak load factor for entire route. The peak load factor is the ratio of the average peak number of on-board passengers during the peak hour to supply of seats.
4. Data from March 2013 provided by VTA.
5. Caltrain load factor based on overall system peak boardings. The peak periods identified were 7-8 AM and 5-6 PM.
6. Stanford Marguerite Shuttle average weekday and weekend boardings during 2012 peak period (5:00 PM to 6:00PM).

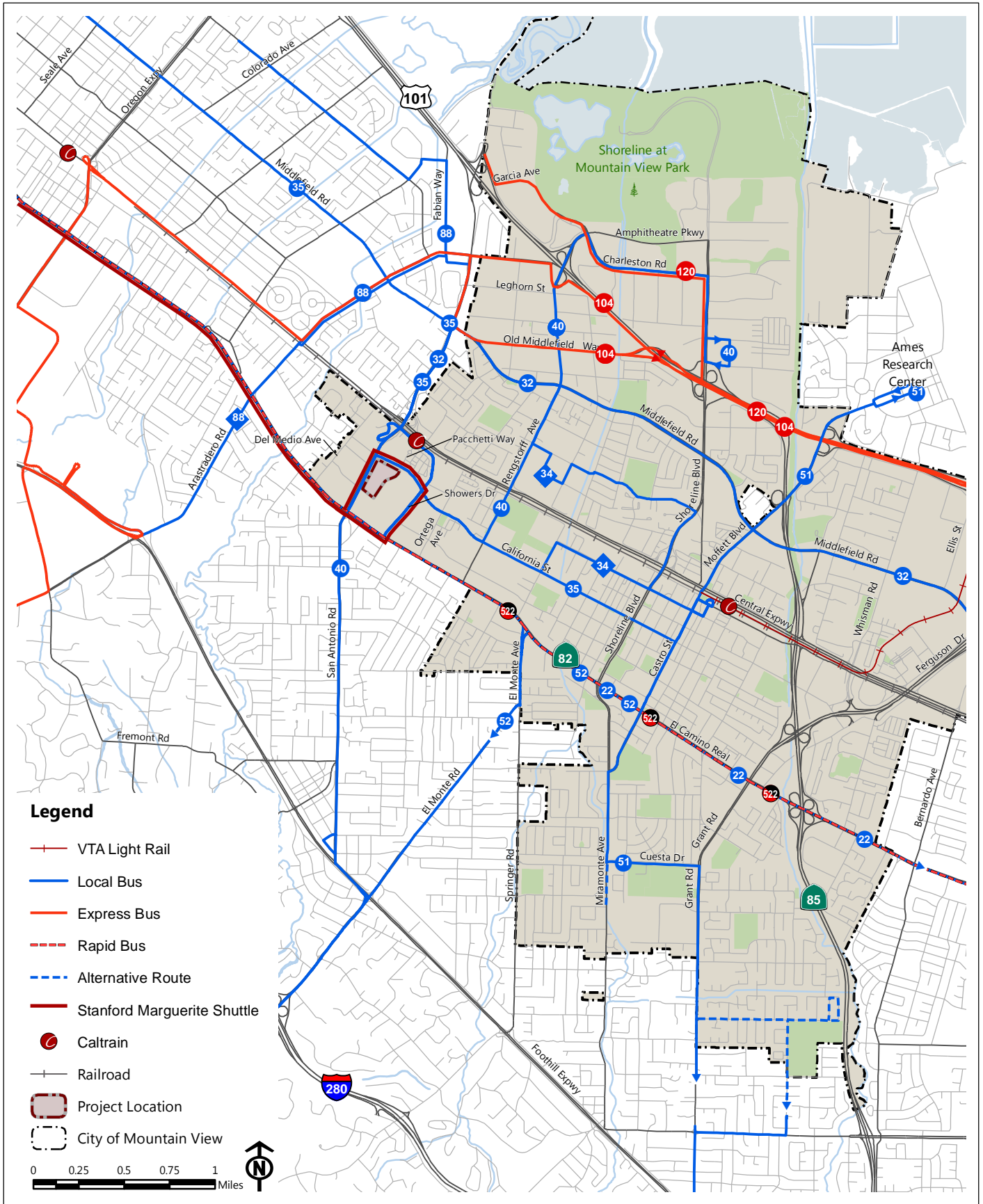
Sources: VTA August 2013; Caltrain, February 2013; Caltrain, Stanford University, August 2013.











EXISTING INTERSECTION VOLUMES AND LANE CONFIGURATIONS

Weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were conducted at the study locations in May and June 2013 with area schools in-session. Counts for intersections that were added after the initial scoping process were completed in September 2013, after schools had come back from summer recess. These turning movement counts were verified against prior counts from other sources such as the North Bayshore project and Phase I TIA. In some cases, the prior counts were used instead of the 2013 counts in order to provide a conservative analysis.

The single hour with the highest traffic volumes during each count period was identified as the peak hour. Existing lane configurations and signal controls were obtained through field observations. The peak hour volumes are presented on **Figure 7** along with the existing lane configurations and traffic control devices (stops signs or traffic signals). Detailed traffic count data are contained in **Appendix A**.

EXISTING INTERSECTION LEVELS OF SERVICE

Existing intersection lane configurations, signal timings, and peak hour turning movement volumes were used to calculate the levels of service for the key intersections during each peak hour. The results of the LOS analysis using the Traffix software program for Existing Conditions are presented in **Table 5. Appendix B** contains the corresponding LOS calculation sheets.

The results of the LOS calculations indicate that all of the study intersections currently operate at acceptable levels of service according to their designated LOS standard (LOS D or better for most study intersections; LOS E or better for San Antonio Center Planning Area intersections and CMP intersections).

TABLE 5: EXISTING INTERSECTIONS LEVELS OF SERVICE

Intersection		Control	Peak Hour ¹	Delay ²	LOS ³
1	San Antonio Road and US 101 Northbound Off-Ramp (MV)	Signal	AM PM	11.8 10.8	B+ B+
2	San Antonio Road and Charleston Road (PA)*	Signal	AM PM	36.0 38.9	D+ D+
3	San Antonio Road and Middlefield Road (PA)*	Signal	AM PM	45.5 48.9	D D
4	San Antonio Road and California Street (MV)**	Signal	AM PM	50.5 48.7	D D
5	San Antonio Road and Fayette Drive (MV)**	Signal	AM PM	15.5 16.2	B B
6	San Antonio Road and El Camino Real (MV)*	Signal	AM PM	43.2 47.1	D D
7	San Antonio Road and W. Portola Avenue (LA)	Signal	AM PM	18.9 13.0	B- B
8	San Antonio Road and Almond Avenue (LA)	Signal	AM PM	17.3 17.6	B B
9	San Antonio Road and W. Edith Avenue/ Main Street (LA)	Signal	AM PM	31.9 41.1	C D
10	San Antonio Road and Cuesta Drive/First Street (LA)	Signal	AM PM	31.4 28.7	C C
11	El Camino Real and Los Robles Avenue/El Camino Way (PA)	Signal	AM PM	28.1 22.9	C C+
12	El Camino Real and Maybell Avenue (PA)	Signal	AM PM	32.9 27.5	C- C
13	El Camino Real and Arastradero Road/Charleston Road (PA)	Signal	AM PM	37.6 39.4	D+ D
14	El Camino Real and Los Altos Avenue/Cezano Court (LA)	Signal	AM PM	22.3 17.1	C+ B
15	El Camino Real and Del Medio Avenue (MV)	Signal	AM PM	28.0 18.5	C B-
16	El Camino Real and Showers Drive (MV)	Signal	AM PM	26.1 31.3	C C
17	El Camino Real and Ortega Avenue (MV)	Signal	AM PM	13.8 13.2	B B

TABLE 5: EXISTING INTERSECTIONS LEVELS OF SERVICE

Intersection		Control	Peak Hour ¹	Delay ²	LOS ³
18	El Camino Real and Rengstorff Avenue (MV)*	Signal	AM PM	22.5 21.3	C+ C+
19	California Street and Del Medio Avenue (MV)**	AWSC	AM PM	9.7 8.6	A A
20	California Street and Pacchetti Way (MV)**	Signal	AM PM	13.8 17.2	B B
21	California Street and Showers Drive (MV)**	Signal	AM PM	25.8 25.5	C C
22	California Street and Ortega Avenue (MV)**	Signal	AM PM	7.8 5.6	A A
23	California Street and Rengstorff Avenue (MV)**	Signal	AM PM	29.8 34.5	C C-
24	Latham Street and Showers Drive (MV)**	SSSC	AM PM	2.4 (10.7) 1.8 (12.0)	B B
25	El Camino Real and El Monte Avenue (MV)*	Signal	AM PM	29.1 29.2	C C
26	El Camino Real and Shoreline Boulevard (MV)*	Signal	AM PM	39.3 39.3	D D
27	El Camino Real and Castro Street (MV)*	Signal	AM PM	27.0 31.4	C D

Notes:

1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop-controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections. Intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the Traffix level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.

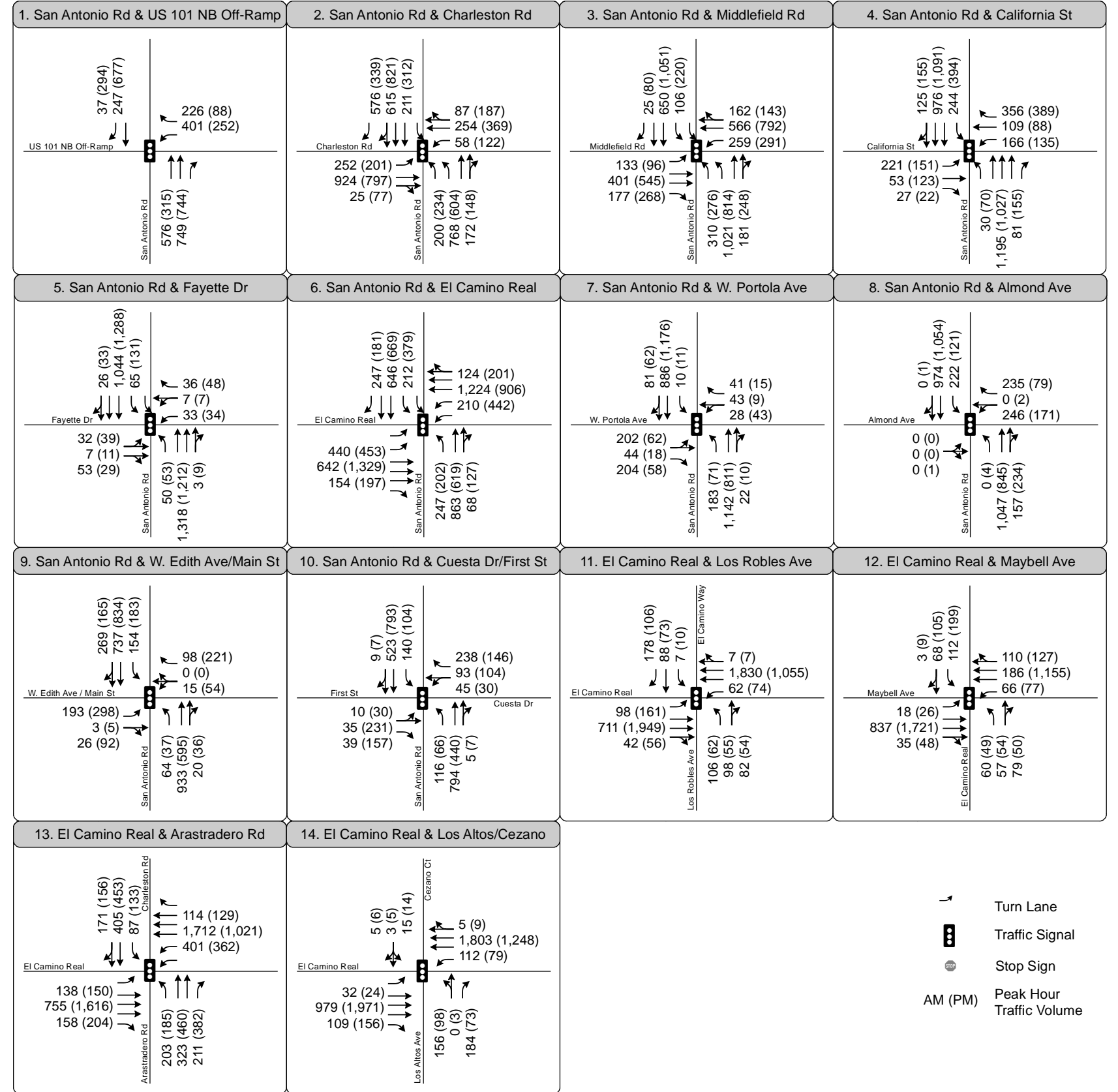
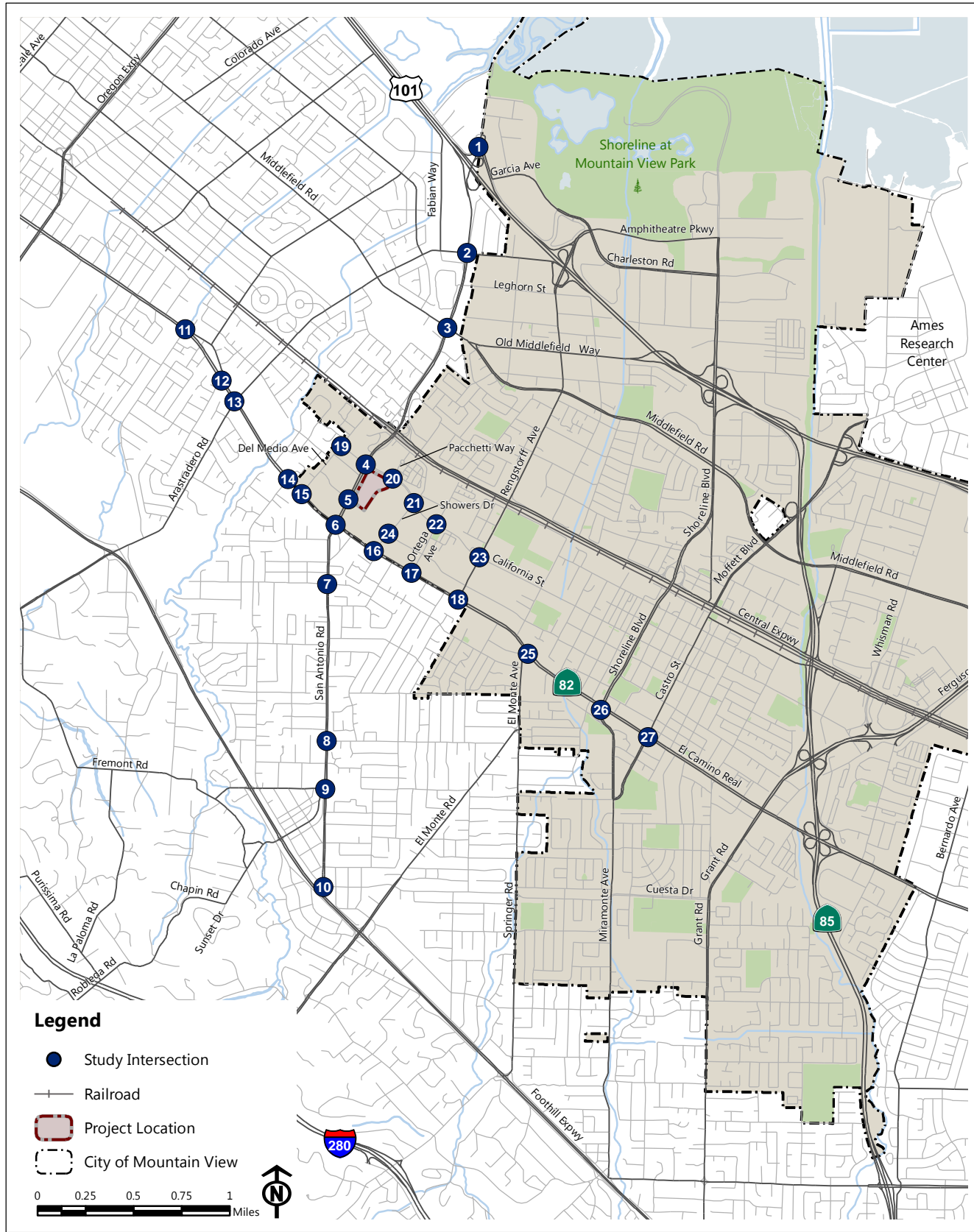
Bold text indicates intersection operates at a deficient Level of Service.

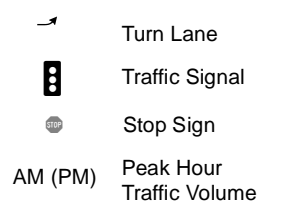
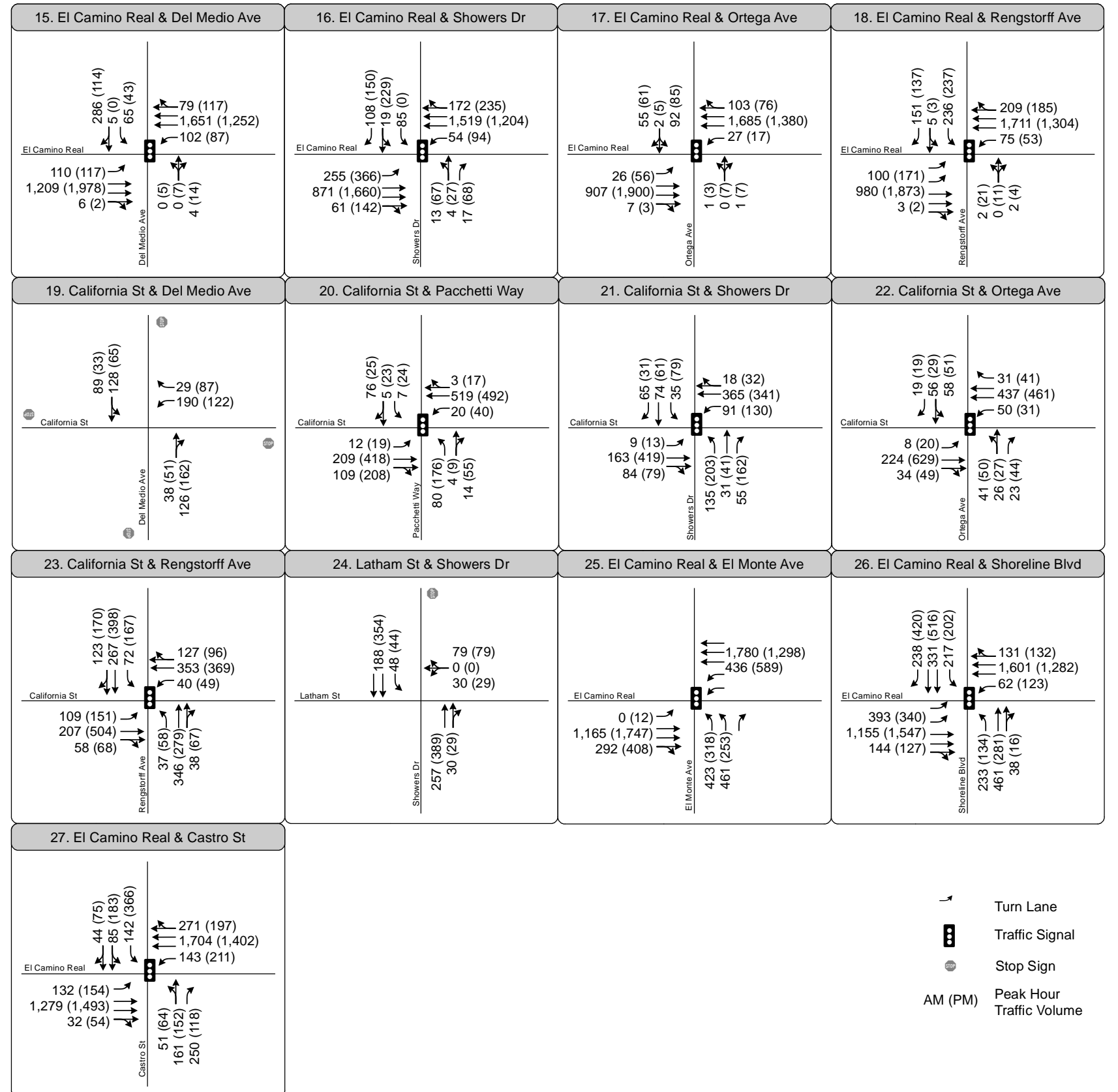
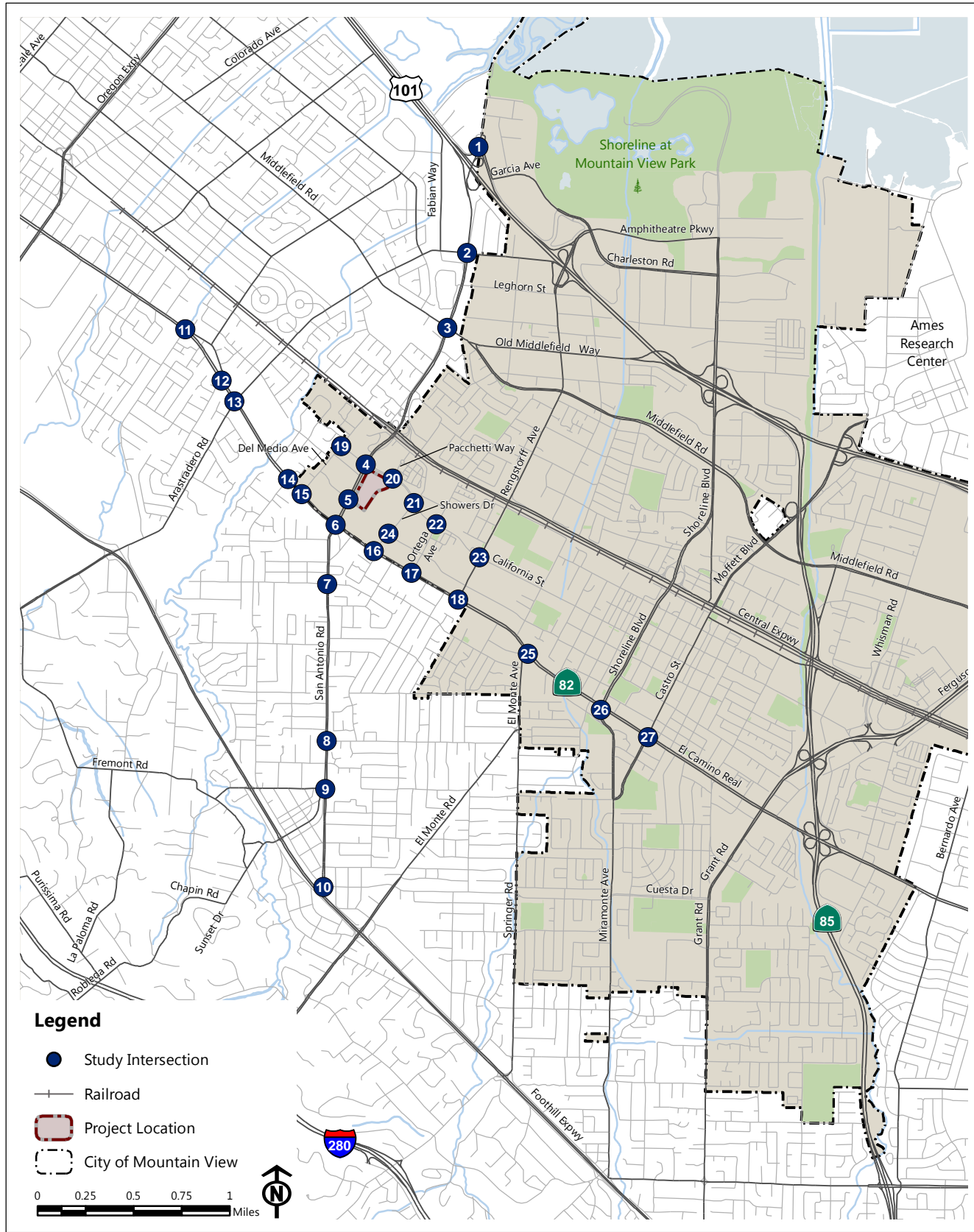
AWSC = All-Way Stop Control; SSSC = Side-Street Stop Control

LA = Los Altos; MV = Mountain View; PA = Palo Alto

* = CMP Intersection (LOS E threshold); ** = San Antonio Center Planning Area (LOS E threshold)

Source: Fehr & Peers, November 2013.





EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

The existing AM and PM peak hour mixed-flow and HOV-lane freeway segment densities reported in VTA's *2011 Monitoring and Conformance Report* (June 2012) are presented in **Table 6**. For mixed-flow lanes, freeway segment capacities are defined as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane freeway segments. HOV lane capacities are defined as 1,650 vphpl. The freeway congestion shown in Table 6 is consistent with the Caltrans *2008 State Highway Congestion Monitoring Program* (HICOMP): *Annual Data Compilation* (Caltrans, September 2009) reported areas of mid-week peak hour congestion on US 101. **Appendix D** contains the corresponding LOS calculation sheets.

TABLE 6: EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway Segment	Peak Hour ¹	Lanes		Density ²		LOS ³	
		Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 – Northbound							
North Shoreline Blvd. and Rengstorff Avenue	AM	3	1	78	87	F	F
	PM	3	1	98	38	F	D
Rengstorff Avenue and San Antonio Road	AM	3	1	66	56	F	E
	PM	3	1	83	37	F	D
San Antonio Road and Oregon Expressway	AM	3	1	62	54	F	E
	PM	3	1	56	35	E	D
US 101 – Southbound							
Oregon Expressway and San Antonio Road	AM	3	1	50	41	E	D
	PM	3	1	71	61	F	F
San Antonio Road and Rengstorff Avenue	AM	3	1	46	43	D	D
	PM	3	1	84	47	F	E
Rengstorff Avenue and North Shoreline Blvd.	AM	3	1	50	40	E	D
	PM	3	1	54	35	E	D

Notes:

1. AM = morning peak hour, PM = evening peak hour.

2. Measured in passenger cars per mile per lane. Mixed = Mix-Flow; HOV = High-Occupancy Vehicle.

3. Level of service based on density.

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).

Source: *2011 Monitoring & Conformance Report*, VTA, June 2012; Fehr & Peers, November 2013.

The following Mixed-Flow freeway segments exceed VTA's LOS E standard during the specified peak hour:

- US 101 Northbound Mixed-Flow Lanes
 - North Shoreline Boulevard and Rengstorff Avenue (AM and PM Peak Hours)
 - Rengstorff Avenue and San Antonio Road (AM and PM Peak Hours)
 - San Antonio Road and Oregon Expressway (AM Peak Hour)
- US 101 Southbound Mixed-Flow Lanes
 - Oregon Expressway and San Antonio Road (PM Peak Hour)
 - San Antonio Road and Rengstorff Avenue (PM Peak Hour)

The following HOV lane freeway segment exceeds VTA's LOS E standard during the specified peak hour:

- US 101 Northbound between North Shoreline Blvd. and Rengstorff Avenue (AM Peak Hour)
- US 101 Southbound between San Antonio Road and Oregon Expressway (PM Peak Hour)

FIELD OBSERVATIONS

Field observations at the project site and at study area locations were conducted during the weeks of August 5th and August 19th to collect existing driveway count data, verify the calculated LOS operations, and observe the overall transportation operations. In general, observations indicated that most of the study intersections are operating at or near the calculated levels of service.

The San Antonio Road Corridor operates at LOS D+ or worse during the morning and evening peak hours between El Camino Real and Charleston Road. Queues on San Antonio Road extend to the adjacent intersections frequently in both directions during both peak hours. There are significant pedestrian movements in the area, which contributes to the queuing. The queuing lasts for short peaks within the peak hour and completely dissipates by the end of the hour.

The intersection of El Camino Real and Arastradero Road / Charleston Road is also quite congested during the AM and PM peak hours. During the morning peak hour, the eastbound approach experiences heavy queuing, occasionally requiring multiple signal cycles to clear. During the evening peak hour, the westbound approach experience heavy queuing, though the queue typically clears during each cycle.

3. PROJECT TRANSPORTATION CHARACTERISTICS

This chapter presents the method used to estimate the amount of traffic generated by the proposed development and how it will be distributed to the roadway system. The amount of traffic added to the roadway system is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of traffic added to the roadway network. The second step estimates the directions of travel to and from the project site. The new trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process are described in the following sections.

TRIP GENERATION

The purpose of the vehicular trip generation estimate is to approximate the number of new vehicle trips entering and exiting the site for various purposes (e.g., employee trips and visitor trips) during a selected time period. The proposed project will contain a 167-room hotel, 54,184 square feet of retail space, 392,853 square feet of office space, 28,502 square feet of flexible commercial space, 35,358 square feet of restaurant space, and a cinema with 1,710 seats.

The amount of AM and PM peak hour vehicle traffic was estimated using information for appropriate land uses published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 9th Edition* (2012). The vehicle trip generation estimates were developed using the equations for "Hotel" (ITE Land Use 310), "Shopping Center" (ITE Land Use 820), "General Office" (ITE Land Use 710), "Quality Restaurant" (ITE Land Use 931), and "Multiplex Movie Theater" (ITE Land Use 445). The "General Office" equations were used for the commercial space as it could be used as either office or retail space.

TRIP REDUCTIONS

Reductions were applied based on the mix of uses, which would cause some of the trips to remain within the site. These reductions were calculated based on the VTA *Transportation Impact Analysis Guidelines* (2009) and were applied to the Retail, Restaurant, and Hotel uses, per direction from the City of Mountain View. Reductions applied to office-related trips are described below.

A 30 percent reduction in office-related trips was applied based on the City's agreement with the developer for a TDM Plan with a 30 percent trip reduction target. This reduction also accounts for office employees using Caltrain as their commute mode. The TDM Plan is discussed further in Chapter 7.

Some vehicle trips going to and from the retail and restaurant uses will come from vehicles already passing by the site on San Antonio Road, California Street, and El Camino Real. Therefore, pass-by reductions were applied to traffic generated by those uses based on VTA TIA Guidelines.

There is an existing retail building on the site (with a Ross store and a Bev Mo) that is currently occupied and is generating traffic. Traffic counts were conducted to assess the amount of traffic generated by those uses, as they will be replaced by the project. Existing use traffic was subtracted from estimated traffic generated by the project (after the previous reductions were applied).

More than 88,000 square feet of retail use had been studied during the Phase I analysis for the Phase II site and was previously approved and entitled for this site. This previously approved Phase II retail use would generate roughly 85 AM peak hour trips and 320 PM peak hour trips, per the Phase I EIR. No reduction was given to the Phase 2 development for these previously approved trips.

TRIP GENERATION ESTIMATES

The estimates were developed for a typical weekday and during the AM and PM peak hours of the adjacent roadway system. The trip generation estimates are summarized in **Table 7**. The project is estimated to generate 6,805 daily vehicle trips, with 571 occurring during the AM peak hour (472 in and 99 out), and 839 occurring during the PM peak hour (278 in and 561 out). The trip generation table, complete with trip generation equations and explanations for all of the reductions, is available in **Appendix G**.

Cinema Trip Generation

The ITE cinema weekday PM peak hour trip generation rate (0.08 trips/seat) used in this analysis is based on two surveys. City staff requested that additional information be provided to support this rate. The ITE Friday PM peak hour (4:00 to 6:00 PM) rate is based on 14 studies that resulted in a rate of 0.10 trips/seat. One would expect the Friday PM peak hour cinema rate would be a bit higher than the weekday PM peak hour rate. Therefore the PM peak hour rate of 0.08 trips/seat is reasonable when compared to the Friday PM peak hour rate of 0.10 trips/seat.

Additionally, Fehr & Peers obtained the results of surveys conducted at the Century Cinema in Mountain View.² Those results indicate that approximately 0.05 trips/seat are generated on a midweek weekday during the overall peak hour (4:00 to 6:00 PM) and approximately 0.12 trips/seat are generated on a Friday evening during the site's peak hour (6:00 to 7:00 PM). These rates are in line with the ITE rates stated above. Fehr & Peers also estimated a daily trip generation rate from related ITE land uses and weekend trip generation data. The cinema is projected to generate approximately six times as many daily trips as during the PM peak hour.

² *Trip Generation Estimate for the Proposed Albuquerque 24 Cinema Project*. Barton-Aschman, 1995.

Friday Night Trip Generation

The project includes restaurants and cinemas, uses that reach their peak traffic generation on Friday evenings after the PM commute period and on Saturday evenings. Friday night trip generation estimates were developed to determine whether these uses would influence the overall peak traffic generation period of the site. A temporal distribution was used to determine Friday trip generation between 5:00 and 9:00 PM.

This analysis shows that during a Friday night the site would generate, at most, an equivalent number of vehicle trips than during the mid-week PM peak hour. However, this maximum occurs after 7:00 PM, when the base level of traffic on the network is significantly less than the during the midweek commute PM peak hour. Therefore, the midweek PM peak hour is the time period with the highest overall traffic volumes and the most potential for significant impacts and is therefore used for all evaluations in this analysis. A comparison of the project trip generation estimates for the different time periods is shown in Appendix G.

TRIP DISTRIBUTION

Trip distribution is defined as the directions of approach and departure that vehicles would use to arrive at and depart from the site. The directions of approach and departure of project trips were based on the locations of complementary land uses, existing travel patterns in the area, patterns used in other studies, and the locations of project site driveways. U.S. Census data for place-to-place commuting for the City of Mountain View was used to further refine the distribution for office-related trips. The general directions of approach and departure for office and non-office uses are shown in **Figure 8**.

TRIP ASSIGNMENT

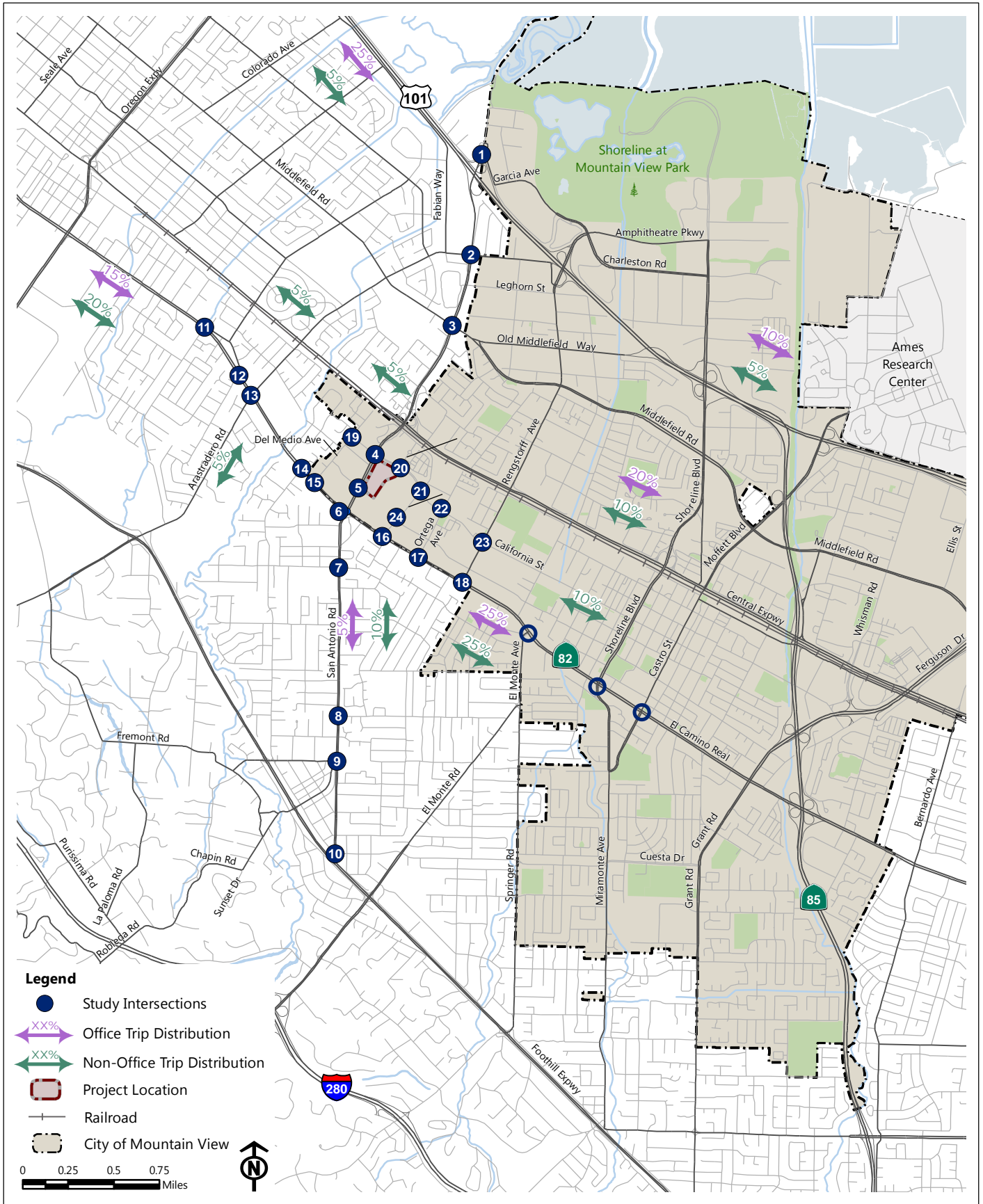
The project trips were assigned to the roadway system based on the directions of approach and departure discussed above. **Figure 9** shows the number of net new project trips assigned to each turning movement at each study intersection. The trip assignment was added to the existing volumes to establish volumes under Existing Plus Project Conditions, as shown on **Figure 10**.

TABLE 7: PROJECT TRIP GENERATION ESTIMATES

Land Use	Units ¹	ITE Code	Weekday Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Project (Phase 2)									
Hotel	167	310	1,121	52	37	89	51	49	100
Retail	54,186	820	2,314	32	20	52	96	105	201
Office	392,853	710	3,714	503	69	572	88	430	518
Commercial	28,502	710	506	62	8	70	19	91	110
Restaurant	35,358	931	3,180	16	13	29	177	88	265
Cinema	1,710	445	822	0	0	0	49	88	137
Total Gross Project Trips			11,657	666	146	812	481	850	1,331
Project Trip Reductions²									
Retail & Restaurant (internal)		820/931	(112)	(5)	(3)	(8)	(5)	(5)	(10)
Hotel		310	(112)	(3)	(5)	(8)	(5)	(5)	(10)
Retail & Restaurant (internal)		820/931	(69)	(1)	(6)	(7)	(16)	(3)	(19)
Office (TDM)		710	(1,266)	(170)	(23)	(193)	(32)	(156)	(188)
Retail (passby)		820	(694)	(10)	(6)	(16)	(29)	(31)	(60)
Restaurant (passby)		931	(954)	(5)	(4)	(9)	(54)	(26)	(80)
Total Project Trip Reductions			(3,208)	(194)	(47)	(241)	(141)	(226)	(367)
Existing Use Trips									
Retail		820	2,349	0	0	0	88	90	178
Retail Passby (30% Reduction)		820	(705)	(0)	(0)	(0)	(26)	(27)	(53)
Total Existing Use Trips			1,644	0	0	0	62	63	125
Net New Project Trips			6,805	472	99	571	278	561	839

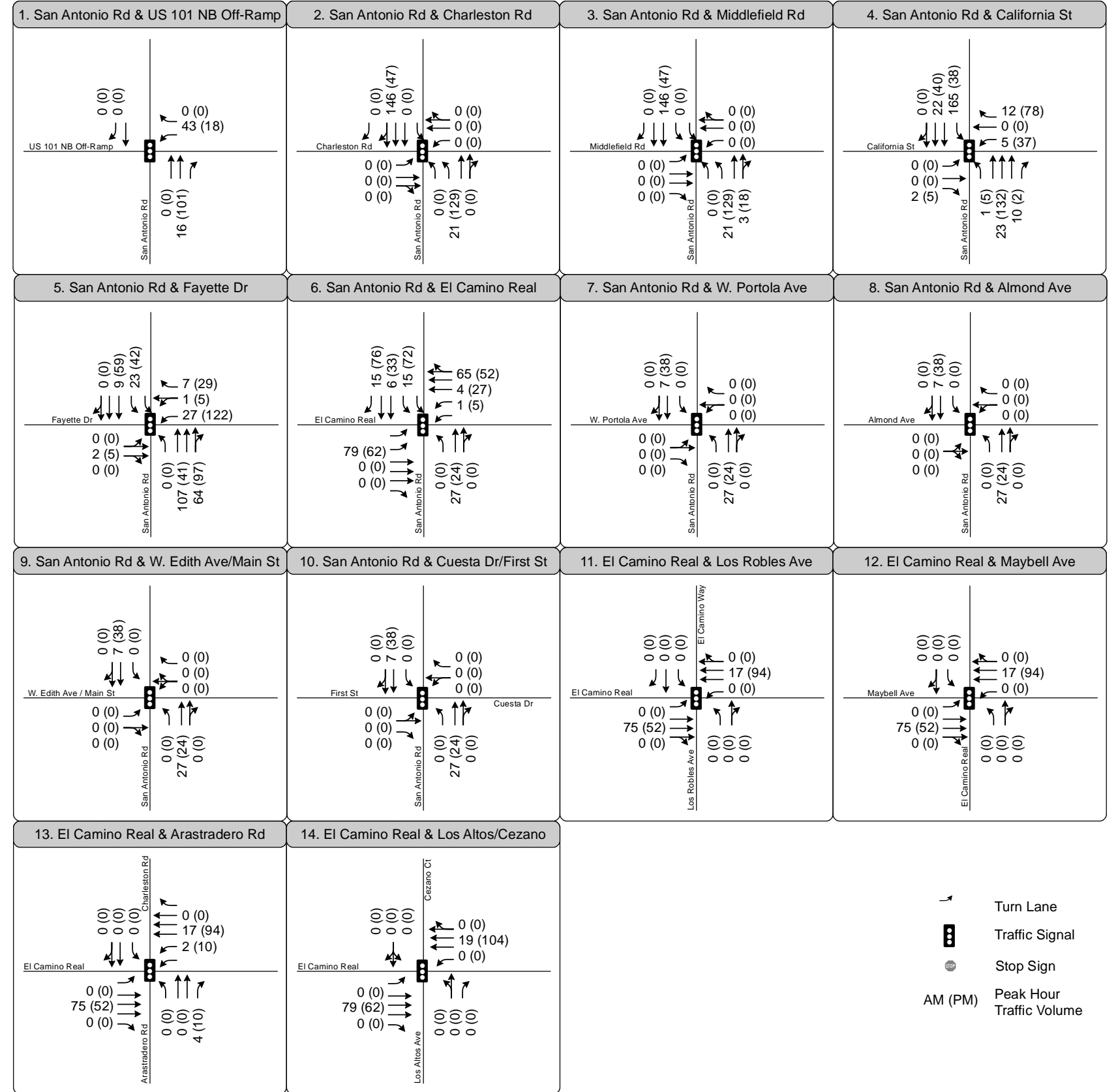
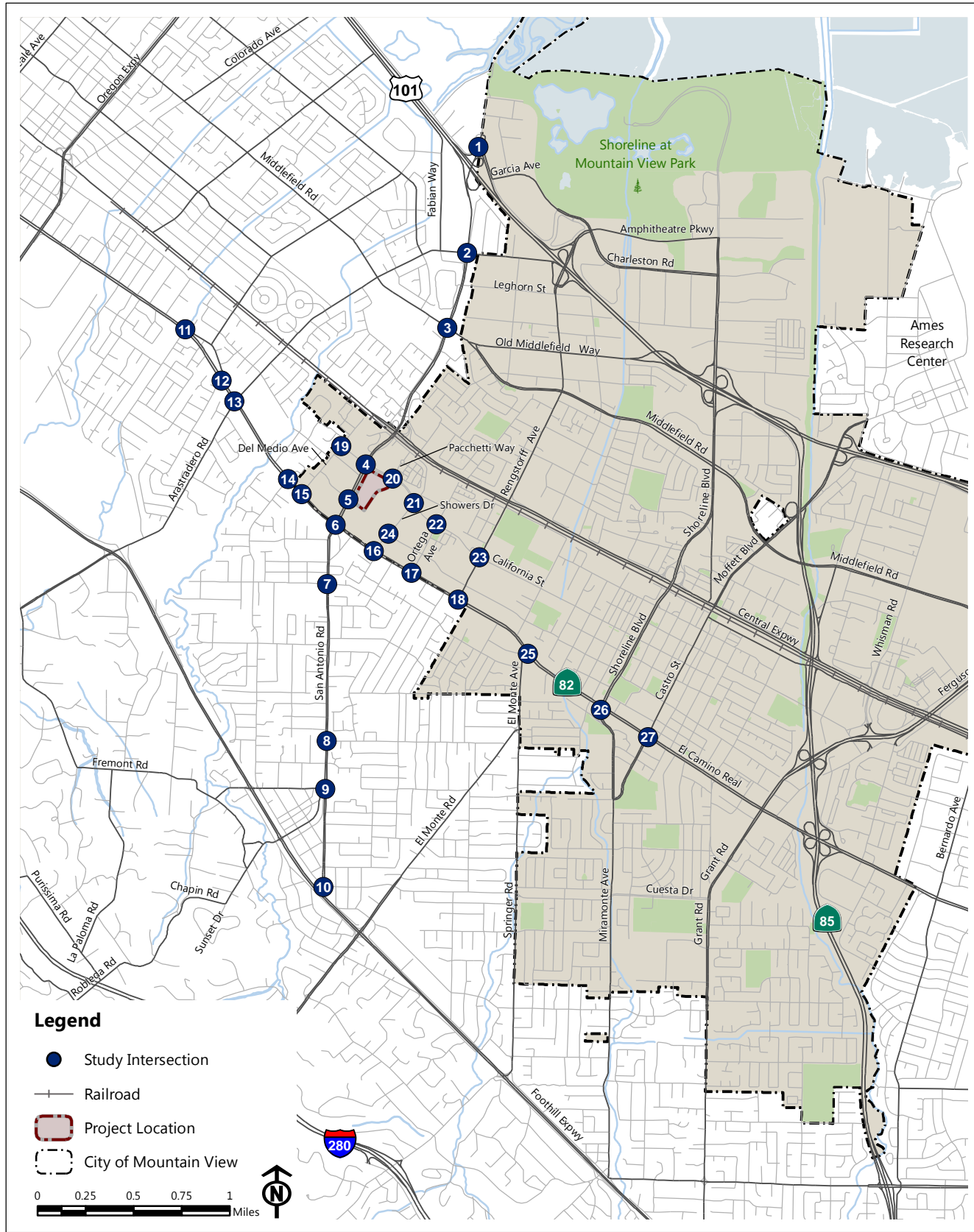
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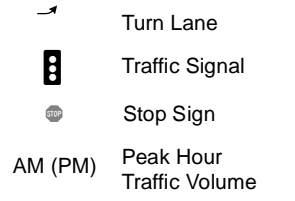
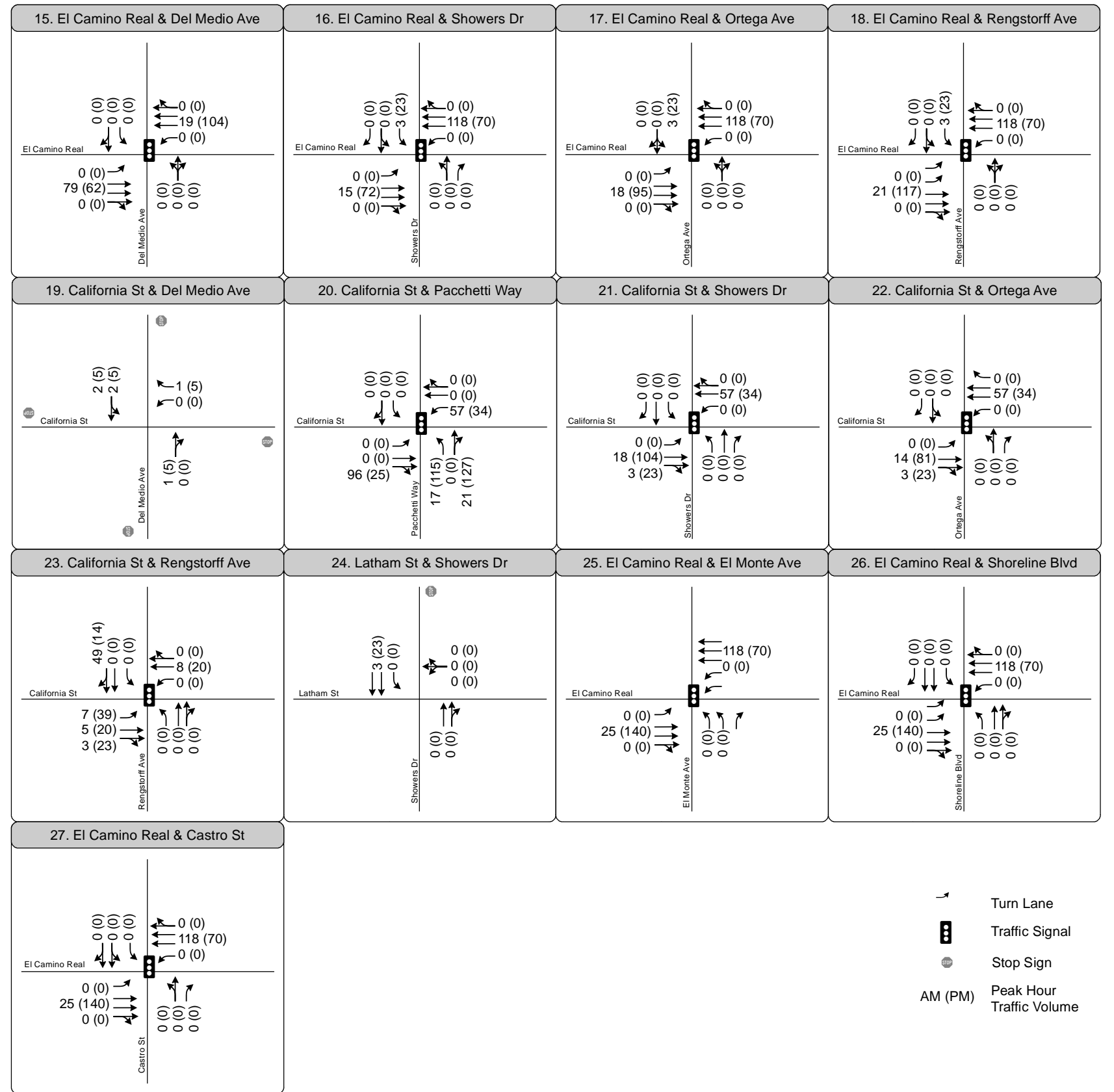
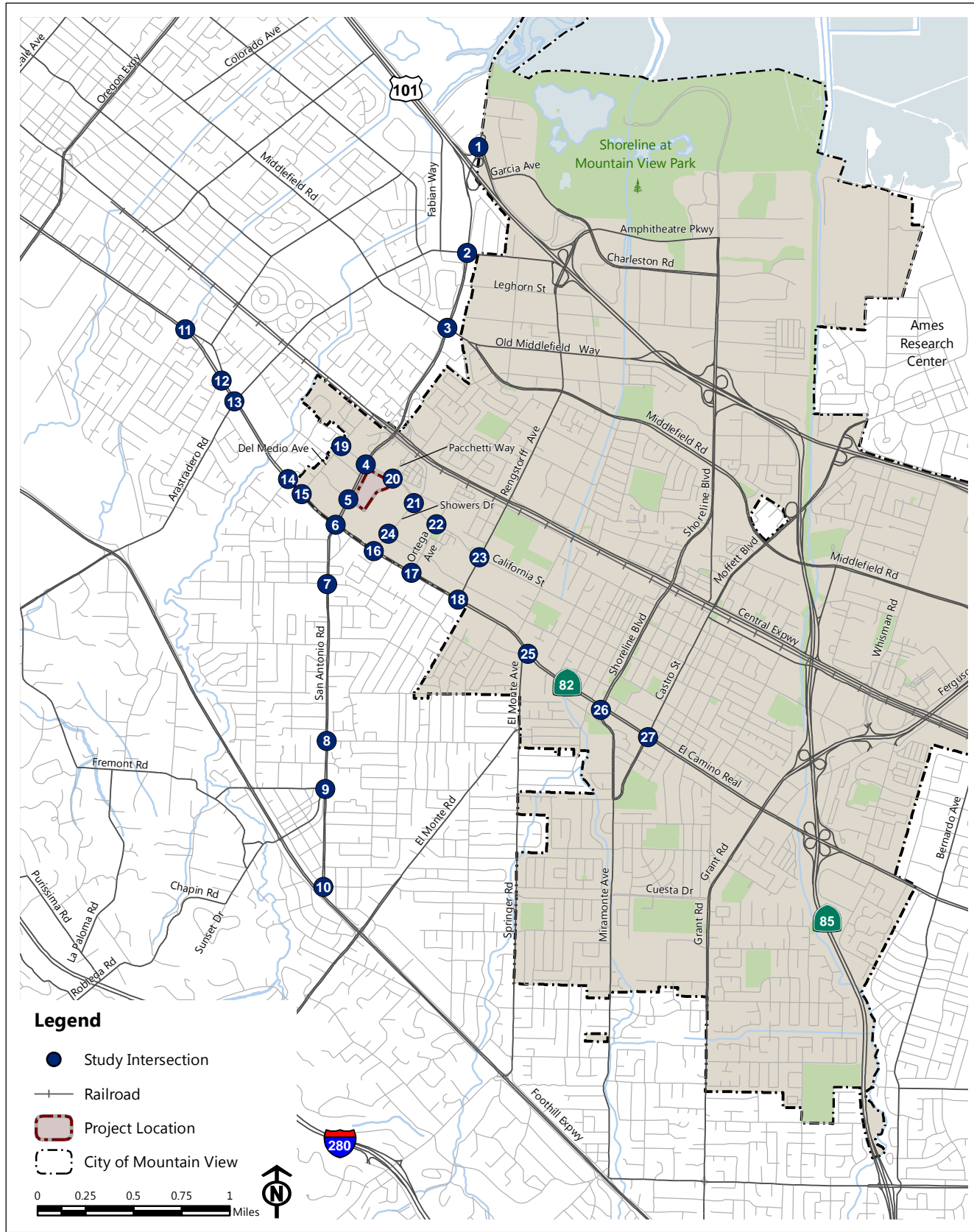
- Units for uses: Hotel = Rooms; Retail/Office/Commercial/Restaurant = KSF (1,000 square feet); Cinema = Seats
- A complete table, including all trip generation equations and explanations for all of the reductions, is available in Appendix G. Source: *Trip Generation Manual* (9th Edition), 2012; Santa Clara County VTA Transportation Impact Study Guidelines, 2009; Fehr & Peers, November 2013.

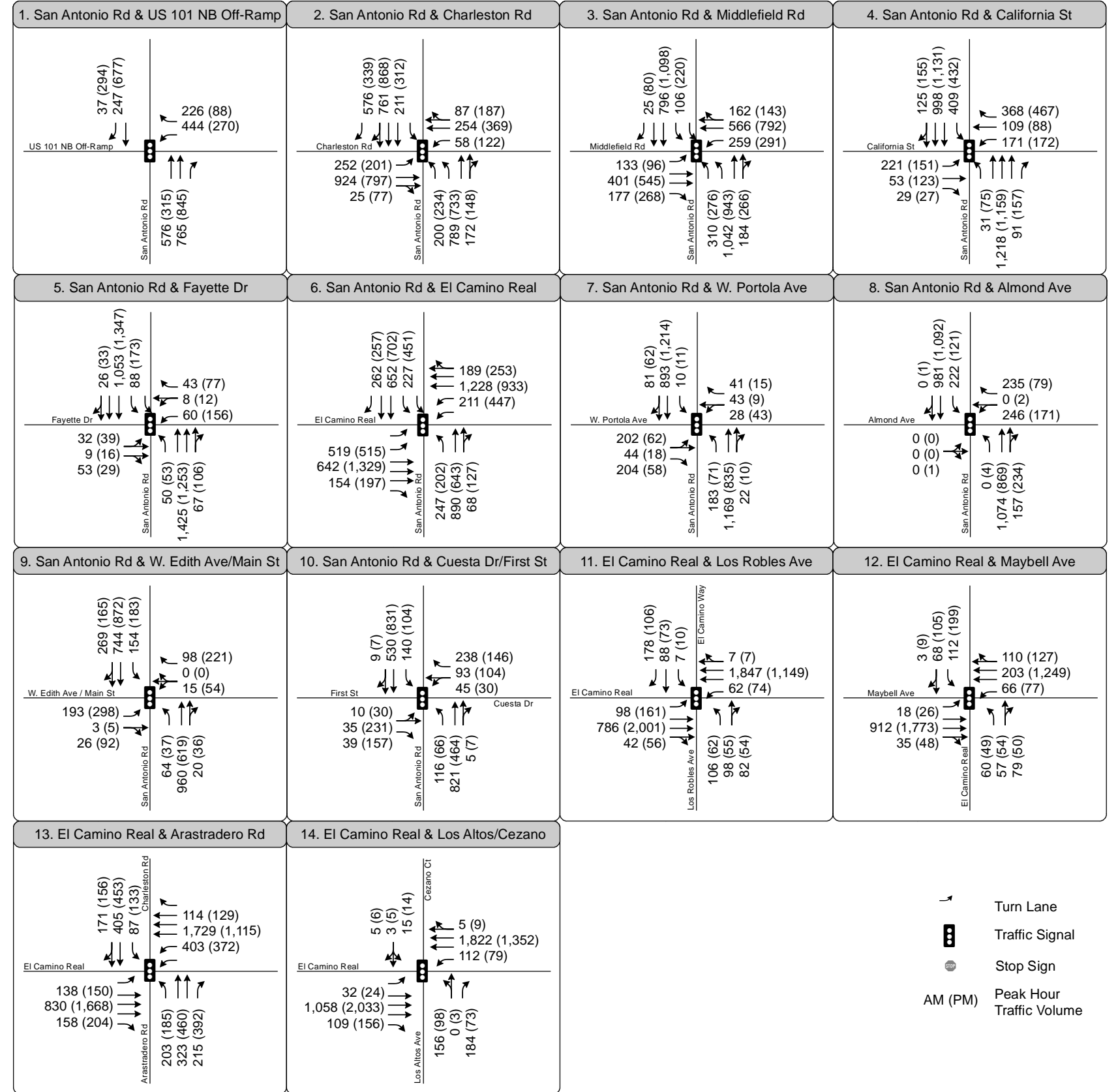
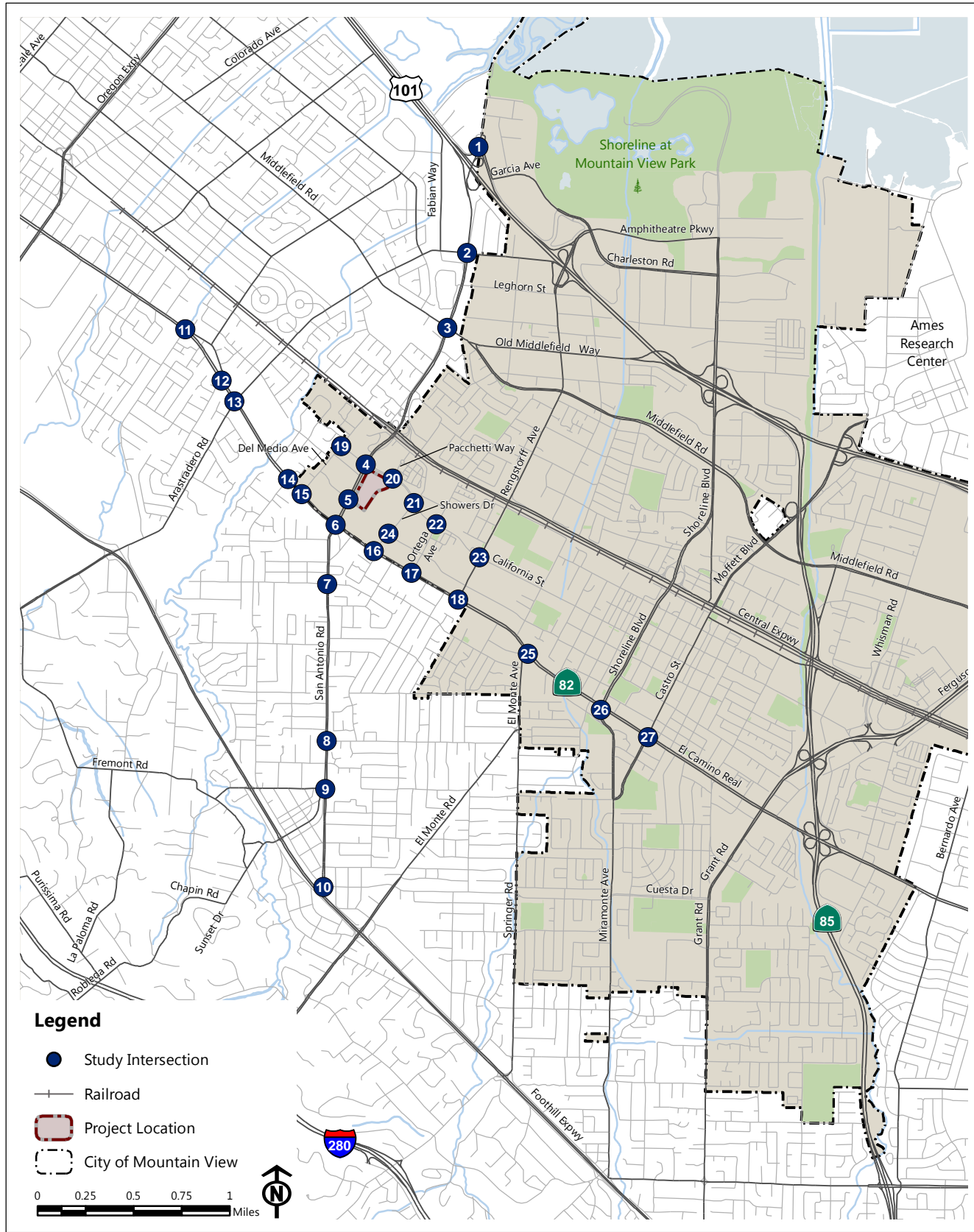


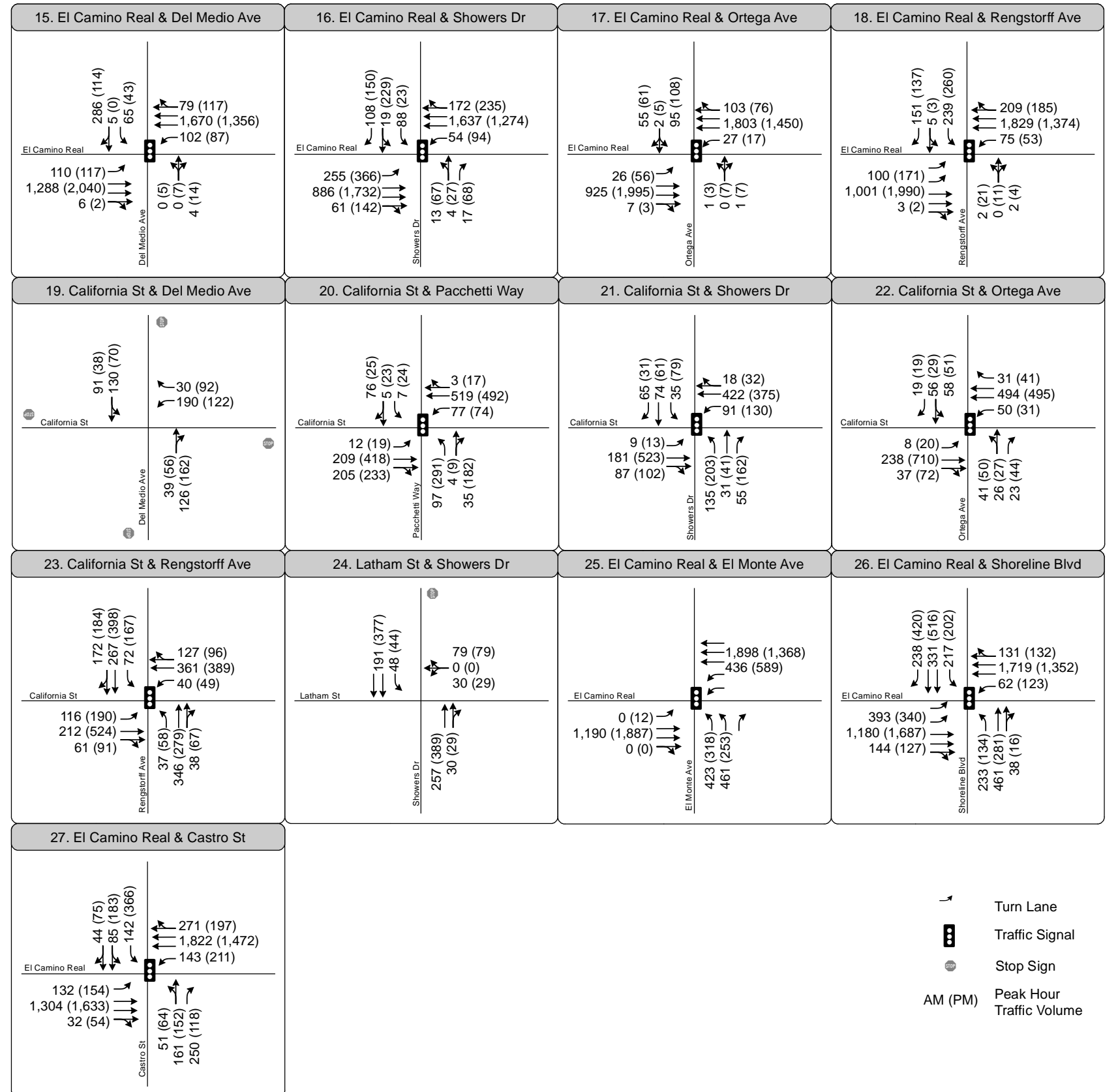
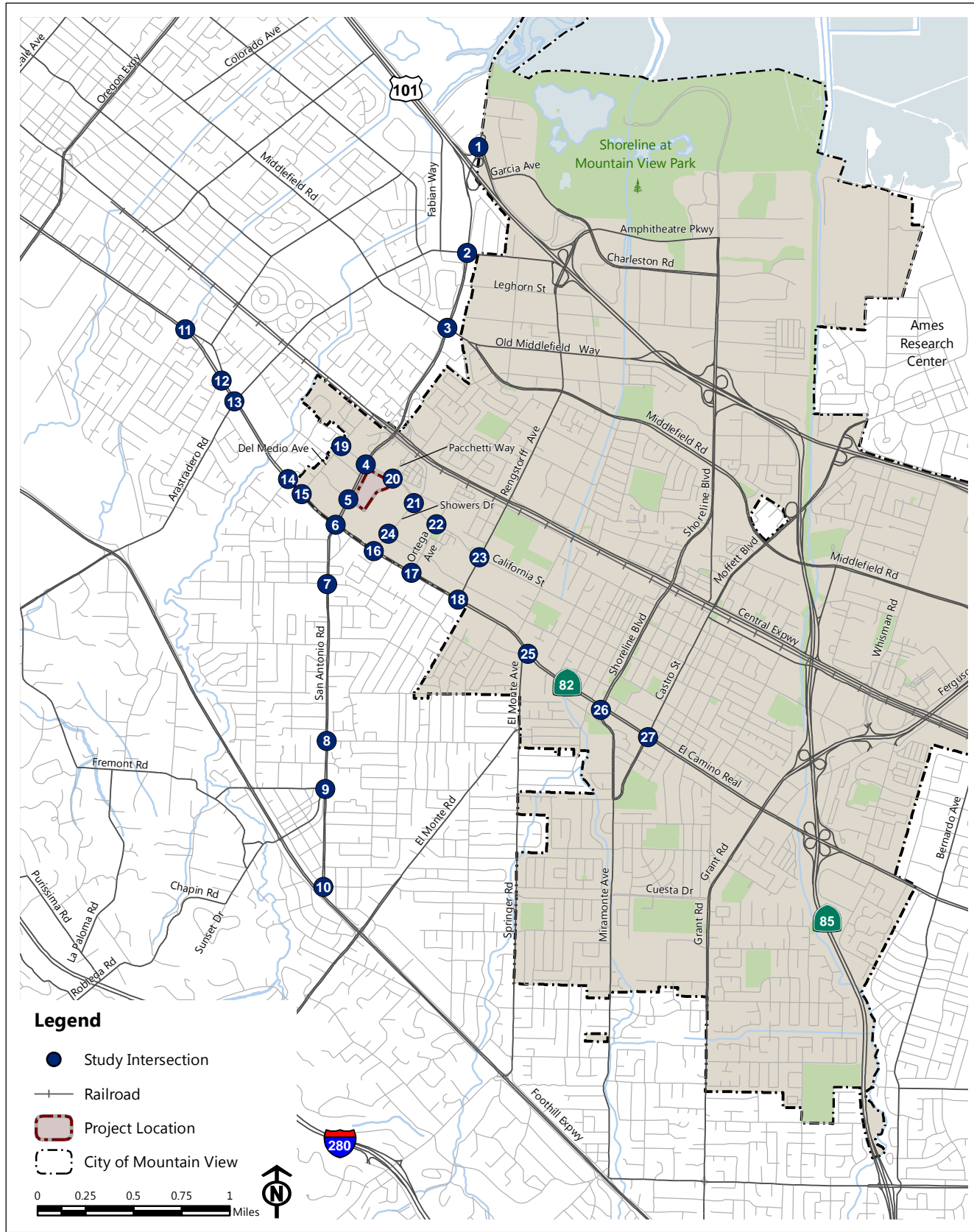
**Village at San Antonio - Phase II
Project Trip Distribution**

Figure 8









4. EXISTING PLUS PROJECT CONDITIONS

This chapter presents the impacts of the proposed project on the surrounding transportation system under Existing Plus Project Conditions. Existing Plus Project Conditions are defined as Existing Conditions with completion of the project. Impacts to the roadway system under this scenario are identified by comparing the level of service results under Existing Plus Project Conditions (with traffic generated by the proposed project added to existing volumes) to those under Existing Conditions.

EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Level of service calculations were conducted to evaluate intersection operations under Existing Plus Project Conditions. The results of the LOS analysis are summarized in **Table 8**.

The results for Existing Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most “green time” and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Existing and Existing Plus Project Conditions are used to identify significant impacts.

At times, intersections may show a reduction in average delay with the addition of project traffic, which is counter-intuitive. However, the average delay values in the table are weighted averages. Weighted average delays will be reduced when traffic is added to a movement with a low delay.³ Conversely, relatively small volume increases to movements with high delays can substantially increase the weighted average delay.

The corresponding LOS calculation sheets are included in Appendix B. The results of the LOS calculations indicate that all of the study intersections still operate at acceptable levels of service in the Existing Plus Project scenario. The intersection of San Antonio Road and California Street operates at LOS E+ in the AM peak hour; it is part of the San Antonio Center Planning Area, which has an LOS E threshold.

³ For example, if there is one movement with 10 vehicles and a delay of 100 seconds and another movement with 400 vehicles and 10 seconds of delay, the weighted average delay is calculated as $(100 \text{ seconds} \times 10 \text{ vehicles} + 10 \text{ seconds} \times 400 \text{ vehicles}) / 410 \text{ vehicles} = 12.2 \text{ seconds per vehicle}$. Now if 100 vehicles are added to the movement with 10 seconds of delay, the weighted average delay is calculated as $(100 \text{ seconds} \times 10 \text{ vehicles} + 10 \text{ seconds} \times 500 \text{ vehicles}) / 510 \text{ vehicles} = 11.8 \text{ seconds per vehicle}$. The weighted average delay improves, even though more vehicles are added.

TABLE 8: EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

	Intersection	Peak Hour ¹	Existing Conditions		Existing Plus Project Conditions			
			Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. V/C ⁴	Δ in Crit. Delay ⁵
1	San Antonio Road and US 101 Northbound Off-Ramp (MV)	AM	11.8	B+	12.1	B+	+0.027	+0.2
		PM	10.8	B+	10.4	B+	+0.115	+1.2
2	San Antonio Road and Charleston Road (PA)*	AM	36.0	D+	35.8	D+	+0.006	+0.2
		PM	38.9	D+	39.9	D	+0.039	+1.9
3	San Antonio Road and Middlefield Road (PA)*	AM	45.5	D	45.5	D	+0.007	0.0
		PM	48.9	D	49.6	D	+0.035	-1.0
4	San Antonio Road and California Street (MV)**	AM	50.5	D	55.0	E+	+0.114	+9.0
		PM	48.7	D	53.4	D-	+0.097	+7.5
5	San Antonio Road and Fayette Drive (MV)**	AM	15.5	B	16.0	B	+0.052	+1.1
		PM	16.2	B	19.5	B-	+0.053	+4.1
6	San Antonio Road and El Camino Real (MV)*	AM	43.2	D	45.6	D	+0.055	+3.3
		PM	47.1	D	49.3	D	+0.034	+3.0
7	San Antonio Road and W. Portola Avenue (LA)	AM	18.9	B-	18.8	B	+0.009	+0.0
		PM	13.0	B	12.9	B	+0.012	-0.1
8	San Antonio Road and Almond Avenue (LA)	AM	17.3	B	17.4	B	+0.009	+0.1
		PM	17.6	B	17.4	B	+0.007	-0.1
9	San Antonio Road and W. Edith Avenue/ Main Street (LA)	AM	26.3	C	26.2	C	+0.002	0.0
		PM	34.6	C	34.5	C-	+0.011	-0.1
10	San Antonio Road and Cuesta Drive/First Street (LA)	AM	31.4	C	31.4	C	+0.010	0.0
		PM	28.7	C	28.9	C	+0.019	+0.2
11	El Camino Real and Los Robles Avenue/El Camino Way (PA)	AM	28.1	C	27.8	C	+0.003	-0.1
		PM	22.9	C+	22.5	C+	+0.010	-0.2
12	El Camino Real and Maybell Avenue (PA)	AM	32.9	C-	32.0	C-	+0.015	-1.1
		PM	27.5	C	27.0	C	+0.010	-0.3
13	El Camino Real and Arastradero Road/Charleston Road (PA)	AM	37.6	D+	37.6	D+	+0.003	0.0
		PM	39.4	D	39.6	D	+0.020	+0.8
14	El Camino Real and Los Altos Avenue/Cezano Court (LA)	AM	22.3	C+	22.1	C+	+0.004	0.0
		PM	17.1	B	16.8	B	+0.012	-0.1
15	El Camino Real and Del Medio Avenue (MV)	AM	28.0	C	27.9	C	+0.004	0.0
		PM	18.5	B-	18.3	B-	+0.012	-0.1
16	El Camino Real and Showers Drive (MV)	AM	26.1	C	25.9	C	+0.024	-0.3
		PM	31.3	C	31.2	C	+0.014	+0.1

TABLE 8: EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

	Intersection	Peak Hour ¹	Existing Conditions		Existing Plus Project Conditions			
			Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. V/C ⁴	Δ in Crit. Delay ⁵
17	El Camino Real and Ortega Avenue (MV)	AM	13.8	B	13.5	B	+0.024	-0.2
		PM	13.2	B	14.1	B	+0.032	+1.2
18	El Camino Real and Rengstorff Avenue (MV)*	AM	22.5	C+	22.1	C+	+0.023	-0.3
		PM	21.3	C+	21.1	C+	+0.023	-0.3
19	California Street and Del Medio Avenue (MV)**	AM	9.7	A	9.8	A	+0.001	0.0
		PM	8.6	A	8.7	A	+0.008	+0.1
20	California Street and Pacchetti Way (MV)**	AM	13.8	B	15.4	B	+0.011	+1.1
		PM	17.2	B	19.8	B-	+0.104	+3.8
21	California Street and Showers Drive (MV)**	AM	25.8	C	22.9	C+	+0.006	-5.0
		PM	25.5	C	25.0	C	+0.040	-0.8
22	California Street and Ortega Avenue (MV)**	AM	7.8	A	7.4	A	+0.017	-0.4
		PM	5.6	A	5.3	A	+0.031	-0.3
23	California Street and Rengstorff Avenue (MV)**	AM	29.8	C	29.8	C	+0.022	+0.3
		PM	34.5	C-	34.8	C-	+0.035	+1.1
24	Latham Street and Showers Drive (MV)**	AM	2.4 (10.7)	B	2.4 (10.7)	B	0.000	0.0
		PM	1.8 (12.0)	B	1.8 (12.1)	B	0.000	0.0
25	El Camino Real and El Monte Avenue (MV)*	AM	29.1	C	29.1	C	+0.005	0.0
		PM	29.2	C	29.0	C	+0.028	0.0
26	El Camino Real and Shoreline Boulevard (MV)*	AM	39.3	D	39.6	D	+0.023	+0.3
		PM	39.3	D	39.3	D	+0.028	+0.3
27	El Camino Real and Castro Street (MV)*	AM	27.0	C	27.1	C	+0.024	+0.2
		PM	31.4	C	31.2	C	+0.028	+0.1

Notes:

1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the Traffix level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Existing Conditions and Existing Plus Project Conditions.
5. Change in average critical movement delay between Existing Conditions and Existing Plus Project Conditions.

LA = Los Altos; MV = Mountain View; PA = Palo Alto

* = CMP Intersection (LOS E threshold); ** = San Antonio Center Planning Area (LOS E threshold)

Bold text indicates intersection operates at a deficient Level of Service. **Red and red** indicates a significant impact.

Source: Fehr & Peers, November 2013.

SIGNAL WARRANT ANALYSIS

The MUTCD contains a number of guidelines, called warrants, to determine whether the installation of a traffic signal at a particular location is appropriate. The peak-hour signal warrant, one of eight warrants, was evaluated for the unsignalized intersections under both Existing and Existing Plus Project Conditions. The two unsignalized locations for this project are the intersections of California Street / Del Medio Avenue and Showers Drive / Latham Street. The results indicate that a traffic signal is not warranted at either of these locations based on the peak-hour warrant. **Appendix C** contains the peak-hour signal warrants. As shown in Table 8, both unsignalized intersections are operating at acceptable levels of service.

This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency, or the project sponsor (for private roads), should undertake regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

INTERSECTION IMPACTS AND MITIGATION

Based on the impact criteria listed in Chapter 1, the results of the LOS calculations indicate that all of the study intersections operate at acceptable levels of service in the Existing Plus Project scenario. Therefore, no mitigation is required under this scenario.

EXISTING PLUS PROJECT FREEWAY LEVEL OF SERVICE

Freeway segments of US 101 were analyzed during the AM and PM peak hours to calculate the amount of project traffic projected to be added. **Table 9** and **10** show the results of the freeway impact analysis for the AM and PM peak periods, respectively.

On freeway segments that are already operating at LOS F during the AM and PM peak period, the added project traffic would not constitute more than one percent of the freeway's capacity. On freeway segments that are currently operating at LOS E or better, the project traffic would not cause the LOS to decline to LOS F.

Therefore, the project is estimated to have a less-than-significant impact on the freeway system. Appendix D contains the corresponding LOS calculation sheets.

TABLE 9: EXISTING PLUS PROJECT FREEWAY SEGMENT AM PEAK PERIOD LEVELS OF SERVICE

Freeway Segment	Existing LOS		Project Trips Added ¹		Percent Trips Added ²		Project LOS ³	
	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 – Northbound								
North Shoreline Blvd. and Rengstorff Avenue	F	F	37	6	0.54%	0.36%	F	F
Rengstorff Avenue and San Antonio Road	F	E	37	6	0.54%	0.36%	F	E
San Antonio Road and Oregon Expressway	F	E	14	2	0.20%	0.12%	F	E
US 101 –Southbound								
Oregon Expressway and San Antonio Road	E	D	88	15	1.28%	0.91%	E	D
San Antonio Road and Rengstorff Avenue	D	D	4	1	0.06%	0.06%	D	D
Rengstorff Avenue and North Shoreline Blvd.	E	D	7	1	0.06%	0.06%	E	D

Notes:

1. Project trips added to individual freeway segments.

2. Percent impact on mixed flow lanes determined by dividing the number of project trips by the freeway segment's capacity.

3. LOS = level of service

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).

Source: 2011 Monitoring & Conformance Report, VTA, June 2012; Fehr & Peers, November 2013.

TABLE 10: EXISTING PLUS PROJECT FREEWAY SEGMENT PM PEAK PERIOD LEVELS OF SERVICE

Freeway Segment	Existing LOS		Project Trips Added ¹		Percent Trips Added ²		Project LOS ³	
	Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
US 101 – Northbound								
North Shoreline Blvd. and Rengstorff Avenue	F	D	15	3	0.22%	0.18%	F	D
Rengstorff Avenue and San Antonio Road	F	D	15	3	0.22%	0.18%	F	D
San Antonio Road and Oregon Expressway	E	D	86	15	1.25%	0.91%	E	D
US 101 – Southbound								
Oregon Expressway and San Antonio Road	F	F	25	4	0.36%	0.24%	F	F
San Antonio Road and Rengstorff Avenue	F	E	24	4	0.35%	0.24%	F	E
Rengstorff Avenue and North Shoreline Blvd.	E	D	39	7	0.57%	0.42%	E	D

Notes:

1. Project trips added to individual freeway segments.
2. Percent impact on mixed flow lanes determined by dividing the number of project trips by the freeway segment's capacity.
3. LOS = level of service

Bold text indicates unacceptable operations by jurisdiction level of service standard (LOS F for CMP-designated facilities).

Source: 2011 Monitoring & Conformance Report, VTA, June 2012; Fehr & Peers, November 2013.

5. BACKGROUND CONDITIONS

This chapter presents the results of the level of service calculations under Background Conditions with and without the project. Background Conditions are defined as conditions prior to completion and occupancy of the proposed development. Traffic volumes for Background Conditions comprise existing volumes plus traffic generated by approved but not yet constructed and occupied developments in the area. Background Plus Project Conditions are defined as Background Conditions plus net new traffic generated by the proposed project.

BACKGROUND TRAFFIC VOLUMES

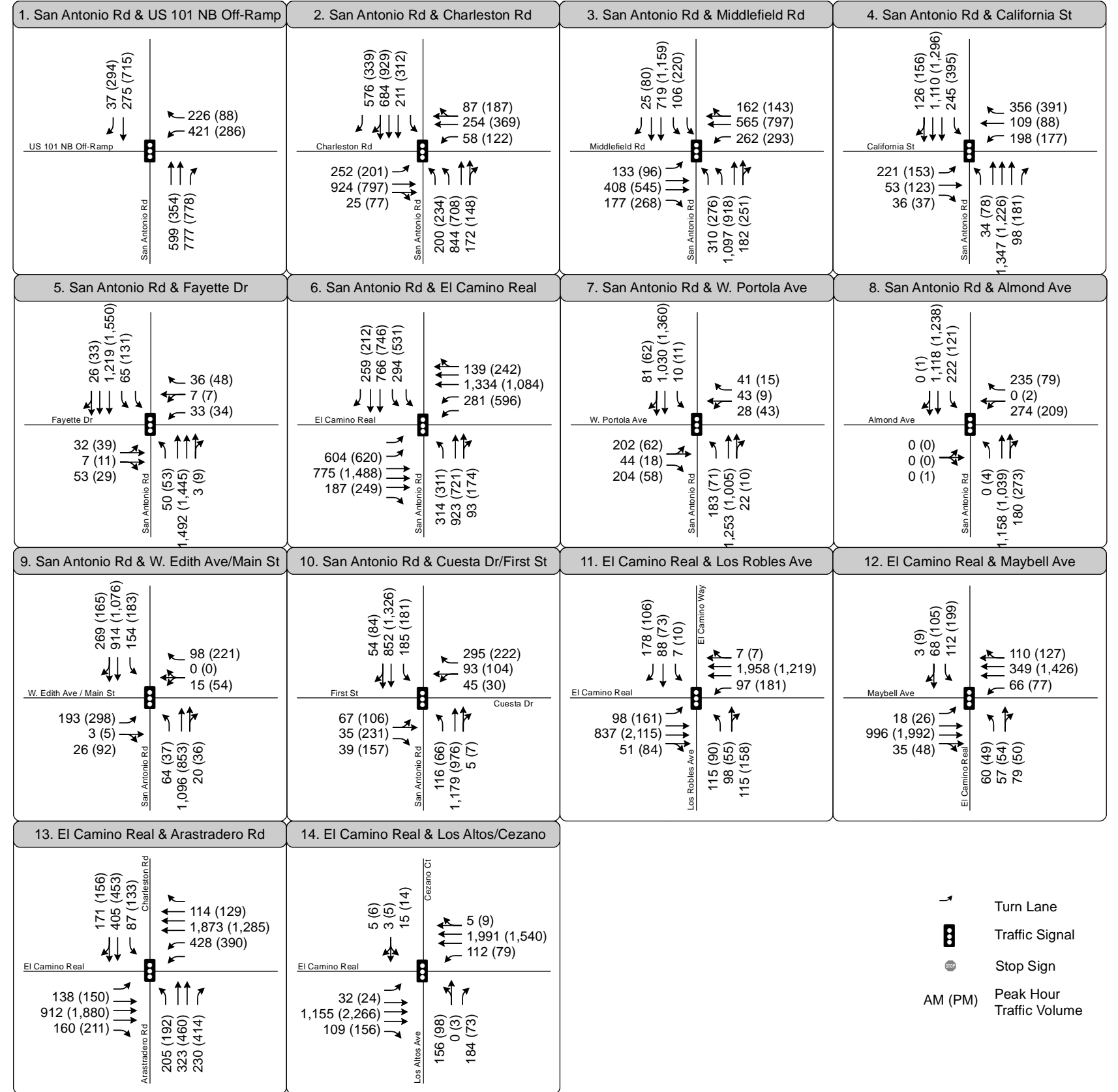
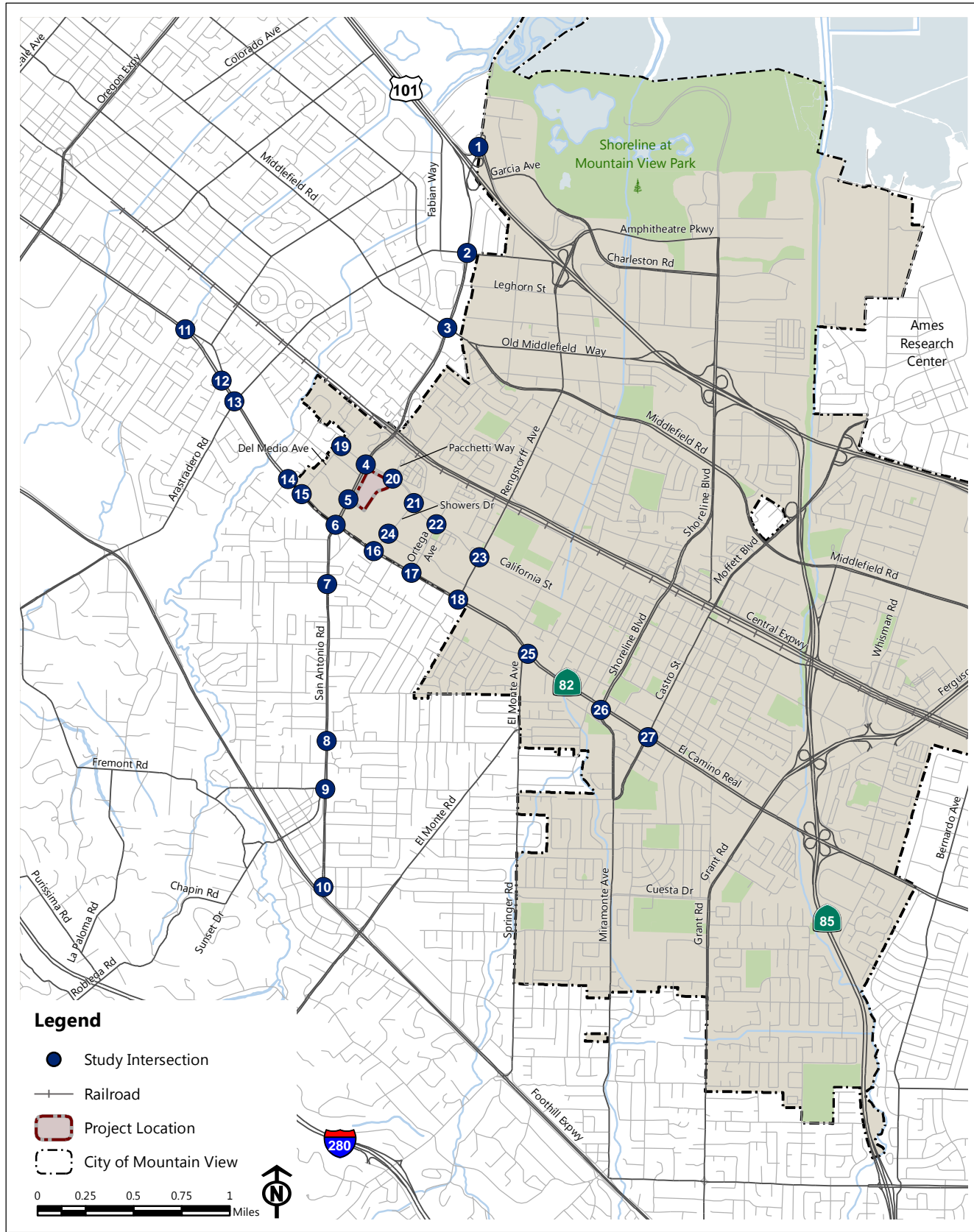
Projections of added traffic for Background Conditions were based on approved and not occupied development projects in the vicinity of the site. **Appendix E** includes a list of approved projects for the Cities of Mountain View, Palo Alto, and Los Altos.

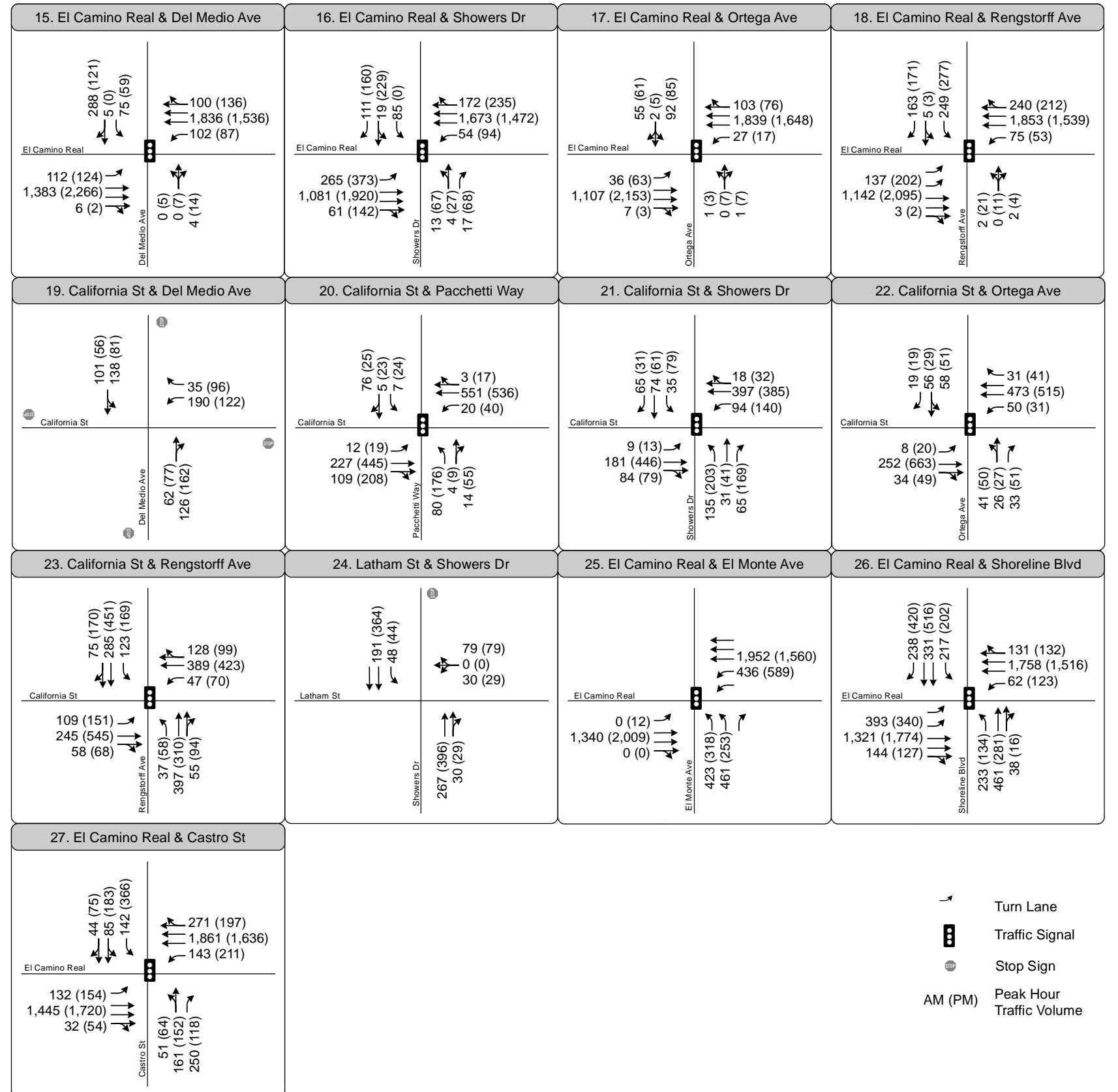
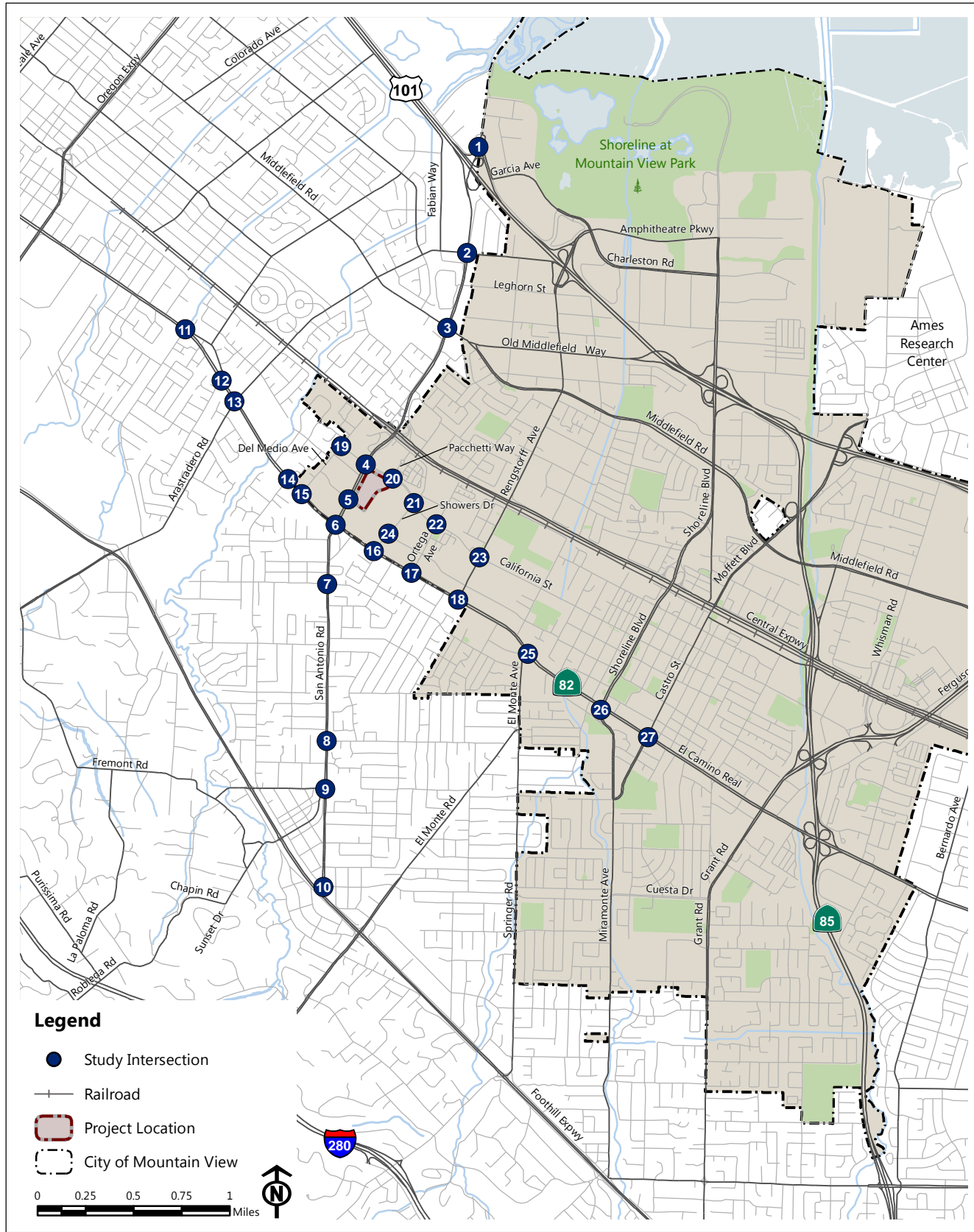
Trip generation estimates were based on information contained in the TIAs for the approved projects, where available. Where TIAs were not available, estimates were developed by applying appropriate trip generation rates and equations from the (ITE), *Trip Generation Manual*, 9th Edition.

The directions of approach and departure of Background trips were based on the project locations and the relative locations of complementary land uses, existing travel patterns in the area, and patterns used in project TIAs when available. Trips were then assigned to the roadway system based on the directions of approach and departure discussed in Chapter 3. The trips for each of the Background projects were added to the existing volumes to represent Background Conditions, as shown on **Figure 11**.

BACKGROUND ROADWAY IMPROVEMENTS

Per discussions with the City of Mountain View, there are no approved and funded roadway improvements within the study area. Therefore, the existing roadway network was used for the Background Conditions analysis.





BACKGROUND PLUS PROJECT INTERSECTION VOLUMES

Net new trips from the project presented in Chapter 3 were added to the Background Conditions to develop traffic volumes for Background Plus Project Conditions. The resulting volumes are shown on **Figure 12**.

BACKGROUND INTERSECTION LEVELS OF SERVICE

Table 11 presents the level of service calculation results for the study intersections under Background Conditions and Background Plus Project Conditions. Appendix B contains the corresponding calculation sheets.

The results of the LOS calculations indicate that all of the study intersections will operate at acceptable levels of service with the Project according to their designed LOS standard. The intersection of San Antonio Road and California Street operates at LOS E+ in the AM peak hour, though it is part of the San Antonio Center Planning Area, which has an LOS E threshold. The intersection of San Antonio Road and El Camino Real operates at LOS E in both the AM and PM peak hours, though it is a CMP designated intersection, which has an LOS threshold of E.

TABLE 11: BACKGROUND INTERSECTION LEVELS OF SERVICE

	Intersection	Peak Hour ¹	Background		Background Plus Project Conditions			
			Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. V/C ⁴	Δ in Crit. Delay ⁵
1	San Antonio Road and US 101 Northbound Off-Ramp (MV)	AM	12.1	B+	12.3	B+	+0.028	+0.2
		PM	10.6	B+	11.0	B+	+0.011	+0.5
2	San Antonio Road and Charleston Road (PA)*	AM	35.9	D+	35.7	D+	+0.006	+0.2
		PM	39.2	D	40.3	D	+0.038	+2.0
3	San Antonio Road and Middlefield Road (PA)*	AM	45.5	D	45.4	D	+0.007	0.0
		PM	49.6	D	50.4	D	+0.032	-0.8
4	San Antonio Road and California Street (MV)**	AM	50.0	D	55.4	E+	+0.114	+10.8
		PM	48.8	D	54.9	D-	+0.097	+10.0
5	San Antonio Road and Fayette Drive (MV)**	AM	14.8	B	15.5	B	+0.053	+1.1
		PM	15.4	B	18.2	B-	+0.053	+3.5
6	San Antonio Road and El Camino Real (MV)*	AM	53.0	D	60.1	E	+0.044	+8.1
		PM	61.6	E	70.1	E	+0.051	+12.6
7	San Antonio Road and W. Portola Avenue (LA)	AM	18.9	B-	18.8	B	+0.008	0.0
		PM	12.3	B	12.2	B	+0.011	0.0
8	San Antonio Road and Almond Avenue (LA)	AM	18.2	B-	18.3	B-	+0.009	+0.2
		PM	18.4	B-	18.3	B-	+0.007	0.0
9	San Antonio Road and W. Edith Avenue/ Main Street (LA)	AM	25.5	C	25.5	C	+0.002	0.0
		PM	33.9	C-	33.9	C-	+0.000	0.0
10	San Antonio Road and Cuesta Drive/First Street (LA)	AM	37.4	D+	37.8	D+	+0.010	+0.5
		PM	42.8	D	45.1	D	+0.019	+2.7
11	El Camino Real and Los Robles Avenue/El Camino Way (PA)	AM	28.3	C	28.0	C	+0.003	-0.1
		PM	30.9	C	30.6	C	+0.010	0.0
12	El Camino Real and Maybell Avenue (PA)	AM	31.1	C	30.2	C	+0.014	-0.9
		PM	25.9	C	25.6	C	+0.010	-0.2
13	El Camino Real and Arastradero Road/Charleston Road (PA)	AM	37.6	D+	37.6	D+	+0.003	0.0
		PM	41.0	D	41.6	D	+0.020	+1.5
14	El Camino Real and Los Altos Avenue/Cezano Court (LA)	AM	21.7	C+	21.5	C+	+0.004	0.0
		PM	16.4	B	16.2	B	+0.012	0.0
15	El Camino Real and Del Medio Avenue (MV)	AM	27.9	C	27.8	C	+0.004	0.0
		PM	18.7	B-	18.6	B-	+0.012	0.0
16	El Camino Real and Showers Drive (MV)	AM	25.5	C	25.5	C	+0.024	-0.2
		PM	31.3	C	31.4	C	+0.014	+0.3

	Intersection	Peak Hour ¹	Background		Background Plus Project Conditions			
			Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. V/C ⁴	Δ in Crit. Delay ⁵
17	El Camino Real and Ortega Avenue (MV)	AM	13.2	B	13.0	B	+0.024	-0.1
		PM	12.4	B	13.4	B	+0.032	+1.3
18	El Camino Real and Rengstorff Avenue (MV)*	AM	23.4	C	23.2	C	+0.023	-0.2
		PM	23.2	C	23.1	C	+0.023	-0.1
19	California Street and Del Medio Avenue (MV)**	AM	10.0	B	10.0	B	+0.006	0.0
		PM	8.9	A	9.0	A	+0.008	+0.1
20	California Street and Pacchetti Way (MV)**	AM	13.7	B	15.2	B	+0.011	+1.1
		PM	16.9	B	19.6	B-	+0.104	+3.8
21	California Street and Showers Drive (MV)**	AM	23.2	C	22.7	C+	+0.018	-0.7
		PM	25.6	C	25.1	C	+0.040	-0.7
22	California Street and Ortega Avenue (MV)**	AM	7.6	A	7.2	A	+0.017	-0.4
		PM	5.5	A	5.3	A	+0.031	-0.2
23	California Street and Rengstorff Avenue (MV)**	AM	30.1	C	30.3	C	+0.007	+0.2
		PM	34.5	C-	34.9	C-	+0.035	+1.2
24	Latham Street and Showers Drive (MV)**	AM	2.4 (10.8)	B	2.4 (10.8)	B	0.000	0.0
		PM	1.8 (12.1)	B	1.7 (12.2)	B	0.000	0.0
25	El Camino Real and El Monte Avenue (MV)*	AM	29.1	C	29.2	C	+0.005	0.0
		PM	28.4	C	28.4	C	+0.027	+0.2
26	El Camino Real and Shoreline Boulevard (MV)*	AM	39.1	D	39.5	D	+0.023	+0.5
		PM	39.6	D	39.8	D	+0.027	+0.6
27	El Camino Real and Castro Street (MV)*	AM	26.9	C	27.0	C	+0.024	+0.3
		PM	31.0	C	30.9	C	+0.028	+0.3

Notes:

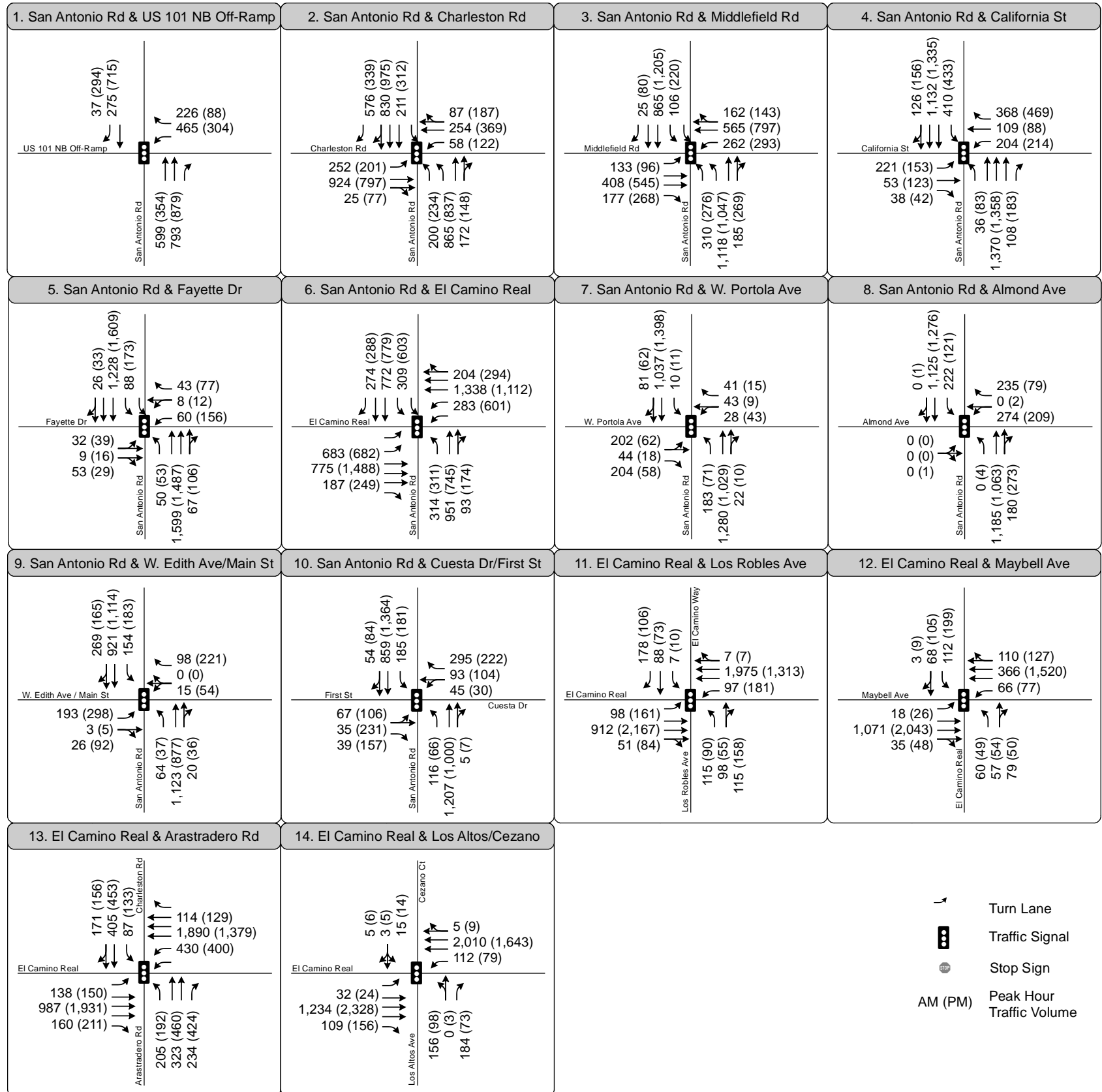
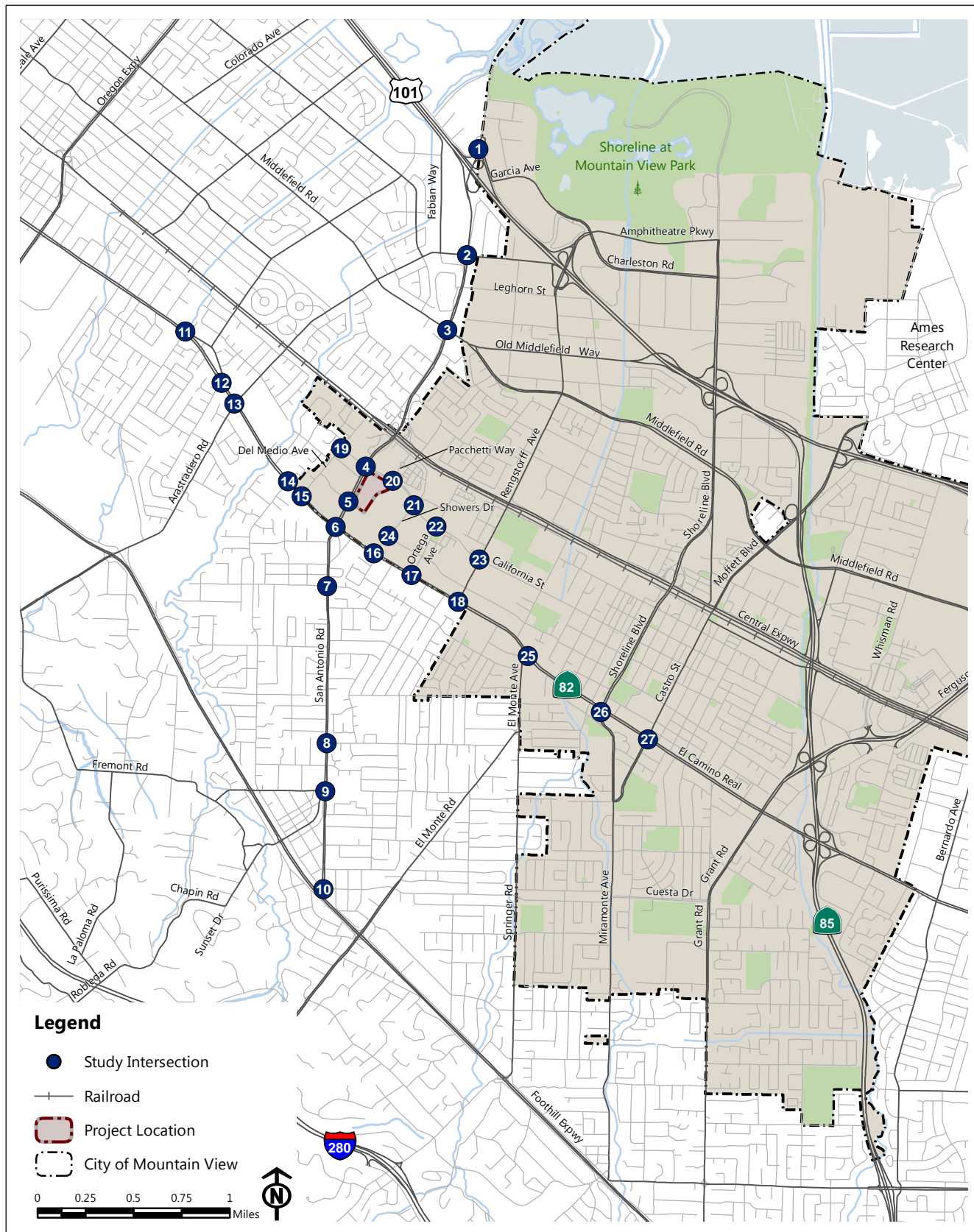
1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop-controlled intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the Traffix level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Background Conditions and Background Plus Project Conditions.
5. Change in average critical movement delay between Background Conditions and Background Plus Project Conditions.

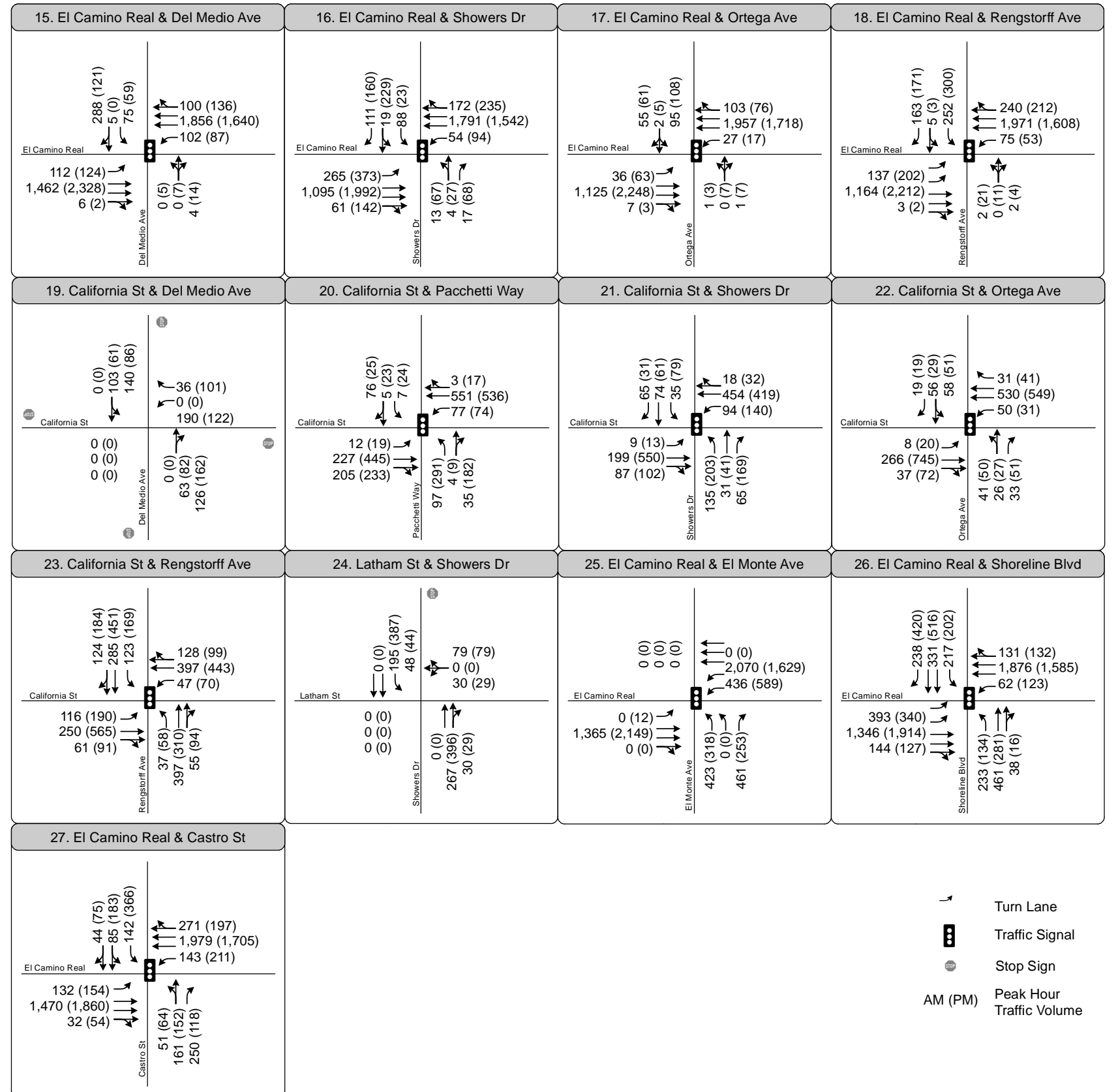
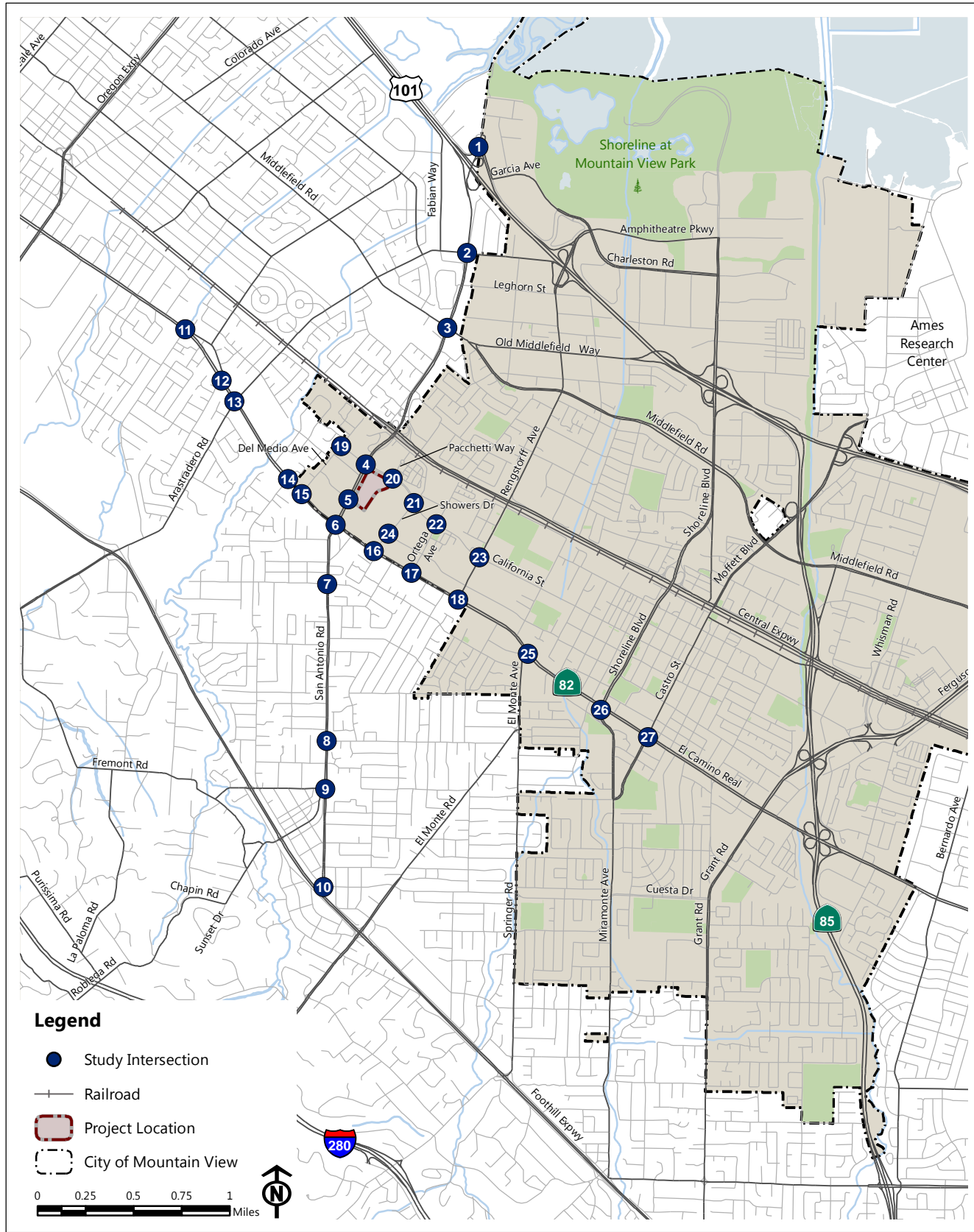
LA = Los Altos; MV = Mountain View; PA = Palo Alto

* = CMP Intersection (LOS E threshold); ** = San Antonio Center Planning Area (LOS E threshold)

Bold text indicates intersection operates at a deficient Level of Service. **Bold and red** indicates a significant impact.

Source: Fehr & Peers, November 2013.





SIGNAL WARRANT ANALYSIS

The peak-hour signal warrant from the MUTCD was evaluated for the unsignalized intersections under both Background and Background Plus Project Conditions. The two unsignalized locations for this project are the intersections of California Street / Del Medio Avenue and Showers Drive / Latham Street. The results indicate that a traffic signal is not warranted at either of these locations based on the peak-hour warrant. Appendix C contains the peak-hour signal warrants. As shown in Table 11, both unsignalized intersections are operating at acceptable levels of service.

This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency, or the project sponsor (for private roads), should undertake regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

INTERSECTION IMPACTS AND MITIGATION

Based on the impact criteria listed in Chapter 1, the results of the LOS calculations indicate that all of the study intersections still operate at acceptable levels of service in the Background Plus Project scenario. Therefore, no mitigation is required under this scenario.

BACKGROUND PLUS PROJECT FREEWAY LEVEL OF SERVICE

The proposed project does not add trips greater than one percent of the freeway segment capacity to any freeway segments already operating at LOS F; therefore, the project has a less-than-significant impact at the identified study freeway segments and no mitigation measures are required.

6. CUMULATIVE NEAR-TERM CONDITIONS

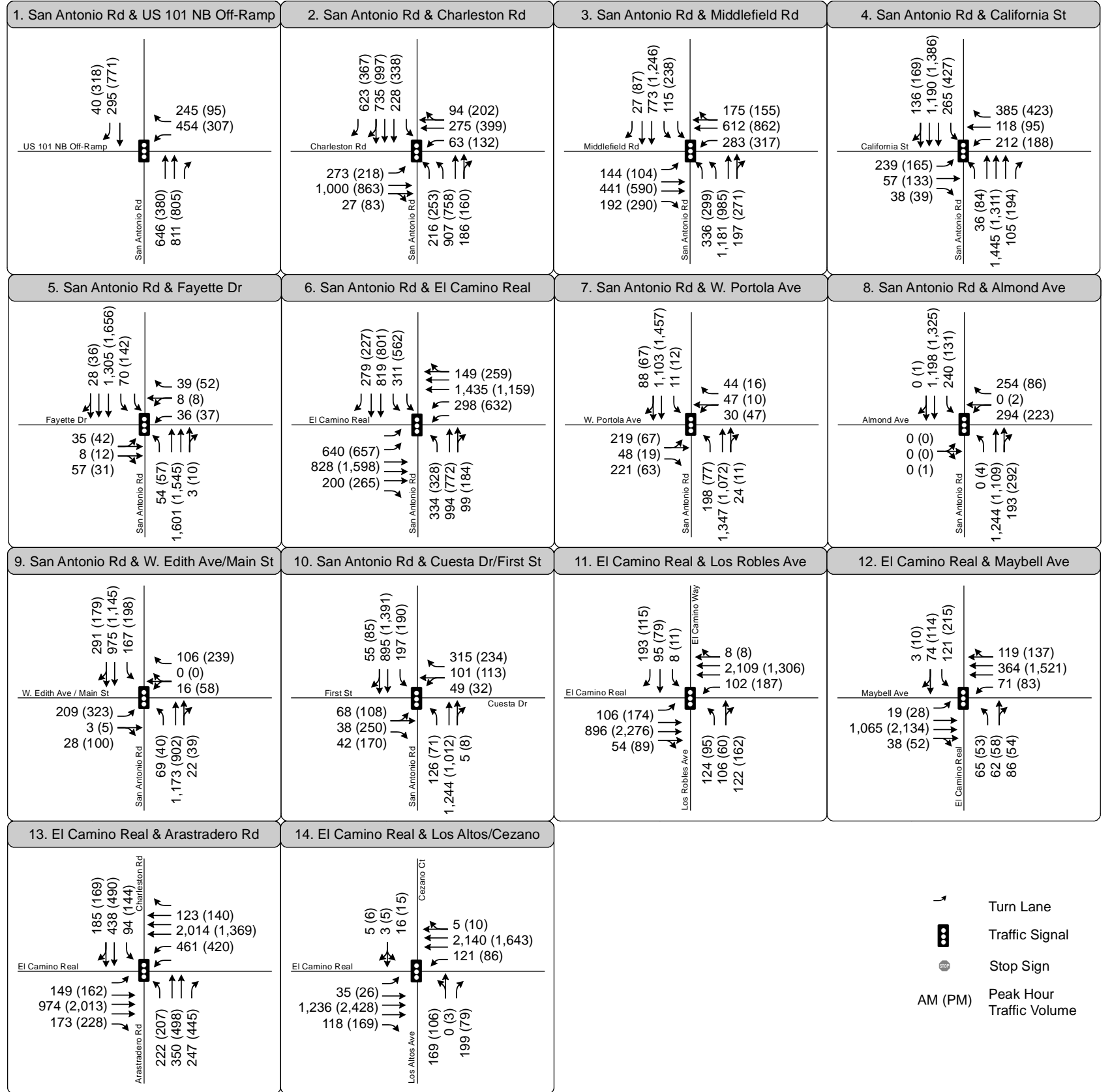
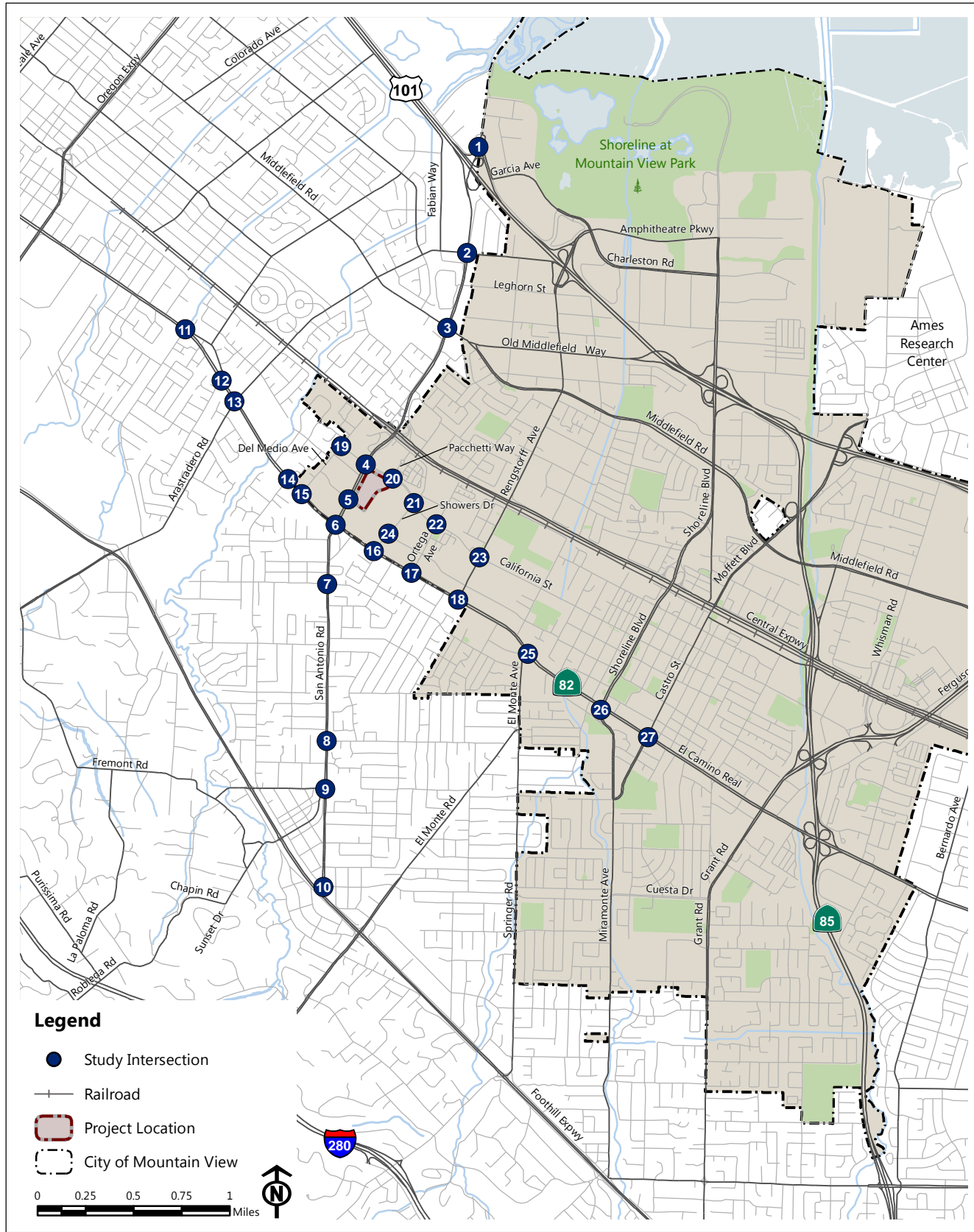
This chapter presents the results of the level of service calculations under Cumulative Near-Term Conditions with and without the Project. Cumulative Near-Term Conditions are defined as existing volumes plus traffic generated by all foreseen development projects that would affect the transportation system in the study area, including “approved but not yet built,” projects, as well as a growth factor to account for general growth in the area until occupancy of the Project. Cumulative Near-Term Plus Project Conditions are defined as Cumulative Near-Term Conditions plus traffic generated by the proposed project.

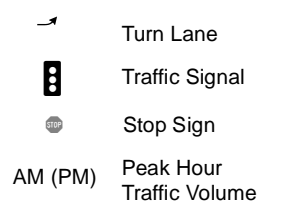
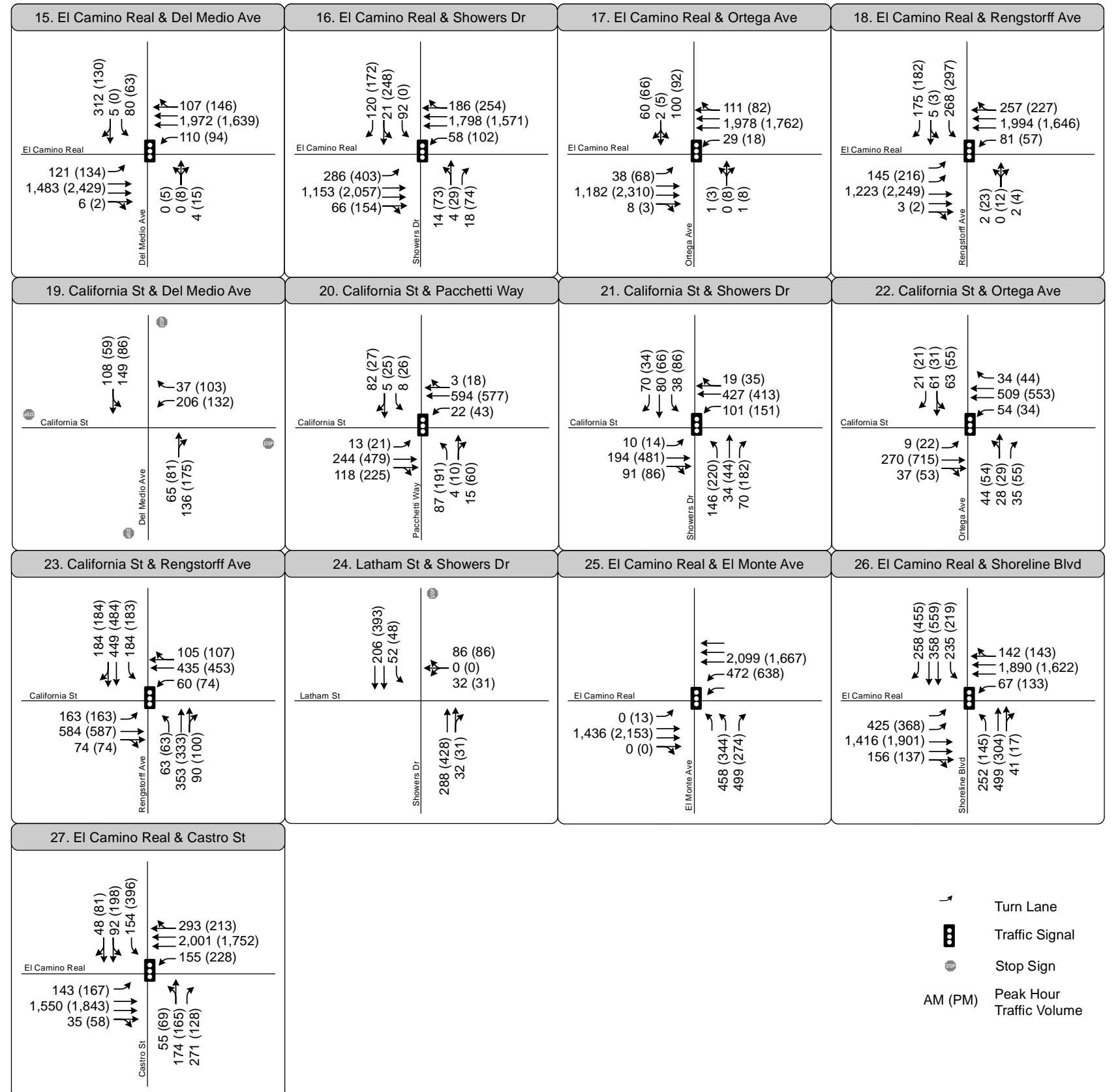
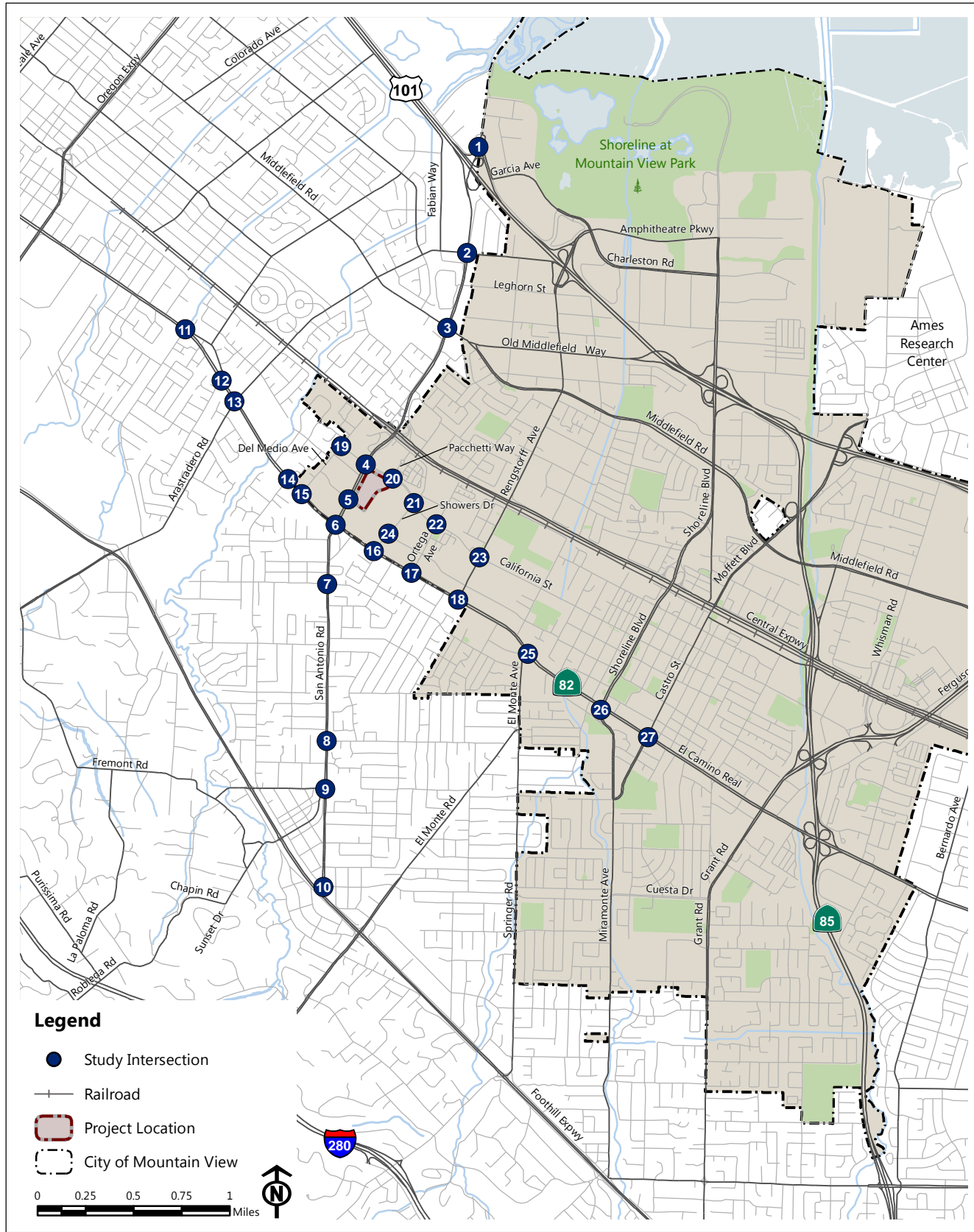
CUMULATIVE NEAR-TERM TRAFFIC VOLUMES

Traffic projections for Cumulative Near-Term Conditions include a growth factor to account for general growth in the area. Each movement at every intersection is anticipated to experience 2 percent growth per year, compounded annually. Existing vehicle count data were collected in 2013; the project is currently on schedule to be open in 2017, generating an additional 8.24 percent traffic. This growth was added to intersection volumes in the Background Conditions scenario. The resulting volumes representing Cumulative Near-Term Conditions are shown on **Figure 13**.

CUMULATIVE NEAR-TERM ROADWAY IMPROVEMENTS

Per discussions with the City of Mountain View, there are no approved and funded roadway improvements within the study area. Therefore, the existing roadway network was used for the Cumulative Near-Term analysis.





CUMULATIVE NEAR-TERM PLUS PROJECT VOLUMES

Net new trips from the proposed project were added to the Cumulative Near-Term traffic projections to develop traffic volumes for Cumulative Near-Term Plus Project Conditions. The resulting volumes are shown on **Figure 14**.

CUMULATIVE NEAR-TERM INTERSECTION LEVELS OF SERVICE

Table 12 presents the level of service calculations for the study intersections under Cumulative Near-Term Conditions and Cumulative Near-Term Plus Project Conditions. Appendix B contains the corresponding calculation sheets.

The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service according to their designed LOS standard. The only intersection that does not meet its respective LOS designation for the AM and/or PM peak hours under Cumulative Near-Term Plus Project Conditions is the intersection of San Antonio Road and El Camino Real in the PM peak hour.

The intersection of San Antonio Road and California Street operates at LOS E in AM and PM peak hours, though it is part of the San Antonio Center Planning Area, which has an LOS threshold of E.

TABLE 12: CUMULATIVE NEAR-TERM INTERSECTION LEVELS OF SERVICE

	Intersection	Peak Hour ¹	Cumulative Near-Term Conditions		Cumulative Near-Term Plus Project Conditions			
			Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. V/C ⁴	Δ in Crit. Delay ⁵
1	San Antonio Road and US 101 Northbound Off-Ramp (MV)	AM	12.3	B+	12.5	B+	+0.028	+0.2
		PM	11.2	B+	11.6	B+	+0.011	+0.5
2	San Antonio Road and Charleston Road (PA)*	AM	38.6	D+	38.0	D+	-0.005	-0.5
		PM	42.5	D	44.0	D	+0.029	+2.7
3	San Antonio Road and Middlefield Road (PA)*	AM	47.7	D	47.6	D	-0.001	-0.2
		PM	53.4	D-	54.7	D-	+0.031	+0.3
4	San Antonio Road and California Street (MV)**	AM	52.3	D-	60.5	E	+0.114	+15.5
		PM	52.2	D-	62.0	E	+0.097	+13.7
5	San Antonio Road and Fayette Drive (MV)**	AM	14.9	B	15.6	B	+0.048	+1.0
		PM	15.6	B	18.2	B-	+0.048	+3.2
6	San Antonio Road and El Camino Real (MV)*	AM	63.1	E	72.4	E	+0.041	+11.0
		PM	73.2	E	84.4	F	+0.045	+14.5
7	San Antonio Road and W. Portola Avenue (LA)	AM	19.9	B-	19.9	B-	0.000	0.0
		PM	12.6	B	12.5	B	+0.001	-0.1
8	San Antonio Road and Almond Avenue (LA)	AM	20.3	C+	20.5	C+	+0.007	+0.4
		PM	18.9	B-	19.0	B-	+0.007	+0.2
9	San Antonio Road and W. Edith Avenue/ Main Street (LA)	AM	27.5	C	27.5	C	-0.001	-0.2
		PM	35.8	D+	35.7	D+	+0.005	0.0
10	San Antonio Road and Cuesta Drive/First Street (LA)	AM	40.8	D	40.3	D	-0.006	-0.6
		PM	53.7	D-	52.3	D-	-0.006	-2.0
11	El Camino Real and Los Robles Avenue/El Camino Way (PA)	AM	29.3	C	29.1	C	-0.004	-0.1
		PM	31.7	C	31.5	C	+0.004	0.0
12	El Camino Real and Maybell Avenue (PA)	AM	31.4	C	30.6	C	+0.011	-0.8
		PM	26.9	C	26.7	C	+0.002	-0.2
13	El Camino Real and Arastradero Road/Charleston Road (PA)	AM	39.5	D	39.5	D	+0.003	+0.1
		PM	44.9	D	46.1	D	+0.020	+2.6
14	El Camino Real and Los Altos Avenue/Cezano Court (LA)	AM	22.3	C+	22.3	C+	-0.001	+0.2
		PM	16.8	B	16.8	B	+0.013	+0.2
15	El Camino Real and Del Medio Avenue (MV)	AM	29.1	C	29.3	C	+0.004	+0.3
		PM	19.5	B-	19.6	B-	+0.006	+0.1
16	El Camino Real and Showers Drive (MV)	AM	26.5	C	26.5	C	+0.020	0.0
		PM	33.6	C-	33.7	C-	+0.012	+0.5

Intersection	Peak Hour ¹	Cumulative Near-Term Conditions		Cumulative Near-Term Plus Project Conditions			
		Delay ²	LOS ³	Delay ²	LOS ³	Δ in Crit. V/C ⁴	Δ in Crit. Delay ⁵
17 El Camino Real and Ortega Avenue (MV)	AM	13.4	B	13.3	B	+0.019	-0.1
	PM	12.7	B	13.8	B	+0.024	+1.3
18 El Camino Real and Rengstorff Avenue (MV)*	AM	24.0	C	23.9	C	+0.019	-0.1
	PM	24.0	C	24.0	C	+0.014	-0.1
19 California Street and Del Medio Avenue (MV)**	AM	10.4	B	10.5	B	+0.006	0.0
	PM	9.2	A	9.3	A	+0.009	+0.1
20 California Street and Pacchetti Way (MV)**	AM	13.7	B	15.3	B	+0.006	+1.1
	PM	16.9	B	19.6	B-	+0.104	+3.7
21 California Street and Showers Drive (MV)**	AM	25.9	C	22.9	C+	+0.004	-5.1
	PM	25.9	C	25.6	C	+0.037	-0.4
22 California Street and Ortega Avenue (MV)**	AM	7.7	A	7.3	A	+0.016	-0.4
	PM	5.5	A	5.3	A	+0.026	-0.2
23 California Street and Rengstorff Avenue (MV)**	AM	30.2	C	31.2	C	+0.052	+4.0
	PM	34.9	C-	35.5	D+	+0.033	+1.3
24 Latham Street and Showers Drive (MV)**	AM	2.5 (11.1)	B	2.5 (11.1)	B	0.000	0.0
	PM	1.9 (12.7)	B	1.8 (12.8)	B	0.000	0.0
25 El Camino Real and El Monte Avenue (MV)*	AM	30.6	C	30.8	C	0.000	-0.1
	PM	30.3	C	30.5	C	+0.020	+0.5
26 El Camino Real and Shoreline Boulevard (MV)*	AM	42.7	D	43.3	D	+0.018	+1.0
	PM	43.4	D	43.5	D	+0.032	-2.3
27 El Camino Real and Castro Street (MV)*	AM	28.9	C	29.2	C	+0.020	+0.6
	PM	33.7	C-	33.6	C-	+0.017	+0.2

Notes:

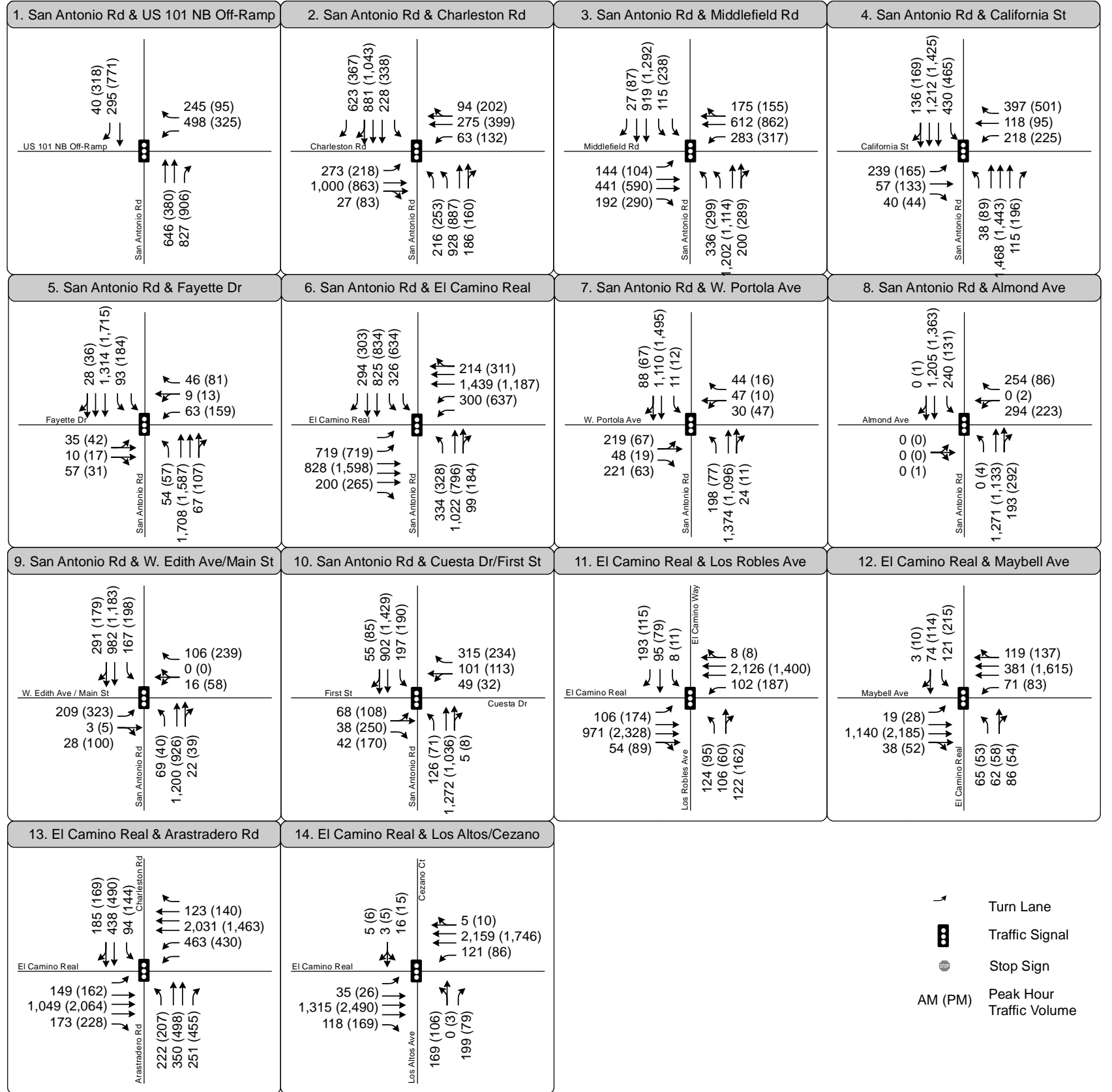
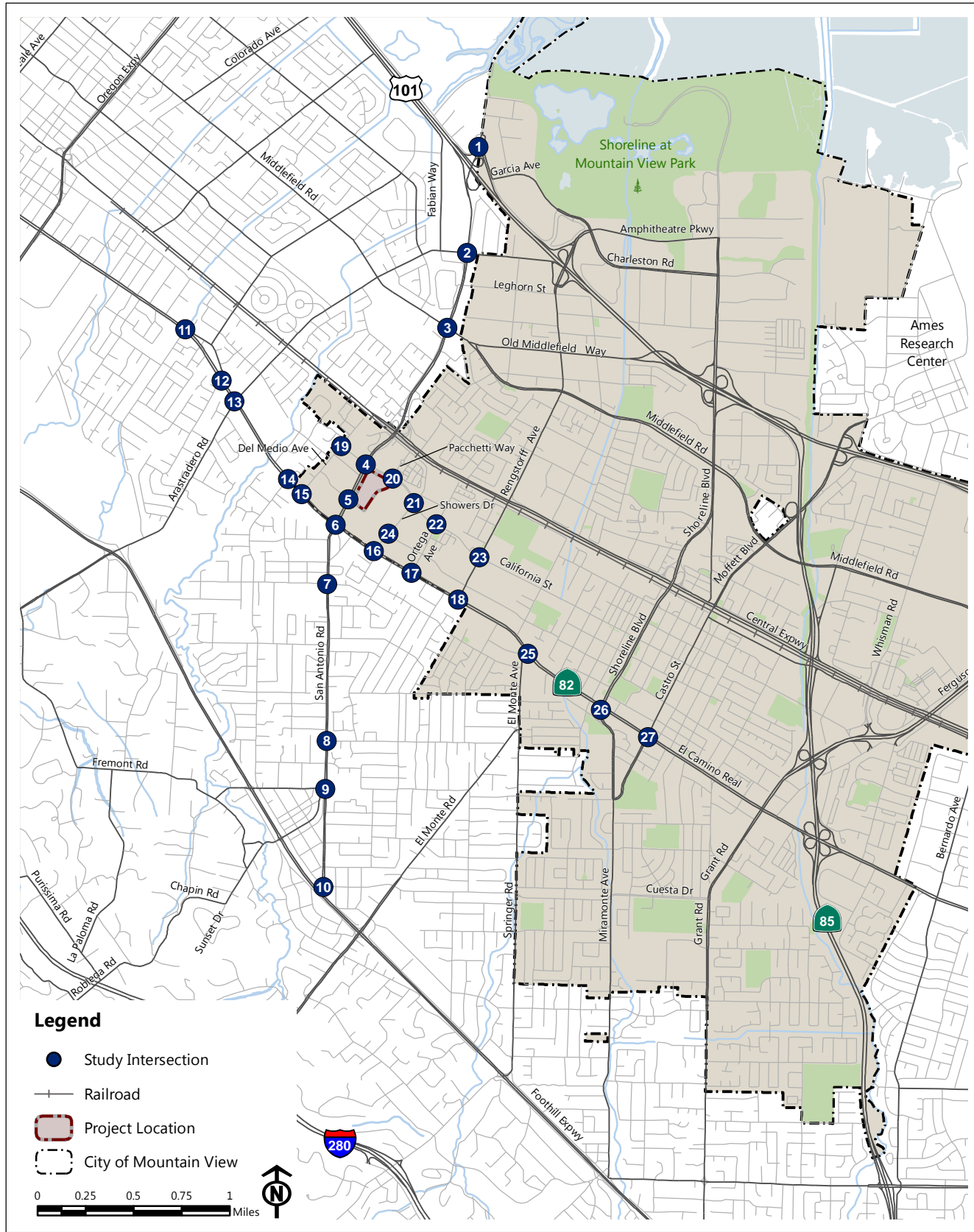
1. AM = morning peak hour, PM = evening peak hour
2. Whole intersection weighted average control delay expressed in second per vehicle for signalized intersections and all-way stop-controlled intersections. Signalized intersections include adjusted saturation flow rates to reflect Santa Clara County conditions per VTA guidelines.
3. LOS = Level of Service. LOS calculations conducted using the Traffix level of service analysis software package, which applies the method described in the 2000 Highway Capacity Manual.
4. Change in critical volume to capacity ratio between Cumulative Near-Term Conditions and Cumulative Near-Term Plus Project Conditions.
5. Change in average critical movement delay between Cumulative Near-Term Conditions and Cumulative Near-Term Plus Project Conditions.

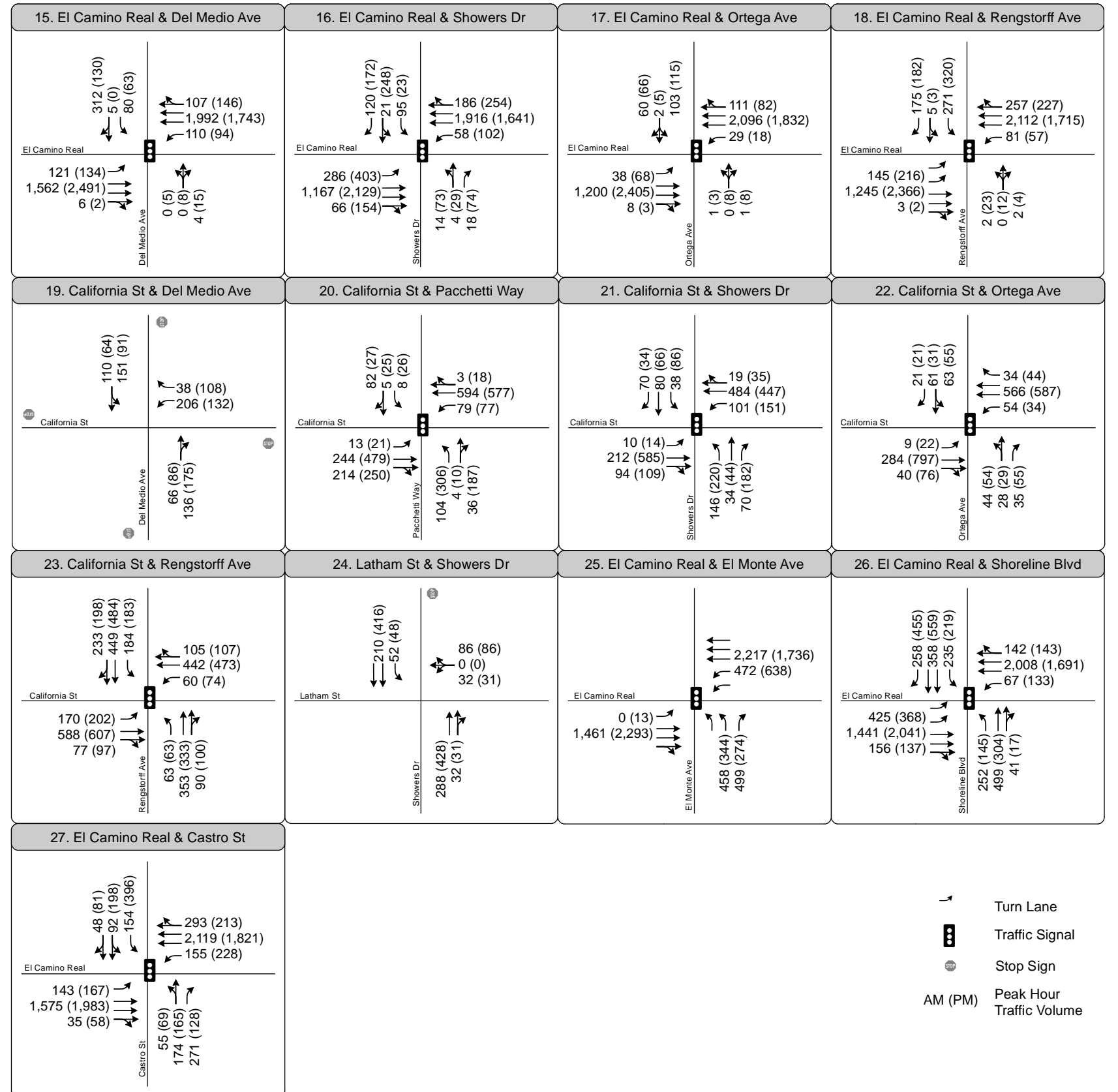
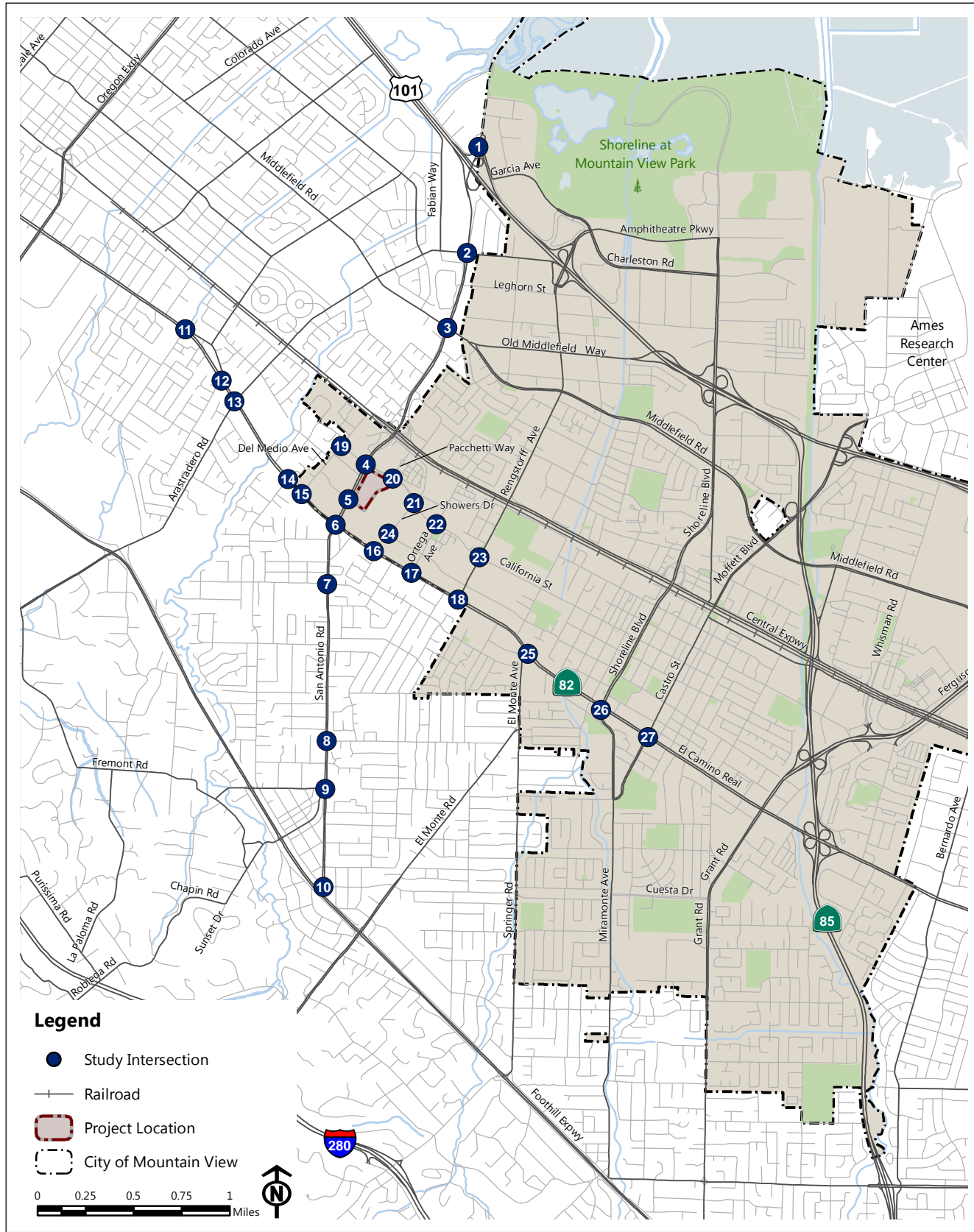
LA = Los Altos; MV = Mountain View; PA = Palo Alto

* = CMP Intersection (LOS E threshold); ** = San Antonio Center Planning Area (LOS E threshold)

Bold text indicates intersection operates at a deficient Level of Service. **Bold and red** indicates a significant impact.

Source: Fehr & Peers, November 2013.





SIGNAL WARRANT ANALYSIS

The peak-hour signal warrant from the MUTCD was evaluated for the unsignalized intersections under both Cumulative Near-Term and Cumulative Near-Term Plus Project Conditions. The two unsignalized locations for this project are the intersections of California Street / Del Medio Avenue and Showers Drive / Latham Street. The results indicate that a traffic signal is not warranted at either of these locations based on the peak-hour warrant. Appendix C contains the peak-hour signal warrants. As shown in Table 12, both unsignalized intersections are operating at acceptable levels of service.

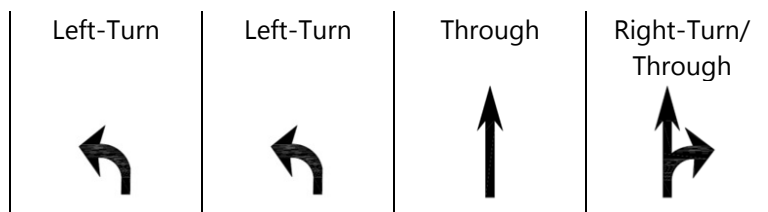
This analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals. The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a traffic signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions by an experienced engineer. The decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The responsible state or local agency, or the project sponsor (for private roads), should undertake regular monitoring of actual traffic conditions and accident data and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

INTERSECTION IMPACTS AND MITIGATION

The results of the LOS calculations indicate that the majority of the study intersections will operate at acceptable levels of service according to their designed LOS standard. Only the intersection of San Antonio Road and El Camino Real does not meet its respective LOS designation for AM and/or PM under Cumulative Near-Term Plus Project Conditions.

The following measure is a draft recommendation to mitigate the impact. With the proposed mitigation measure, operations at the intersection would remain at LOS E in the AM peak hour and improve to LOS E- in the PM peak hour. The roadway configuration with construction of the proposed mitigation measure would be as follows:

Northbound San Antonio Road at El Camino Real



As prescribed in **Mitigation Measure TRA-MM-4**, intersection capacity improvement is required to improve intersection operation to an acceptable level of service. With this mitigation, the Project's contribution to this cumulative impact would be considered less than significant. However, because this improvement would require approval by Caltrans and VTA, the City cannot ensure the construction of this improvement at this time because it does not have any authority over those agencies' decisions. Without implementation of the proposed mitigation, the impact would be significant and unavoidable. Should the mitigation measure proposed not be feasible, a Deficiency Plan adhering to VTA standards should be developed.

Mitigation Measure TRA-MM-4: Pay a fair-share contribution towards the future improvement at the San Antonio Road/El Camino Real intersection

The applicant will pay for the improvement of the San Antonio Road and El Camino Real intersection and will be reimbursed by future developers based on their impact of their respective projects on the level of service at this intersection. The Project will contribute 16.80 percent to the intersection impacts and will ultimately pay only its proportionate share, after reimbursement by future developers contributing impacts to the intersection. The proposed mitigation measure for the San Antonio Road/El Camino Real intersection, located in the City of Los Altos, includes adding a second northbound left-turn lane, and will, if constructed, improve intersection operations to an acceptable level (LOS E or better).

An approximate 100-foot long left-turn pocket can be accommodated within the existing curb-to-curb width, although the median will have to be relocated. Signal poles, mast arms, and heads may need to be re-aligned or added with this change. Preliminary consultation with the City of Los Altos indicates that Los Altos accepts the need for the improvements to the intersection and would cooperate with the City of Mountain View and other agencies in ensuring it would be constructed. The final configuration of the improved intersection will require approval from the City of Mountain View, the City of Los Altos, VTA, and Caltrans to address the practical steps of implementing any improvements.

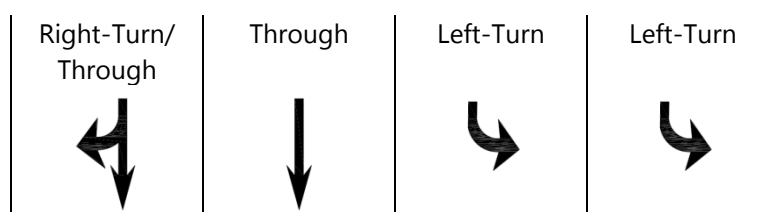
A more detailed operations and queuing analysis, using the Synchro/SimTraffic software program, will be conducted to more accurately evaluate the vehicle interactions along San Antonio Avenue from California Street to El Camino Real and to reflect the effects of the interconnected signals' potential vehicle queue impacts. This analysis will be conducted to evaluate this potential mitigation measure and to address traffic operational implications of the potential improvements farther to the north on San Antonio Road being designed by the project sponsor. This analysis will be completed once designs have been completed by the project sponsor.

Appendix F contains the corresponding LOS calculation sheets with the mitigation measure.

SAN ANTONIO ROAD AND CALIFORNIA STREET RE-CONFIGURATION TEST

The City asked for a test of a possible re-configuration for the southbound approach at the intersection of San Antonio Road and California Street. The re-configuration would convert one southbound through lane to a left-turn lane, so that the overall configuration of southbound San Antonio Road is as in the diagram below:

Southbound San Antonio Road at California Street



With the re-configuration, the intersection operates with less overall delay per vehicle during both peak hours under Cumulative Near-Term Plus Project Conditions (LOS D- in the AM peak hour and LOS E+ in the PM peak hour). The signal phasing may need to change if the northbound and southbound left-turn phases cannot run simultaneously due to spacing issues, though based on the aerial imagery and a preliminary AutoTurn test, that does not appear to be the case. Signal heads may need to be re-aligned or added with this

change. Again, a more detailed operations and queuing analysis using the Synchro/SimTraffic software program will be conducted to evaluate this change and other potential roadway improvements being designed by the project sponsor. This analysis will be conducted when the improvement designs are completed. A conceptual drawing of this mitigation measure is shown in **Appendix H**.

CUMULATIVE NEAR-TERM PLUS PROJECT FREEWAY LEVEL OF SERVICE

The proposed project does not add trips greater than one percent of the freeway segment capacity to any freeway segments already operating at LOS F; therefore, the project has a less-than-significant impact at the identified study freeway segments and no mitigation measures are required.

7. SITE ACCESS AND ON-SITE CIRCULATION

This chapter analyzes site access and internal circulation for vehicles, pedestrians, bicycles, and transit vehicles based on the site plan presented on Figure 2. Pedestrian, bicycle, and transit impacts are addressed. A parking assessment was also conducted. The proposed site plan indicates the location of the project driveways and the internal circulation system that supports auto, pedestrian, and bicycle traffic. Future site access to/from each building within the site and the internal circulation within the project site are discussed below.

VEHICLE SITE ACCESS AND CIRCULATION

Direct access to the Project site will be provided via three driveways on San Antonio Road, three driveways on Pacchetti Way, and one driveway on California Street. The driveways on San Antonio Road and California Street are right-in, right-out only driveways, while the driveways on Pacchetti Way are full-access driveways. Vehicles approaching from southbound San Antonio Road can either turn left at California Street to access the Project site, or they can choose to U-turn at Fayette Drive and use the San Antonio Road driveways (or turn left at Fayette Street and drive through a portion of the Phase I site). There are two southbound left-turn pockets at this intersection, both of which are approximately 400 feet long, which would provide enough storage for the additional vehicles the Project generates, based on preliminary traffic operations analysis. This will be studied in more detail with the additional the Synchro/SimTraffic operations and queuing analysis mentioned in the Cumulative Near-Term Conditions impact and mitigation analysis discussion.

The internal circulation for the proposed underground parking garage was reviewed for issues related to queuing, safety, dead-end aisles, and parking spaces that may be difficult to maneuver in and out of. The following recommendations are based on the submittal set from RTKL dated August 13, 2013, created for the Development Review Committee Meeting, which was found on the City's website. A complete set of plans, including detailed layout of all levels of each parking structure, should be reviewed before final submittal.

All circulation aisles should accommodate two-way travel (most do) and all of the proposed parking spaces should be perpendicular (most are). Drive aisles should have a minimum width of 24 feet. For any dead-end aisles in the basement, the drive aisle should extend 8 feet beyond the last parking space to allow cars to maneuver in and out of the last parking space of each aisle. The parking spaces nearest to the elevators in parking garages should be designated as the accessible parking spaces.

Service vehicles have access to the Project site via San Antonio Road, California Street, and Pacchetti Way. These vehicles will circulate through the surface lot to the various trash enclosures and service entrances. The loading dock next to the northern driveway on Pacchetti Way shows different alignments on different sheets, though there does not appear to be a driveway apron for service vehicles to back up to the building. The

loading area should be situated such that the back end of service vehicles are parallel to the loading docks, which is not shown on Site Plan A1.01.

The four on-grade parking spaces adjacent to the northern wall of the proposed parking garage on Parcel 5 should be considered for removal. The proximity to the wall would make for difficult maneuvering into and out of the spaces, and sight distance backing out of spaces could be an issue. The on-grade parking spaces adjacent to the southern wall already have this design.

Additionally, the driveway shown on Parcel 4 near the hotel is narrow entering the lobby area. The throat of the driveway should be wider and the curb radius should be increased to accommodate emergency vehicles access to the lobby area.

VEHICLE PARKING

The completed Project will provide a total of 2,559 parking spaces for employees, visitors, and customers, 89 of which will be accessible spaces. **Table 13** outlines the vehicle parking requirements by land use type according to Sections 36.37.040 (parking supply) and 36.37.060 (accessible parking supply) of the City's Municipal Code. The proposed parking supply is 181 spaces, or 7 percent, below the City requirements. Given that the office space (accounting for 1,309 parking spaces) and the cinema (accounting for 489 parking spaces) are complementary uses, some of the parking spaces could be shared for both uses. Additionally, with a 30 percent TDM goal, the office parking supply could be reduced (30 percent of 1,309 total office parking spaces is 393 potentially unused parking spaces). Therefore, the Project's parking impact is less-than-significant. Without these allowances, the site plan should be revised to indicate the total number of spaces provided, for both general use parking spaces and accessible parking spaces.

Accessible parking spaces should comply in all respects with the requirements of the California Code of Regulations (State Building Code) or Federal law, where such requirements prevail over State law. The bicycle parking requirements are discussed in a later section.

TABLE 13: VEHICLE PARKING REQUIREMENTS

Land Use	Vehicle Parking Ratio ¹	Size (Gross)	Required Vehicle Parking Supply		
			Regular	Accessible ²	Total
Hotel	1 Stall/1 Room, + 1 Stall/2 Employees	167 Rooms	186	6	192
Retail	1 Stall/180 s.f.	54,186 s.f.	293	8	301
Office	1 Stall/300 s.f.	392,853 s.f.	1,286	23	1,309
Commercial	1 Stall/300 s.f.	28,502 s.f.	91	4	95
Restaurant	1 Stall/100 s.f.	35,358 s.f.	346	8	354
Cinema	1 Stall/3.5 Seats	1,710 seats	480	9	489
Total Project Vehicle Parking Spaces Required			2,682	58	2,740

Notes:

1. Parking Requirements by Land Use, Section 36.37.040.B, City of Mountain View Municipal Code.
2. Handicapped Parking Requirements, Section 36.37.060, City of Mountain View Municipal Code and Section 1129 B of the California Code of Regulations Title 24, Part 2 (Uniform Building Code).

Parking Management

To ensure that the proposed garages are evenly and efficiently utilized, and that the most convenient spaces are available for customers, the project applicant should consider creating a parking management program. Such a program could assign office parking and retail/restaurant/cinema/hotel employee parking among the two garages. Parking garage access can be re-assessed as the tenants begin to fill the buildings. All surface parking spaces should have time restrictions to ensure that they are available for customers and not used by employees.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The City of Mountain View is requiring the Project to have a TDM program that reduces peak hour vehicle trips generated by the office space to 449 AM peak hour trips and 440 PM peak hour trips (approximately a 30 percent reduction). This is a fairly aggressive goal. Therefore the TDM program needs to provide detailed descriptions of the variety of TDM strategies to be implemented on the site, the party responsible for each measure (e.g. building management or individual employers), the monitoring process, and penalties for non-compliance.

The following is a partial list of TDM measures aimed at reducing both the number of vehicle trips and parking demand:

- Subsidized transit tickets for all feasible transit modes (e.g. VTA bus and Caltrain).
- Preferential carpool and vanpool parking.
- On-site commuter assistance center offering one-stop shopping for transit and commute alternative information.
- High-speed internet connections in employee homes to facilitate telecommuting.
- Alternative work schedules (staggered start times, flexible work hours, and/or compressed work week program).
- Other on-site amenities that encourage workers to leave cars at home.
- Bicycle parking including lockers, racks, and cages, as well as showers, changing rooms, and clothing lockers.
- Bicycle and pedestrian “cash” payments.
- A guaranteed ride home program, or vanpool implementation support.
- Parking “cash out” program where employees are offered a cash incentive not to drive their car to the site.
- Restricted parking spaces to ensure office parking spaces are used for employees only, and vice versa.

The TDM program should include an annual review of employee commuting patterns and characteristics, to be submitted to City staff for review, as part of the monitoring process. This information would be used to modify the TDM strategies to increase the program’s effectiveness and its ability to meet vehicle trip reduction requirement. The office peak-hour vehicle trip monitoring should be done by an independent evaluator.

It will be important for office employees to only park in designated areas so that their trips can be monitored. Therefore it is recommended that all surface spaces on the site have time limits of one to two hours and that all non-office parking spaces in the southern garage have a time limit of four hours. This will help to prohibit office employees from parking in those locations.

PEDESTRIAN, BICYCLE, AND TRANSIT IMPACTS AND MITIGATION

This section of the report addresses both off-site and on-site facilities that provide pedestrian and bicycle access and circulation for the project.

OFF-SITE PEDESTRIAN FACILITY EVALUATION

Most signalized intersections within one-quarter mile of the project site have crosswalks and pedestrian signals on all four legs. In addition, there is a mid-block, unsignalized crosswalk at Miller Avenue that crosses San Antonio Road near the intersection of San Antonio Road and California Street. Though the Project would generate vehicles that would cross existing pedestrian facilities on a regular basis, the existing facilities are designed adequately, making any impact less than significant.

During both the morning and evening peak periods, large pedestrian volumes are anticipated to cross the intersection of California Street and Pacchetti Way due to office employees going to Caltrain from the Project site, and vice versa. Therefore, to accommodate these high pedestrian volumes, it is recommended that the pedestrian crossings be enhanced with high visibility crosswalks, corner bulbouts and signage. These impacts are potentially significant, given that the Project would not provide adequate pedestrian facilities to connect to the area circulation system.

Impacts associated with widening intersections for vehicle movements would include removal of trees, relocation of utilities, lengthening of crosswalks, and/or modification of signal phasing that could increase the crossing distance/time for pedestrians and bicyclists. Intersection improvements resulting in these secondary impacts have the potential to reduce travel demand for active transportation (e.g., walking and bicycling) and transit modes. No widening is currently proposed, though re-striping and other signal modifications could lead to increasing the crossing and/or waiting times for pedestrians and bicyclists at intersections. Any impacts to the off-site pedestrian facilities are projected to be less than significant.

ON-SITE PEDESTRIAN FACILITY EVALUATION

The Project is expected to generate demand for sidewalks to allow pedestrians to access nearby bus stops, the Caltrain station platforms, and adjacent land uses. To accommodate all users of the street system and provide a complete and connected pedestrian facility between the project site and transit service, a sidewalk with a minimum width of 8 feet should be installed along all Project frontages.

To accommodate pedestrian volumes within the Project site, it is recommended that the pedestrian crossings be enhanced with high visibility crosswalks, corner bulbouts and signage. These improvements

should meet ADA requirements and include direct travel paths from the southwest corner of California Street and Pacchetti Way to provide access to the Caltrain station.

The proposed sidewalks on the north side of Parcel 4 and the south side of Parcel 6 appear to be narrow. A sidewalk with a minimum width of 8 feet should be installed along all building frontages.

These impacts are potentially significant, given that the Project would not provide adequate pedestrian facilities to connect to the area circulation system.

BICYCLE ACCESS EVALUATION

The Project does not conflict with existing or planned bicycle facilities, and no modifications to the off-site bicycle facilities are recommended. The Project will increase bicycle demand and should ensure appropriate bicycle accommodations are provided for the employees and visitors and are accessible from the Caltrain station and nearest bicycle facilities (e.g., San Antonio Road, California Street, and Pacchetti Way, as well as the southern border of the Project). According to Section 36.37.040.B of the City's Municipal Code, the project is required to provide 131 bicycle parking spaces. **Table 14** outlines the vehicle parking requirements by land use type. These spaces should be conveniently located to building entrances for guests and employees. The applicant should ensure the following measures are integrated into the final site design:

- Class I long-term bicycle parking such as lockers or a secured room be provided for employee use.
- Class II short-term bicycle parking racks such as an inverted U-style bicycle parking rack should be provided.

As recommended by the VTA, the bicycle parking spaces should be split such that 75 percent are Class I facilities and 25 percent are Class II facilities.

TABLE 14: BICYCLE PARKING REQUIREMENTS

Land Use	Bicycle Parking Ratio	Size (Gross) (S.F.)	Required Bicycle Parking Supply ¹		
			Long-term (Class I)	Short-term (Class II)	Total
Hotel	1 Stall/50 Rooms, + 1 Stall/100 Employees	167 Rooms	3	1	4
Retail	1 Stall/3,600 s.f.	54,186 s.f.	11	4	15
Office	1 Stall/6,000 s.f.	392,853 s.f.	49	16	65
Commercial	1 Stall/6,000 s.f.	28,502 s.f.	4	1	5
Restaurant	1 Stall/2,000 s.f.	35,358 s.f.	14	4	18
Cinema	1 Stall/70 Seats	1,710 seats	18	6	24
Total Project Bicycle Parking Spaces Required			99	32	131

Notes:

1. Parking Requirements by Land Use, Section 36.37.040.B, City of Mountain View Municipal Code.

These impacts are potentially significant, given that the Project would not provide adequate bicycle facilities to connect to the area circulation system.

Again, no widening is currently proposed, though re-striping and other signal modifications could lead to increasing the crossing and/or waiting times for pedestrians and bicyclists at intersections. Any impacts to the off-site bicycle facilities are projected to be less than significant.

TRANSIT ACCESS

The project is located adjacent to existing transit lines and bus stops operating along Caltrain rail, San Antonio Road, California Street, Showers Drive, and El Camino Real. Although the increase in passenger demand may not exceed capacity, enhancements to existing service are recommended to encourage transit use. The City can support transit usage by encouraging amenities such as seating, lighting, and signage at bus stops to increase rider comfort and safety.

TRANSIT SERVICE

Potential Project impacts associated with increased vehicle delay at intersections includes an increase transit vehicle delay because transit vehicles operate in mixed-flow lanes with other vehicles in the study area. The vehicle intersection capacity improvements would also benefit transit vehicles. The TDM trip reductions remove 193 AM peak hour trips and 188 PM peak hour trips. VTA routes 22 and 522 are near or over capacity, though the new transit trips generated by the Project should not affect these services.

8. VEHICLE MILES TRAVELED (VMT) ESTIMATES

Transportation is a major contributor to greenhouse gas emissions and a direct result of population and employment growth, which generates vehicle trips to move goods, provide public services, and connect people with work, school, shopping, and other activities. Growth in travel (especially vehicle travel) is due in large part to urban development patterns (i.e., the built environment).

A performance measure used to quantify the amount of travel is vehicle miles traveled (VMT). VMT is also an important input to GHG analysis since the amount of travel and conditions under which the travel occurs directly relate to how much fuel vehicles burn. One combusted gallon of gas from a vehicle is equal to approximately 24 pounds of carbon dioxide. Given today's average vehicle fuel mileage (i.e., approximately 22 miles per gallon), one mile of travel equates to about one pound of carbon dioxide. As a result, increases in VMT directly cause increases in greenhouse gas emissions and air pollution.

VMT measurement has one primary limitation: it is not directly observed and therefore cannot be directly measured. It is calculated based on the number of cars multiplied by the distance traveled by each car. The amount of VMT can be obtained through extensive surveys of residents, visitors, and employees, or using a validated travel demand model that estimates vehicle demand. VMT estimates derived from travel demand forecasting (TDF) models are dependent on the level of detail in the network and other variables related to vehicle movement through the network. The volume of traffic and distance travelled depends on land use types, density/intensity, and patterns as well as the supporting transportation system.

The City's TDF model was used to develop citywide daily VMT estimates for the Project. The simplest calculation of VMT is the number of cars multiplied by the distance traveled by each car. Based on the state of the practice technique for determining the VMT estimates for municipalities, the following assumptions were used to allocate VMT to the City of Mountain View:

- Internal-internal (II): All daily trips made entirely within the Mountain View city limits.
- One-half of internal-external (IX): One-half of daily trips with an origin within Mountain View city limit and destination outside of Mountain View. This assumes that Mountain View shares half the responsibility for trips traveling to other municipalities.
- One-half of external-internal (XI): One-half of daily trips with an origin outside of Mountain View city limit and destination within Mountain View. Similar to the IX trips, Mountain View shares the responsibility of trips traveling from other municipalities.
- External-external (XX): Trips through the city are not included. This approach is consistent with the concept used for the IX and XI trips. Therefore, the XX VMT would be assigned to other municipalities, such as Sunnyvale, Los Altos, and Palo Alto.

This method is referred to as the Origin-Destination method and is consistent with the Regional Targets Advisory Committee (RTAC) recommendation to the California Transportation Commission (CTC) presented in the report Recommendations of the Regional Targets Advisory Committee (RTAC) Pursuant to Senate Bill 375 (Regional Targets Advisory Committee, 2009). The average VMT per vehicle trip from the model was used for each non-office trip. Office trip VMT estimates were calculated based on the direction from which each trip came. Estimated daily VMT associated with the Project is shown in Table 15, below. Total VMT is projected to increase by 36,120 vehicle-miles with the Project, or about 5.3 vehicle miles traveled per Project trip⁴.

TABLE 15: VEHICLE MILES TRAVELED (VMT) ESTIMATES

Speed Bin (mph)	Project Contribution (Daily VMT)	Percentage by Bin
0-7.49	+7,500	20.77%
7.5-12.49	+4,210	11.66%
12.5-17.49	+3,570	9.87%
17.5-22.49	+4,100	11.34%
22.5-27.49	+5,980	16.57%
27.5-32.49	+6,890	19.06%
32.5-37.49	+1,690	4.69%
37.5-42.49	+600	1.66%
42.5-47.49	+470	1.31%
47.5-52.49	+470	1.29%
52.5-57.49	+290	0.81%
57.5-62.49	+210	0.57%
62.5-67.49	+140	0.40%
Total VMT	+36,120	100.0%

Source: Fehr & Peers, November 2013.

⁴ The project generates an estimated 6,805 daily trips (Table 3). Thus, 36,120 VMT / 6,805 daily trips = 5.3 vehicle miles traveled per trip.

Technical Appendices

Final Transportation Impact Analysis

**The Village at San Antonio Center (Phase 2)
in Mountain View, California**

**Prepared for:
ICF International
and
The City of Mountain View**

March 2014

SF13-0693

FEHR & PEERS

Appendix A: Existing Intersection Counts

Final Transportation Impact Analysis

The Village at San Antonio Center (Phase 2) in Mountain View, California

**Prepared for:
ICF International
and
The City of Mountain View**

March 2014

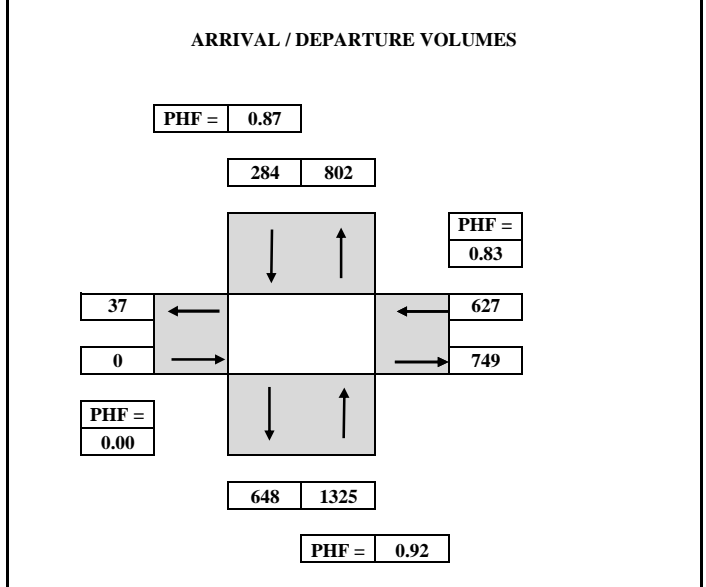
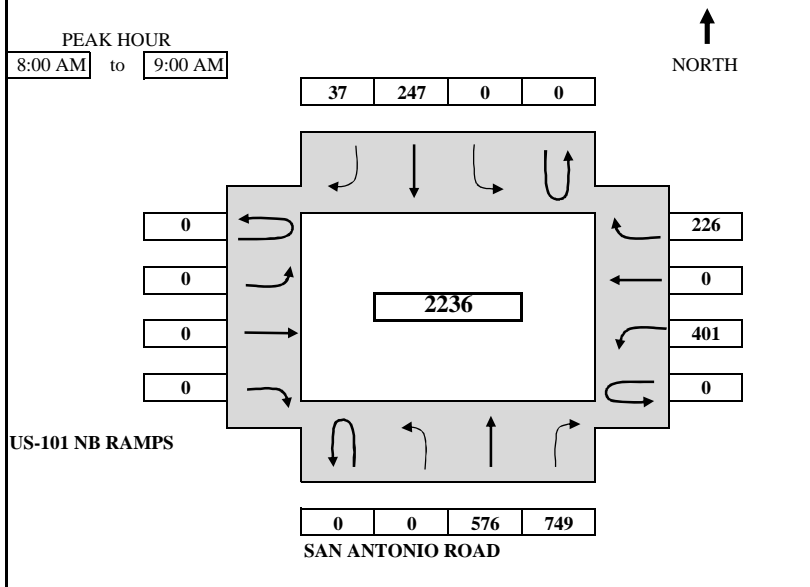
SF13-0693

FEHR & PEERS

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	US-101 NB RAMPS	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-5AM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
7:00 AM	to	7:15 AM			42	144			18	10					127	32	373
7:15 AM	to	7:30 AM			102	269			40	11					212	58	692
7:30 AM	to	7:45 AM			203	438			79	15					286	87	1108
7:45 AM	to	8:00 AM			320	594			121	21					393	126	1575
8:00 AM	to	8:15 AM			446	773			173	29					528	180	2129
8:15 AM	to	8:30 AM			595	947			228	39					614	226	2649
8:30 AM	to	8:45 AM			729	1151			298	51					702	279	3210
8:45 AM	to	9:00 AM			896	1343			368	58					794	352	3811

TOTAL BY PERIOD																		
7:00 AM	to	7:15 AM	0	0	42	144	0	0	18	10	0	0	0	0	0	127	32	373
7:15 AM	to	7:30 AM	0	0	60	125	0	0	22	1	0	0	0	0	0	85	26	319
7:30 AM	to	7:45 AM	0	0	101	169	0	0	39	4	0	0	0	0	0	74	29	416
7:45 AM	to	8:00 AM	0	0	117	156	0	0	42	6	0	0	0	0	0	107	39	467
8:00 AM	to	8:15 AM	0	0	126	179	0	0	52	8	0	0	0	0	0	135	54	554
8:15 AM	to	8:30 AM	0	0	149	174	0	0	55	10	0	0	0	0	0	86	46	520
8:30 AM	to	8:45 AM	0	0	134	204	0	0	70	12	0	0	0	0	0	88	53	561
8:45 AM	to	9:00 AM	0	0	167	192	0	0	70	7	0	0	0	0	0	92	73	601

HOURLY TOTALS																		
7:00 AM	to	8:00 AM	0	0	320	594	0	0	121	21	0	0	0	0	0	393	126	1575
7:15 AM	to	8:15 AM	0	0	404	629	0	0	155	19	0	0	0	0	0	401	148	1756
7:30 AM	to	8:30 AM	0	0	493	678	0	0	188	28	0	0	0	0	0	402	168	1957
7:45 AM	to	8:45 AM	0	0	526	713	0	0	219	36	0	0	0	0	0	416	192	2102
8:00 AM	to	9:00 AM	0	0	576	749	0	0	247	37	0	0	0	0	0	401	226	2236

PEAK HOUR SUMMARY																				
8:00 AM	to	9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	0	576	749	0	0	247	37	0	0	0	0	0	401	0	226	2236
			PEDESTRIAN																	3
			BICYCLE																	5
			PHF BY MOVEMENT	0.00	0.00	0.86	0.92	0.00	0.00	0.88	0.77	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.77	OVERALL
			PHF BY APPROACH	0.92				0.87				0.00				0.83				0.93

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013		DAY: WEDNESDAY	
N-S APPROACH: SAN ANTONIO ROAD			SURVEY TIME: 7:00 AM		TO 9:00 AM
E-W APPROACH: US-101 NB RAMP			JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-5AM

<p style="text-align: center;">PEAK HOUR 8:00 AM TO 9:00 AM</p> <div style="text-align: center;"> </div> <p style="text-align: center;">SAN ANTONIO ROAD</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <div style="text-align: center;"> </div>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL	
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT		THRU
SURVEY DATA															
7:00 AM	to 7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	to 7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	to 7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	to 8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:00 AM	to 8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:15 AM	to 8:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
8:30 AM	to 8:45 AM	0	7	0	0	2	0	0	0	0	0	0	0	0	9
8:45 AM	to 9:00 AM	0	7	0	0	3	0	0	0	0	0	0	0	0	10
TOTAL BY PERIOD															
7:00 AM	to 7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	to 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	to 8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	to 8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	to 8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	to 8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
8:45 AM	to 9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
HOURLY TOTALS															
7:00 AM	to 8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	to 8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	to 8:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
7:45 AM	to 8:45 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	8
8:00 AM	to 9:00 AM	0	2	0	0	3	0	0	0	0	0	0	0	0	5

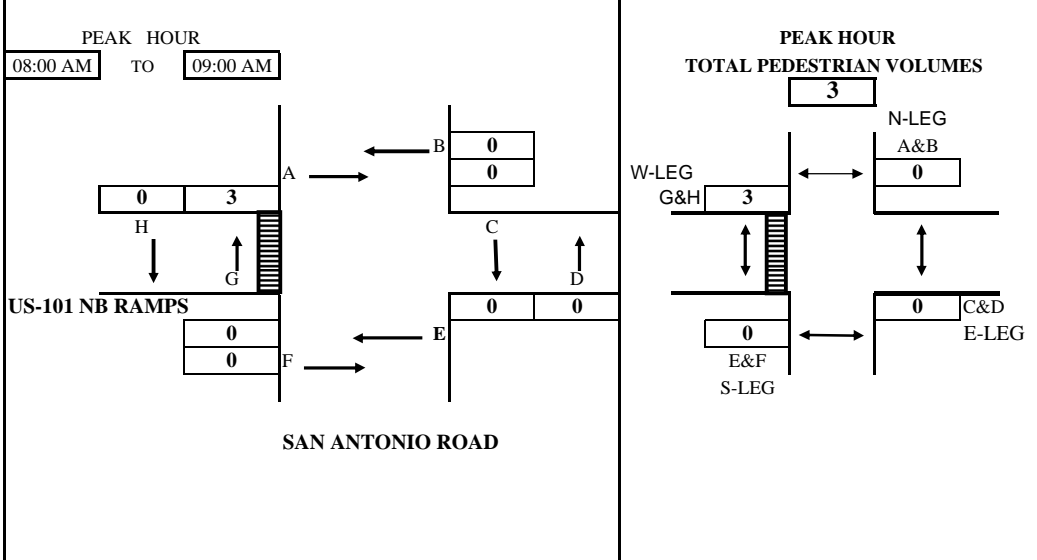
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM to 9:00 AM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	2	3	0	0	5

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: SAN ANTONIO ROAD	DAY: WEDNESDAY
E-W APPROACH: US-101 NB RAMPS	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-5AM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	---	07:15 AM	0	0	0	0	0	0	0	0
07:15 AM	---	07:30 AM	0	0	0	0	0	0	0	0
07:30 AM	---	07:45 AM	0	0	0	0	0	0	0	0
07:45 AM	---	08:00 AM	0	0	0	0	0	0	0	0
08:00 AM	---	08:15 AM	0	0	0	0	0	1	0	1
08:15 AM	---	08:30 AM	0	0	0	0	0	1	0	1
08:30 AM	---	08:45 AM	0	0	0	0	0	3	0	3
08:45 AM	---	09:00 AM	0	0	0	0	0	3	0	3
TOTAL BY PERIOD										
07:00 AM	---	07:15 AM	0	0	0	0	0	0	0	0
07:15 AM	---	07:30 AM	0	0	0	0	0	0	0	0
07:30 AM	---	07:45 AM	0	0	0	0	0	0	0	0
07:45 AM	---	08:00 AM	0	0	0	0	0	0	0	0
08:00 AM	---	08:15 AM	0	0	0	0	0	1	0	1
08:15 AM	---	08:30 AM	0	0	0	0	0	0	0	0
08:30 AM	---	08:45 AM	0	0	0	0	0	2	0	2
08:45 AM	---	09:00 AM	0	0	0	0	0	0	0	0
HOURLY TOTALS										
07:00 AM	---	08:00 AM	0	0	0	0	0	0	0	0
07:15 AM	---	08:15 AM	0	0	0	0	0	1	0	1
07:30 AM	---	08:30 AM	0	0	0	0	0	1	0	1
07:45 AM	---	08:45 AM	0	0	0	0	0	3	0	3
08:00 AM	---	09:00 AM	0	0	0	0	0	3	0	3

Tel : (510) 232-1271

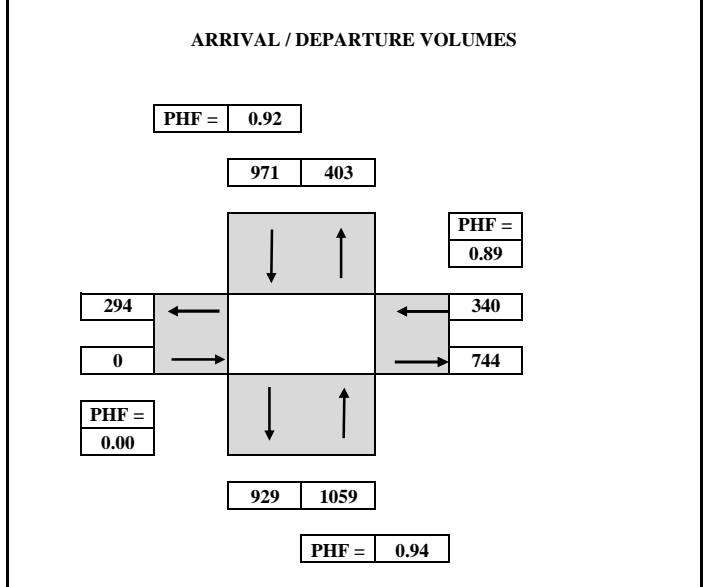
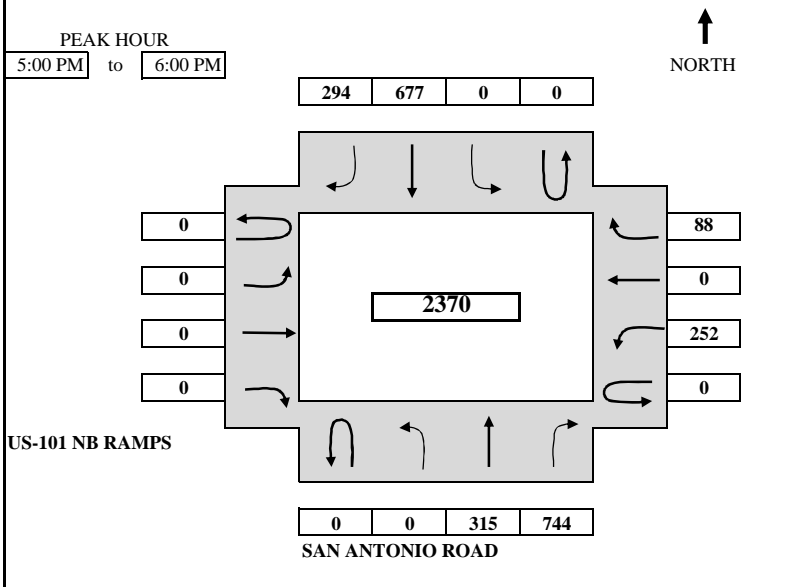
Fax: (510) 232-1272

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	0	0	0	3	3

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	US-101 NB RAMPS	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-5PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																		
4:00 PM	to 4:15 PM			72	201			101	52						55		23	504
4:15 PM	to 4:30 PM			159	382			240	99						112		53	1045
4:30 PM	to 4:45 PM			222	561			403	148						169		70	1573
4:45 PM	to 5:00 PM			304	724			524	196						226		101	2075
5:00 PM	to 5:15 PM			384	926			708	275						281		125	2699
5:15 PM	to 5:30 PM			458	1109			887	357						346		141	3298
5:30 PM	to 5:45 PM			533	1299			1043	425						408		164	3872
5:45 PM	to 6:00 PM			619	1468			1201	490						478		189	4445

TOTAL BY PERIOD																		
TIME	PERIOD	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	TOTAL
4:00 PM	to 4:15 PM	0	0	72	201	0	0	101	52	0	0	0	0	0	55	0	23	504
4:15 PM	to 4:30 PM	0	0	87	181	0	0	139	47	0	0	0	0	0	57	0	30	541
4:30 PM	to 4:45 PM	0	0	63	179	0	0	163	49	0	0	0	0	0	57	0	17	528
4:45 PM	to 5:00 PM	0	0	82	163	0	0	121	48	0	0	0	0	0	57	0	31	502
5:00 PM	to 5:15 PM	0	0	80	202	0	0	184	79	0	0	0	0	0	55	0	24	624
5:15 PM	to 5:30 PM	0	0	74	183	0	0	179	82	0	0	0	0	0	65	0	16	599
5:30 PM	to 5:45 PM	0	0	75	190	0	0	156	68	0	0	0	0	0	62	0	23	574
5:45 PM	to 6:00 PM	0	0	86	169	0	0	158	65	0	0	0	0	0	70	0	25	573

HOURLY TOTALS																		
TIME	PERIOD	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	TOTAL
4:00 PM	to 5:00 PM	0	0	304	724	0	0	524	196	0	0	0	0	0	226	0	101	2075
4:15 PM	to 5:15 PM	0	0	312	725	0	0	607	223	0	0	0	0	0	226	0	102	2195
4:30 PM	to 5:30 PM	0	0	299	727	0	0	647	258	0	0	0	0	0	234	0	88	2253
4:45 PM	to 5:45 PM	0	0	311	738	0	0	640	277	0	0	0	0	0	239	0	94	2299
5:00 PM	to 6:00 PM	0	0	315	744	0	0	677	294	0	0	0	0	0	252	0	88	2370

PEAK HOUR SUMMARY																	
5:00 PM to 6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME	0	0	315	744	0	0	677	294	0	0	0	0	0	252	0	88	2370
PEDESTRIAN																	2
BICYCLE																	10
PHF BY MOVEMENT	0.00	0.00	0.92	0.92	0.00	0.00	0.92	0.90	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.88	0.95
PHF BY APPROACH	0.94				0.92				0.00				0.89				0.95

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013		DAY: WEDNESDAY	
N-S APPROACH: SAN ANTONIO ROAD			SURVEY TIME: 4:00 PM		TO 6:00 PM
E-W APPROACH: US-101 NB RAMP			JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-5PM

<p style="text-align: center;">PEAK HOUR 5:00 PM TO 6:00 PM</p> <div style="text-align: center;"> </div> <p style="text-align: center;">NORTH ↑</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <div style="text-align: center;"> <p>N-LEG TOTAL 10</p> <p>6 4</p> <p>E-LEG TOTAL 0</p> <p>0 ← → 0</p> <p>0 ← → 0</p> <p>W-LEG TOTAL 0</p> <p>6 4</p> <p>S-LEG TOTAL 10</p> </div>
---	---

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	to 4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	to 4:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
4:45 PM	to 5:00 PM	0	1	0	0	4	0	0	0	0	0	0	0	5
5:00 PM	to 5:15 PM	0	3	0	0	5	0	0	0	0	0	0	0	8
5:15 PM	to 5:30 PM	0	4	0	0	5	0	0	0	0	0	0	0	9
5:30 PM	to 5:45 PM	0	5	0	0	8	0	0	0	0	0	0	0	13
5:45 PM	to 6:00 PM	0	5	0	0	10	0	0	0	0	0	0	0	15
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	to 4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	to 4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
4:45 PM	to 5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	to 5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:15 PM	to 5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	to 5:45 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
5:45 PM	to 6:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	1	0	0	4	0	0	0	0	0	0	0	5
4:15 PM	to 5:15 PM	0	3	0	0	5	0	0	0	0	0	0	0	8
4:30 PM	to 5:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	8
4:45 PM	to 5:45 PM	0	4	0	0	5	0	0	0	0	0	0	0	9
5:00 PM	to 6:00 PM	0	4	0	0	6	0	0	0	0	0	0	0	10

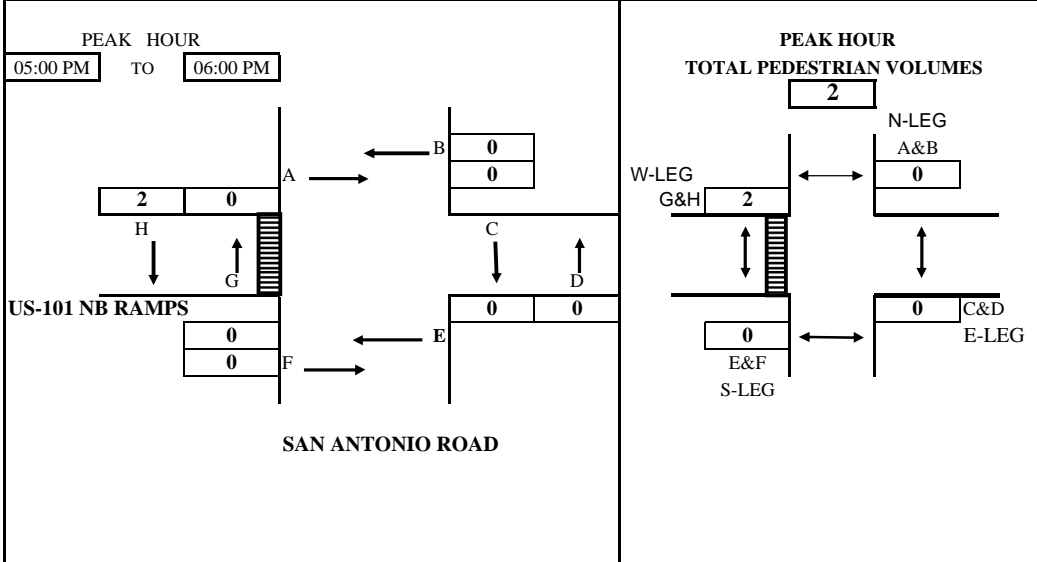
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM to 6:00 PM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	4	6	0	0	10

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013	
N-S APPROACH: SAN ANTONIO ROAD		DAY: WEDNESDAY	
E-W APPROACH: US-101 NB RAMPS		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD	4:00 PM TO 6:00 PM	FILE:	3305059-5PM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	---	04:15 PM	0	0	0	0	0	0	0	0
04:15 PM	---	04:30 PM	0	0	0	0	0	0	1	1
04:30 PM	---	04:45 PM	0	0	0	0	0	0	1	1
04:45 PM	---	05:00 PM	0	0	0	0	0	0	1	1
05:00 PM	---	05:15 PM	0	0	0	0	0	0	1	1
05:15 PM	---	05:30 PM	0	0	0	0	0	0	1	1
05:30 PM	---	05:45 PM	0	0	0	0	0	0	2	2
05:45 PM	---	06:00 PM	0	0	0	0	0	0	3	3
TOTAL BY PERIOD										
04:00 PM	---	04:15 PM	0	0	0	0	0	0	0	0
04:15 PM	---	04:30 PM	0	0	0	0	0	0	1	1
04:30 PM	---	04:45 PM	0	0	0	0	0	0	0	0
04:45 PM	---	05:00 PM	0	0	0	0	0	0	0	0
05:00 PM	---	05:15 PM	0	0	0	0	0	0	0	0
05:15 PM	---	05:30 PM	0	0	0	0	0	0	0	0
05:30 PM	---	05:45 PM	0	0	0	0	0	0	1	1
05:45 PM	---	06:00 PM	0	0	0	0	0	0	1	1
HOURLY TOTALS										
04:00 PM	---	05:00 PM	0	0	0	0	0	0	1	1
04:15 PM	---	05:15 PM	0	0	0	0	0	0	1	1
04:30 PM	---	05:30 PM	0	0	0	0	0	0	0	0
04:45 PM	---	05:45 PM	0	0	0	0	0	0	1	1
05:00 PM	---	06:00 PM	0	0	0	0	0	0	2	2

Tel : (510) 232-1271

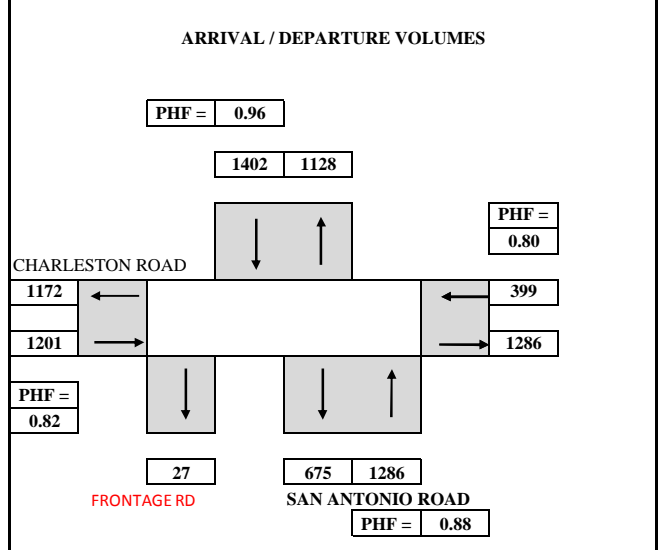
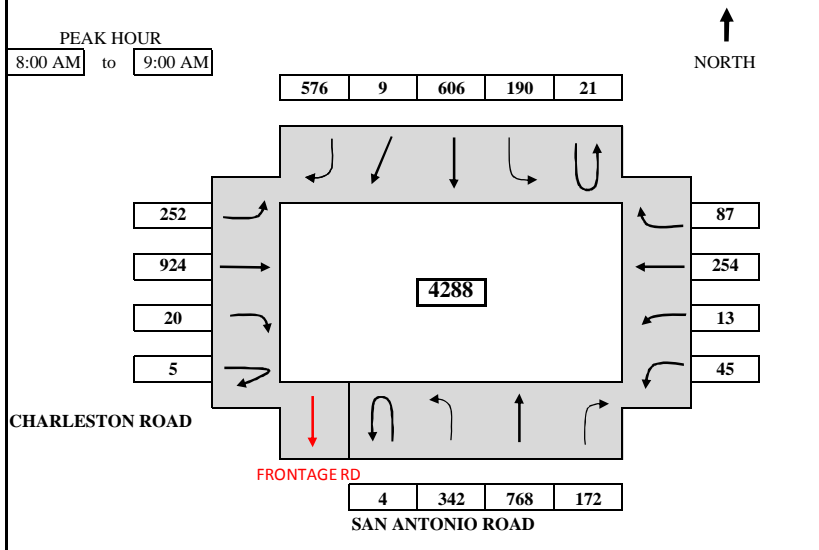
Fax: (510) 232-1272

5:00 PM to 6:00 PM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	0	0	0	2	2

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	CHARLESTON ROAD	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-4AM



TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	FRTAGE	RIGHT	LEFT	THRU	RIGHT	FRTAGE	LEFT	FRTAGE	THRU	

SURVEY DATA																		
7:00 AM to 7:15 AM	0	34	21	23	4	34	127	5	135	26	54	2	0	6	2	23	11	507
7:15 AM to 7:30 AM	0	66	238	42	17	83	295	10	253	50	124	5	0	12	5	52	24	1276
7:30 AM to 7:45 AM	0	114	392	77	27	120	423	13	359	83	227	8	1	16	7	116	52	2035
7:45 AM to 8:00 AM	4	176	587	116	31	178	594	16	519	114	381	10	2	25	11	162	70	2996
8:00 AM to 8:15 AM	8	273	742	157	42	225	746	18	684	166	565	16	3	33	14	227	88	4007
8:15 AM to 8:30 AM	8	355	934	195	45	270	899	20	846	245	829	22	4	44	19	309	115	5159
8:30 AM to 8:45 AM	8	418	1134	244	48	322	1047	22	945	295	1014	27	5	58	22	353	137	6099
8:45 AM to 9:00 AM	8	518	1355	288	52	368	1200	25	1095	366	1305	30	7	70	24	416	157	7284

TOTAL BY PERIOD																		
7:00 AM to 7:15 AM	0	34	21	23	4	34	127	5	135	26	54	2	0	6	2	23	11	507
7:15 AM to 7:30 AM	0	32	217	19	13	49	168	5	118	24	70	3	0	6	3	29	13	769
7:30 AM to 7:45 AM	0	48	154	35	10	37	128	3	106	33	103	3	1	4	2	64	28	759
7:45 AM to 8:00 AM	4	62	195	39	4	58	171	3	160	31	154	2	1	9	4	46	18	961
8:00 AM to 8:15 AM	4	97	155	41	11	47	152	2	165	52	184	6	1	8	3	65	18	1011
8:15 AM to 8:30 AM	0	82	192	38	3	45	153	2	162	79	264	6	1	11	5	82	27	1152
8:30 AM to 8:45 AM	0	63	200	49	3	52	148	2	99	50	185	5	1	14	3	44	22	940
8:45 AM to 9:00 AM	0	100	221	44	4	46	153	3	150	71	291	3	2	12	2	63	20	1185

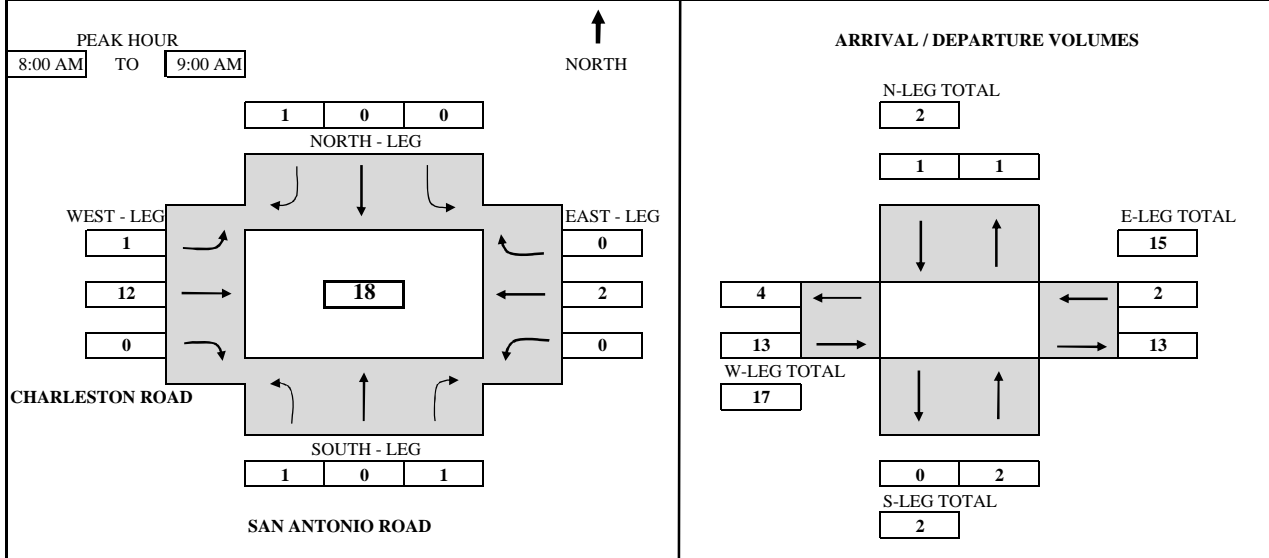
HOURLY TOTALS																		
7:00 AM to 8:00 AM	4	176	587	116	31	178	594	16	519	114	381	10	2	25	11	162	70	2996
7:15 AM to 8:15 AM	8	239	721	134	38	191	619	13	549	140	511	14	3	27	12	204	77	3500
7:30 AM to 8:30 AM	8	289	696	153	28	187	604	10	593	195	705	17	4	32	14	257	91	3883
7:45 AM to 8:45 AM	8	304	742	167	21	202	624	9	586	212	787	19	4	42	15	237	85	4064
8:00 AM to 9:00 AM	4	342	768	172	21	190	606	9	576	252	924	20	5	45	13	254	87	4288

PEAK HOUR SUMMARY																		
8:00 AM to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
VOLUME	4	342	768	172	190	606	9	576	252	924	20	5	45	13	254	87	4288	
PEDESTRIAN																	18	
BICYCLE																	18	
PHF BY MOVEMENT	0.25	0.86	0.87	0.88	0.91	0.99	0.75	0.87	0.80	0.79	0.83	0.63	0.80	0.65	0.77	0.81	OVERALL	
PHF BY APPROACH	0.88				0.94				0.82				0.80				0.90	

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013	DAY: WEDNESDAY
N-S APPROACH: SAN ANTONIO ROAD	SURVEY TIME: 7:00 AM	TO 9:00 AM
E-W APPROACH: CHARLESTON ROAD	JURISDICTION: MOUNTAIN VIEW	FILE: 3305059-4AM



TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	1	0	0	0	0	0	0	2	0	0	0	0	3
7:15 AM	to 7:30 AM	1	0	1	0	0	0	0	3	0	0	1	0	6
7:30 AM	to 7:45 AM	2	0	1	0	0	0	0	4	0	0	1	0	8
7:45 AM	to 8:00 AM	2	1	1	0	0	0	1	5	0	0	2	0	12
8:00 AM	to 8:15 AM	2	1	2	0	0	0	1	5	0	0	2	0	13
8:15 AM	to 8:30 AM	2	1	2	0	0	0	1	7	0	0	3	0	16
8:30 AM	to 8:45 AM	2	1	2	0	0	1	2	10	0	0	4	0	22
8:45 AM	to 9:00 AM	3	1	2	0	0	1	2	17	0	0	4	0	30
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	1	0	0	0	0	0	0	2	0	0	0	0	3
7:15 AM	to 7:30 AM	0	0	1	0	0	0	0	1	0	0	1	0	3
7:30 AM	to 7:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
7:45 AM	to 8:00 AM	0	1	0	0	0	0	1	1	0	0	1	0	4
8:00 AM	to 8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	to 8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:30 AM	to 8:45 AM	0	0	0	0	0	1	1	3	0	0	1	0	6
8:45 AM	to 9:00 AM	1	0	0	0	0	0	0	7	0	0	0	0	8
HOURLY TOTALS														
7:00 AM	to 8:00 AM	2	1	1	0	0	0	1	5	0	0	2	0	12
7:15 AM	to 8:15 AM	1	1	2	0	0	0	1	3	0	0	2	0	10
7:30 AM	to 8:30 AM	1	1	1	0	0	0	1	4	0	0	2	0	10
7:45 AM	to 8:45 AM	0	1	1	0	0	1	2	6	0	0	3	0	14
8:00 AM	to 9:00 AM	1	0	1	0	0	1	1	12	0	0	2	0	18

TEL: (510) 232 - 1271

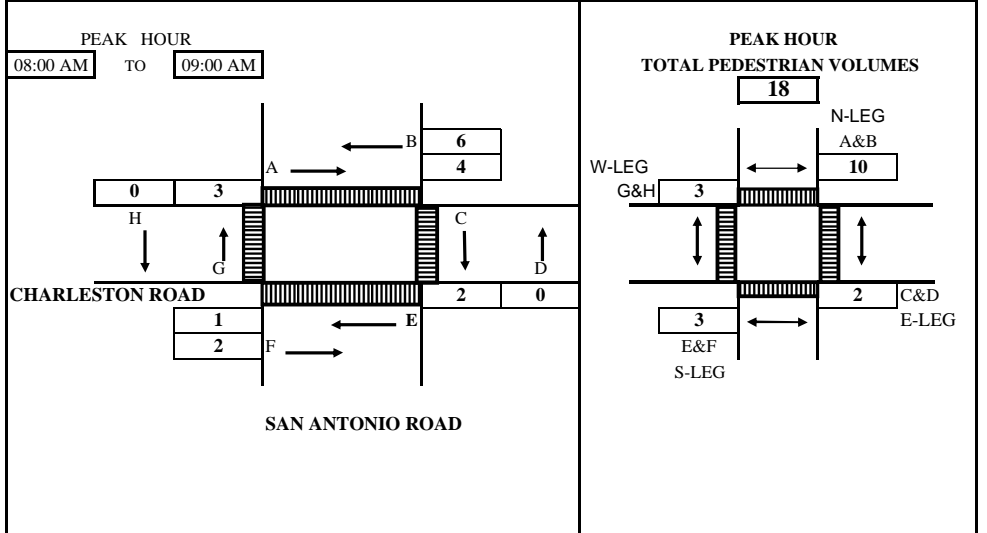
FAX: (510) 232 - 1272

8:00 AM	to	9:00 AM				
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL	
BICYCLE	2	1	13	2	18	

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013	
N-S APPROACH: SAN ANTONIO ROAD		DAY: WEDNESDAY	
E-W APPROACH: CHARLESTON ROAD		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD: 7:00 AM TO 9:00 AM		FILE: 3305059-4AM	



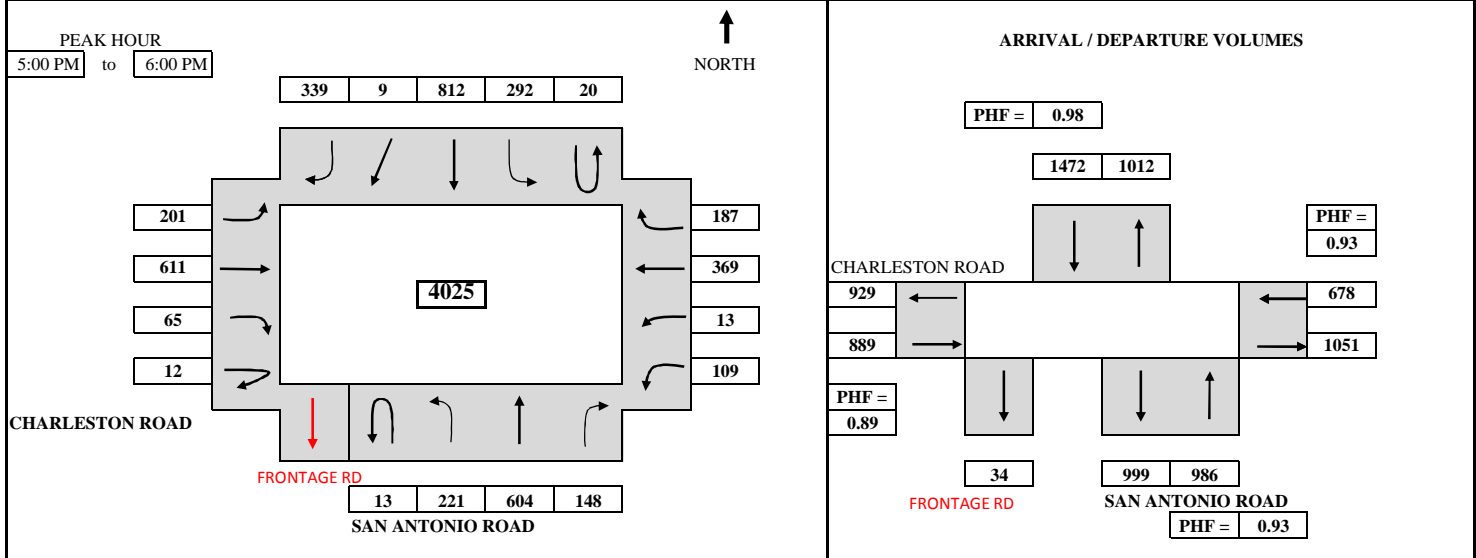
TIME PERIOD			NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To		A	B	C	D	E	F	G	H	
SURVEY DATA											
07:00 AM	---	07:15 AM	2	2	0	3	0	0	0	0	7
07:15 AM	---	07:30 AM	3	3	0	3	1	0	0	0	10
07:30 AM	---	07:45 AM	3	3	0	3	1	0	1	0	11
07:45 AM	---	08:00 AM	5	4	0	5	1	0	1	0	16
08:00 AM	---	08:15 AM	6	5	0	5	1	0	1	0	18
08:15 AM	---	08:30 AM	9	7	0	5	2	0	2	0	25
08:30 AM	---	08:45 AM	9	10	0	5	2	1	2	0	29
08:45 AM	---	09:00 AM	9	10	2	5	2	2	4	0	34
TOTAL BY PERIOD											
07:00 AM	---	07:15 AM	2	2	0	3	0	0	0	0	7
07:15 AM	---	07:30 AM	1	1	0	0	1	0	0	0	3
07:30 AM	---	07:45 AM	0	0	0	0	0	0	1	0	1
07:45 AM	---	08:00 AM	2	1	0	2	0	0	0	0	5
08:00 AM	---	08:15 AM	1	1	0	0	0	0	0	0	2
08:15 AM	---	08:30 AM	3	2	0	0	1	0	1	0	7
08:30 AM	---	08:45 AM	0	3	0	0	0	1	0	0	4
08:45 AM	---	09:00 AM	0	0	2	0	0	1	2	0	5
HOURLY TOTALS											
07:00 AM	---	08:00 AM	5	4	0	5	1	0	1	0	16
07:15 AM	---	08:15 AM	4	3	0	2	1	0	1	0	11
07:30 AM	---	08:30 AM	6	4	0	2	1	0	2	0	15
07:45 AM	---	08:45 AM	6	7	0	2	1	1	1	0	18
08:00 AM	---	09:00 AM	4	6	2	0	1	2	3	0	18
<i>Tel : (510) 232-1271</i>			<i>Fax: (510) 232-1272</i>								

8:00 AM	to	9:00 AM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			10	3	2	3	18

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	CHARLESTON ROAD	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-4PM

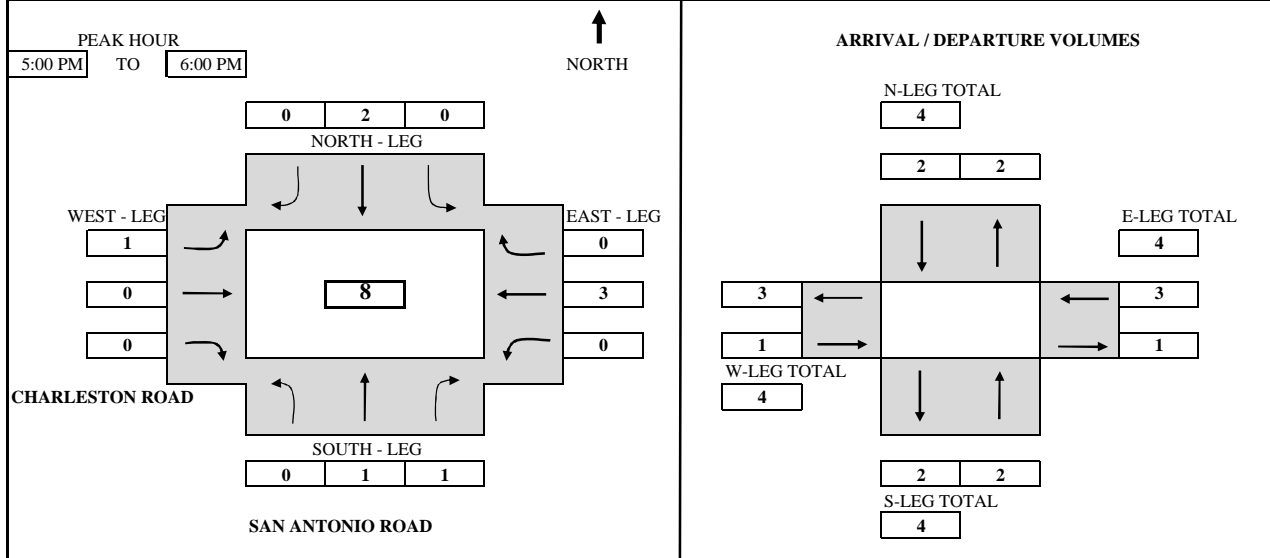


TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	FRTAGE	RIGHT	LEFT	THRU	RIGHT	FRTAGE	LEFT	FRTAGE	THRU		RIGHT
SURVEY DATA																		
4:00 PM to 4:15 PM	2	35	118	36	7	81	155	4	84	67	145	7	1	24	1	78	60	905
4:15 PM to 4:30 PM	9	78	263	82	24	151	243	7	154	131	331	18	3	50	4	153	126	1827
4:30 PM to 4:45 PM	13	120	389	125	30	234	520	10	228	180	501	27	6	80	7	225	167	2862
4:45 PM to 5:00 PM	16	164	512	163	37	293	688	12	307	234	641	42	8	105	9	306	220	3757
5:00 PM to 5:15 PM	18	211	676	215	41	356	903	16	386	293	792	53	13	135	11	387	257	4763
5:15 PM to 5:30 PM	20	263	823	250	47	436	1110	18	473	333	979	75	15	166	14	476	310	5808
5:30 PM to 5:45 PM	24	324	975	276	52	504	1310	19	561	382	1140	90	17	192	17	576	364	6823
5:45 PM to 6:00 PM	29	385	1116	311	57	585	1500	21	646	435	1252	107	20	214	22	675	407	7782
TOTAL BY PERIOD																		
4:00 PM to 4:15 PM	2	35	118	36	7	81	155	4	84	67	145	7	1	24	1	78	60	905
4:15 PM to 4:30 PM	7	43	145	46	17	70	88	3	70	64	186	11	2	26	3	75	66	922
4:30 PM to 4:45 PM	4	42	126	43	6	83	277	3	74	49	170	9	3	30	3	72	41	1035
4:45 PM to 5:00 PM	3	44	123	38	7	59	168	2	79	54	140	15	2	25	2	81	53	895
5:00 PM to 5:15 PM	2	47	164	52	4	63	215	4	79	59	151	11	5	30	2	81	37	1006
5:15 PM to 5:30 PM	2	52	147	35	6	80	207	2	87	40	187	22	2	31	3	89	53	1045
5:30 PM to 5:45 PM	4	61	152	26	5	68	200	1	88	49	161	15	2	26	3	100	54	1015
5:45 PM to 6:00 PM	5	61	141	35	5	81	190	2	85	53	112	17	3	22	5	99	43	959
HOURLY TOTALS																		
4:00 PM to 5:00 PM	16	164	512	163	37	293	688	12	307	234	641	42	8	105	9	306	220	3757
4:15 PM to 5:15 PM	16	176	558	179	34	275	748	12	302	226	647	46	12	111	10	309	197	3858
4:30 PM to 5:30 PM	11	185	560	168	23	285	867	11	319	202	648	57	12	116	10	323	184	3981
4:45 PM to 5:45 PM	11	204	586	151	22	270	790	9	333	202	639	63	11	112	10	351	197	3961
5:00 PM to 6:00 PM	13	221	604	148	20	292	812	9	339	201	611	65	12	109	13	369	187	4025
PEAK HOUR SUMMARY																		
5:00 PM to 6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
VOLUME	13	221	604	148	292	812	9	339	201	611	65	12	109	13	369	187	4025	
PEDESTRIAN																	22	
BICYCLE																	8	
PHF BY MOVEMENT	0.65	0.91	0.92	0.71	0.90	0.94	0.56	0.96	0.85	0.82	0.74	0.60	0.88	0.65	0.92	0.87	OVERALL	
PHF BY APPROACH	0.93				0.97				0.89				0.93				0.96	

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013	DAY: WEDNESDAY
N-S APPROACH: SAN ANTONIO ROAD	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W APPROACH: CHARLESTON ROAD	JURISDICTION: MOUNTAIN VIEW	FILE: 3305059-4PM



TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	to 4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
4:30 PM	to 4:45 PM	0	0	0	0	4	0	1	2	0	0	0	0	7
4:45 PM	to 5:00 PM	0	0	0	0	5	0	1	3	0	0	0	0	9
5:00 PM	to 5:15 PM	0	0	1	0	5	0	1	3	0	0	0	0	10
5:15 PM	to 5:30 PM	0	1	1	0	5	0	1	3	0	0	0	0	11
5:30 PM	to 5:45 PM	0	1	1	0	7	0	2	3	0	0	1	0	15
5:45 PM	to 6:00 PM	0	1	1	0	7	0	2	3	0	0	3	0	17
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	to 4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	to 4:45 PM	0	0	0	0	4	0	0	1	0	0	0	0	5
4:45 PM	to 5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:00 PM	to 5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	to 5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	to 5:45 PM	0	0	0	0	2	0	1	0	0	0	1	0	4
5:45 PM	to 6:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	0	0	0	5	0	1	3	0	0	0	0	9
4:15 PM	to 5:15 PM	0	0	1	0	5	0	1	2	0	0	0	0	9
4:30 PM	to 5:30 PM	0	1	1	0	5	0	0	2	0	0	0	0	9
4:45 PM	to 5:45 PM	0	1	1	0	3	0	1	1	0	0	1	0	8
5:00 PM	to 6:00 PM	0	1	1	0	2	0	1	0	0	0	3	0	8

TEL: (510) 232 - 1271

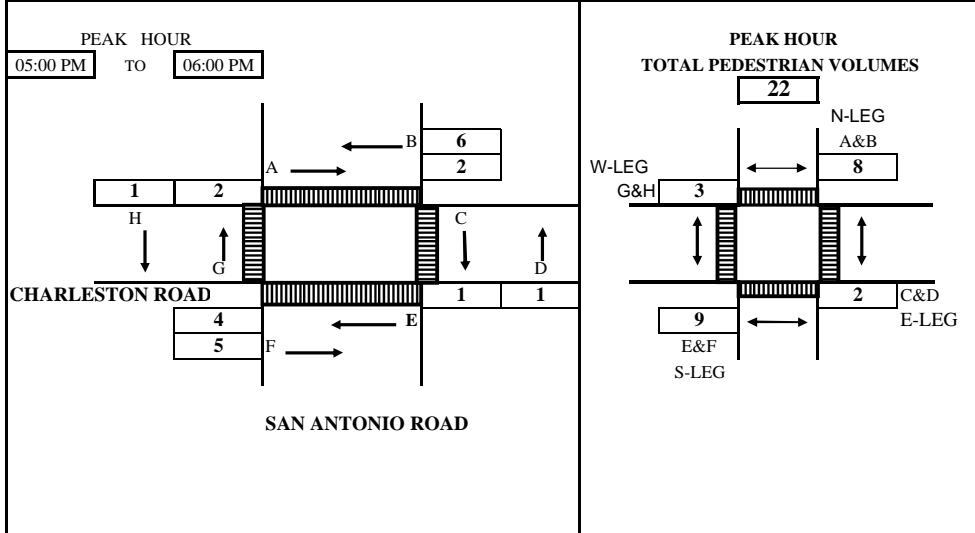
FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM				
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL	
BICYCLE	2	2	1	3	8	

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013	
N-S APPROACH: SAN ANTONIO ROAD		DAY: WEDNESDAY	
E-W APPROACH: CHARLESTON ROAD		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD	4:00 PM TO 6:00 PM	FILE:	3305059-4PM



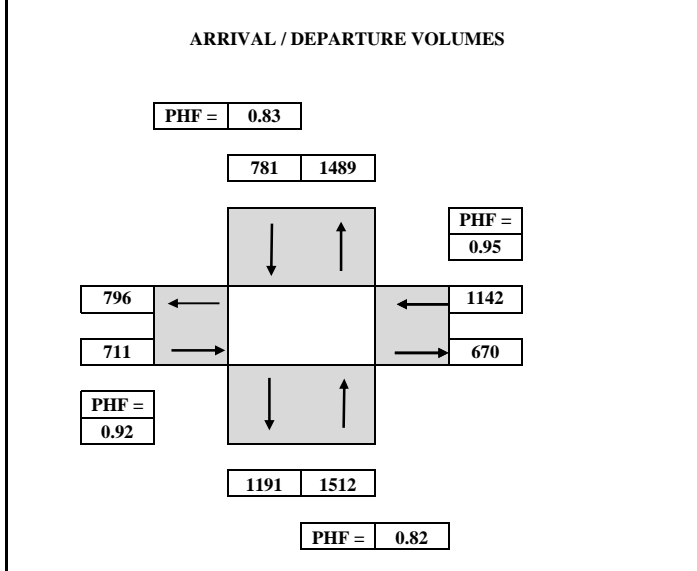
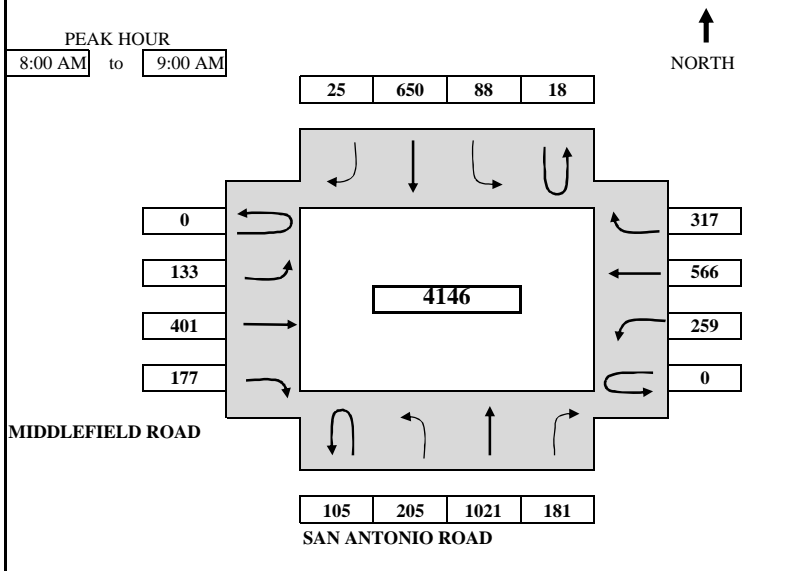
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	3	1	2	0	3	1	0	0	10
04:15 PM	--- 04:30 PM	3	2	3	1	3	1	0	0	13
04:30 PM	--- 04:45 PM	4	4	4	1	4	1	0	0	18
04:45 PM	--- 05:00 PM	5	7	5	3	6	1	2	2	31
05:00 PM	--- 05:15 PM	5	9	5	3	9	1	4	2	38
05:15 PM	--- 05:30 PM	5	9	5	3	9	1	4	2	38
05:30 PM	--- 05:45 PM	5	10	5	3	10	3	4	3	43
05:45 PM	--- 06:00 PM	7	13	6	4	10	6	4	3	53
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	3	1	2	0	3	1	0	0	10
04:15 PM	--- 04:30 PM	0	1	1	1	0	0	0	0	3
04:30 PM	--- 04:45 PM	1	2	1	0	1	0	0	0	5
04:45 PM	--- 05:00 PM	1	3	1	2	2	0	2	2	13
05:00 PM	--- 05:15 PM	0	2	0	0	3	0	2	0	7
05:15 PM	--- 05:30 PM	0	0	0	0	0	0	0	0	0
05:30 PM	--- 05:45 PM	0	1	0	0	1	2	0	1	5
05:45 PM	--- 06:00 PM	2	3	1	1	0	3	0	0	10
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	5	7	5	3	6	1	2	2	31
04:15 PM	--- 05:15 PM	2	8	3	3	6	0	4	2	28
04:30 PM	--- 05:30 PM	2	7	2	2	6	0	4	2	25
04:45 PM	--- 05:45 PM	1	6	1	2	6	2	4	3	25
05:00 PM	--- 06:00 PM	2	6	1	1	4	5	2	1	22
		<i>Tel : (510) 232-1271</i>				<i>Fax: (510) 232-1272</i>				

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			8	9	2	3	22

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	MIDDLEFIELD ROAD	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-3AM



TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
7:00 AM to 7:15 AM	5	24	152	34	1	9	137	8	9	31	17	29	67	44	567		
7:15 AM to 7:30 AM	15	54	287	67	4	16	256	15	19	52	36	70	147	84	1122		
7:30 AM to 7:45 AM	36	79	499	113	9	31	358	29	23	104	59	144	284	156	1924		
7:45 AM to 8:00 AM	61	133	750	141	16	49	538	39	40	148	76	205	400	223	2819		
8:00 AM to 8:15 AM	84	180	985	185	27	71	710	46	71	250	119	272	542	283	3825		
8:15 AM to 8:30 AM	112	253	1280	248	29	95	912	54	96	367	148	325	700	362	4981		
8:30 AM to 8:45 AM	138	295	1501	296	33	114	1048	59	141	463	201	401	820	450	5960		
8:45 AM to 9:00 AM	166	338	1771	322	34	137	1188	64	173	549	253	464	966	540	6965		

TOTAL BY PERIOD																	
7:00 AM to 7:15 AM	5	24	152	34	1	9	137	8	0	9	31	17	0	29	67	44	567
7:15 AM to 7:30 AM	10	30	135	33	3	7	119	7	0	10	21	19	0	41	80	40	555
7:30 AM to 7:45 AM	21	25	212	46	5	15	102	14	0	4	52	23	0	74	137	72	802
7:45 AM to 8:00 AM	25	54	251	28	7	18	180	10	0	17	44	17	0	61	116	67	895
8:00 AM to 8:15 AM	23	47	235	44	11	22	172	7	0	31	102	43	0	67	142	60	1006
8:15 AM to 8:30 AM	28	73	295	63	2	24	202	8	0	25	117	29	0	53	158	79	1156
8:30 AM to 8:45 AM	26	42	221	48	4	19	136	5	0	45	96	53	0	76	120	88	979
8:45 AM to 9:00 AM	28	43	270	26	1	23	140	5	0	32	86	52	0	63	146	90	1005

HOURLY TOTALS																	
7:00 AM to 8:00 AM	61	133	750	141	16	49	538	39	0	40	148	76	0	205	400	223	2819
7:15 AM to 8:15 AM	79	156	833	151	26	62	573	38	0	62	219	102	0	243	475	239	3258
7:30 AM to 8:30 AM	97	199	993	181	25	79	656	39	0	77	315	112	0	255	553	278	3859
7:45 AM to 8:45 AM	102	216	1002	183	24	83	690	30	0	118	359	142	0	257	536	294	4036
8:00 AM to 9:00 AM	105	205	1021	181	18	88	650	25	0	133	401	177	0	259	566	317	4146

PEAK HOUR SUMMARY																	
8:00 AM to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME	105	205	1021	181	18	88	650	25	0	133	401	177	0	259	566	317	4146
PEDESTRIAN																	49
BICYCLE																	40
PHF BY MOVEMENT	0.94	0.70	0.87	0.72	0.41	0.92	0.80	0.78	0.00	0.74	0.86	0.83	0.00	0.85	0.90	0.88	OVERALL
PHF BY APPROACH	0.82				0.83				0.92				0.95				0.90

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/29/2013			DAY: WEDNESDAY		
N-S APPROACH: SAN ANTONIO ROAD			SURVEY TIME: 7:00 AM			TO: 9:00 AM		
E-W APPROACH: MIDDLEFIELD ROAD			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-3AM		

<p style="text-align: center;">PEAK HOUR 8:00 AM TO 9:00 AM</p> <div style="text-align: center;"> </div>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <div style="text-align: center;"> </div>
--	---

TIME PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL		
	From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT		THRU	RIGHT
SURVEY DATA															
7:00 AM	to	7:15 AM	1	1	0	0	0	0	0	2	0	0	0	0	4
7:15 AM	to	7:30 AM	1	2	0	0	0	0	0	2	0	0	3	0	8
7:30 AM	to	7:45 AM	1	4	2	0	0	0	0	5	0	0	8	0	20
7:45 AM	to	8:00 AM	2	6	2	0	2	0	0	8	0	1	14	0	35
8:00 AM	to	8:15 AM	4	9	2	0	2	0	0	12	0	1	17	2	49
8:15 AM	to	8:30 AM	4	12	2	0	2	0	0	13	0	1	21	2	57
8:30 AM	to	8:45 AM	5	14	2	0	2	0	0	16	0	1	22	2	64
8:45 AM	to	9:00 AM	7	17	2	0	2	0	0	20	0	1	24	2	75
TOTAL BY PERIOD															
7:00 AM	to	7:15 AM	1	1	0	0	0	0	0	2	0	0	0	0	4
7:15 AM	to	7:30 AM	0	1	0	0	0	0	0	0	0	0	3	0	4
7:30 AM	to	7:45 AM	0	2	2	0	0	0	0	3	0	0	5	0	12
7:45 AM	to	8:00 AM	1	2	0	0	2	0	0	3	0	1	6	0	15
8:00 AM	to	8:15 AM	2	3	0	0	0	0	0	4	0	0	3	2	14
8:15 AM	to	8:30 AM	0	3	0	0	0	0	0	1	0	0	4	0	8
8:30 AM	to	8:45 AM	1	2	0	0	0	0	0	3	0	0	1	0	7
8:45 AM	to	9:00 AM	2	3	0	0	0	0	0	4	0	0	2	0	11
HOURLY TOTALS															
7:00 AM	to	8:00 AM	2	6	2	0	2	0	0	8	0	1	14	0	35
7:15 AM	to	8:15 AM	3	8	2	0	2	0	0	10	0	1	17	2	45
7:30 AM	to	8:30 AM	3	10	2	0	2	0	0	11	0	1	18	2	49
7:45 AM	to	8:45 AM	4	10	0	0	2	0	0	11	0	1	14	2	44
8:00 AM	to	9:00 AM	5	11	0	0	0	0	0	12	0	0	10	2	40

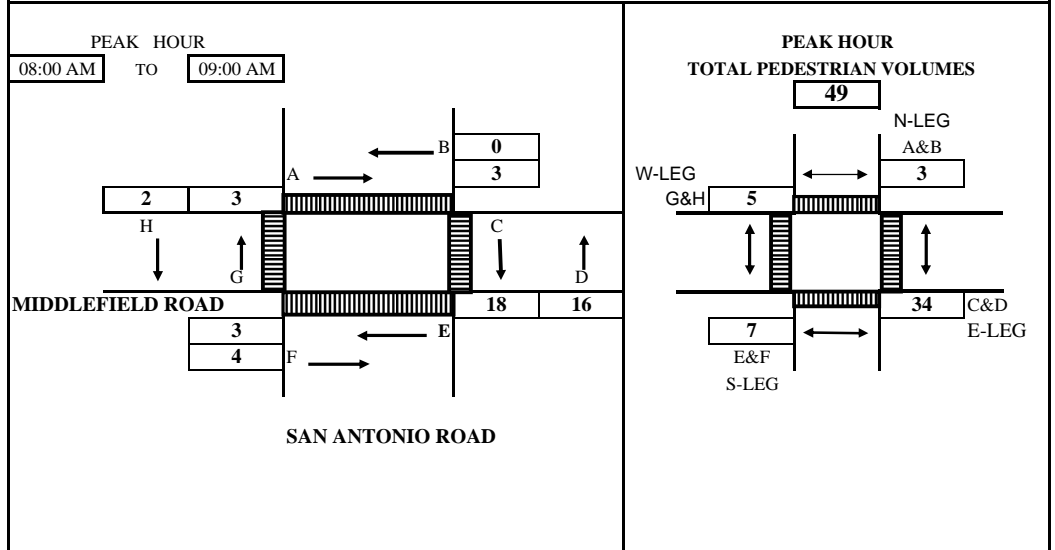
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM to 9:00 AM	
VOLUME BY APPROACH	NBT SBT EBT WBT TOTAL
BICYCLE	16 0 12 12 40

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: SAN ANTONIO ROAD	DAY: WEDNESDAY
E-W APPROACH: MIDDLEFIELD ROAD	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD: 7:00 AM TO 9:00 AM	FILE: 3305059-3AM



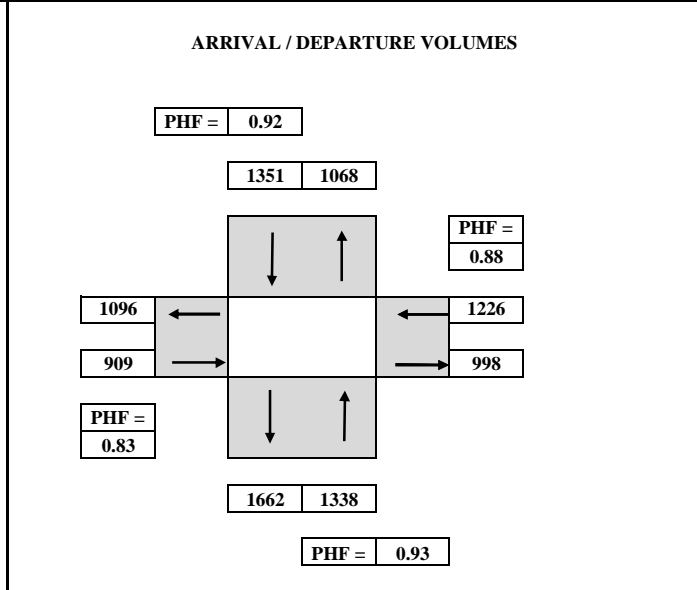
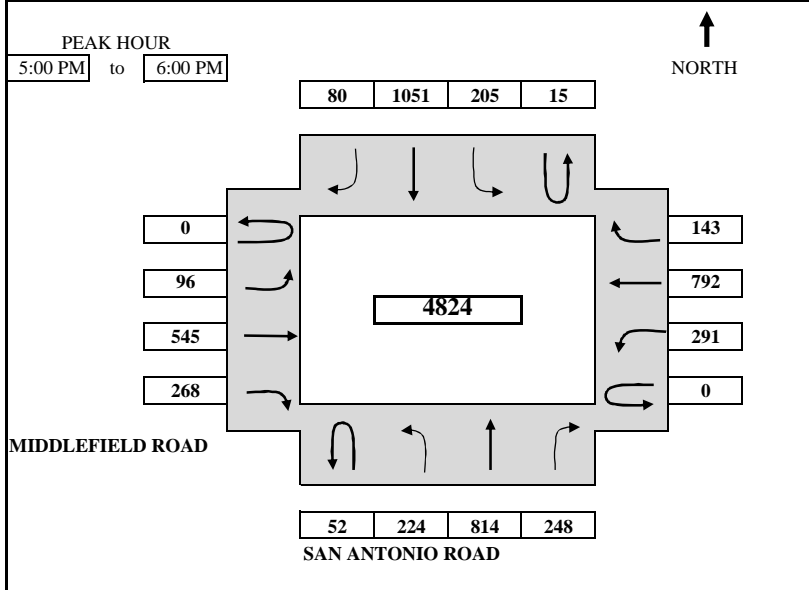
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL	
From	To	A	B	C	D	E	F	G	H		
SURVEY DATA											
07:00 AM	---	07:15 AM	1	2	0	0	1	0	0	0	4
07:15 AM	---	07:30 AM	1	2	0	5	1	0	2	3	14
07:30 AM	---	07:45 AM	1	2	3	8	1	2	2	3	22
07:45 AM	---	08:00 AM	2	5	3	8	1	2	2	6	29
08:00 AM	---	08:15 AM	2	5	10	12	1	2	2	6	40
08:15 AM	---	08:30 AM	2	5	13	18	3	5	2	6	54
08:30 AM	---	08:45 AM	5	5	19	21	3	5	5	6	69
08:45 AM	---	09:00 AM	5	5	21	24	4	6	5	8	78
TOTAL BY PERIOD											
07:00 AM	---	07:15 AM	1	2	0	0	1	0	0	0	4
07:15 AM	---	07:30 AM	0	0	0	5	0	0	2	3	10
07:30 AM	---	07:45 AM	0	0	3	3	0	2	0	0	8
07:45 AM	---	08:00 AM	1	3	0	0	0	0	0	3	7
08:00 AM	---	08:15 AM	0	0	7	4	0	0	0	0	11
08:15 AM	---	08:30 AM	0	0	3	6	2	3	0	0	14
08:30 AM	---	08:45 AM	3	0	6	3	0	0	3	0	15
08:45 AM	---	09:00 AM	0	0	2	3	1	1	0	2	9
HOURLY TOTALS											
07:00 AM	---	08:00 AM	2	5	3	8	1	2	2	6	29
07:15 AM	---	08:15 AM	1	3	10	12	0	2	2	6	36
07:30 AM	---	08:30 AM	1	3	13	13	2	5	0	3	40
07:45 AM	---	08:45 AM	4	3	16	13	2	3	3	3	47
08:00 AM	---	09:00 AM	3	0	18	16	3	4	3	2	49
			<i>Tel: (510) 232-1271</i>				<i>Fax: (510) 232-1272</i>				

8:00 AM	to	9:00 AM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			3	7	34	5	49

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	MIDDLEFIELD ROAD	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-3PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
4:00 PM	to	4:15 PM	12	54	146	64	5	30	234	18	22	94	32	56	112	28	907
4:15 PM	to	4:30 PM	20	91	289	86	12	73	484	46	46	201	70	96	230	62	1806
4:30 PM	to	4:45 PM	28	133	467	124	18	103	700	73	75	282	98	144	319	99	2663
4:45 PM	to	5:00 PM	44	183	613	180	23	148	938	101	94	402	157	219	431	132	3665
5:00 PM	to	5:15 PM	71	238	823	247	28	185	1160	124	115	519	222	299	648	184	4863
5:15 PM	to	5:30 PM	81	291	1020	313	31	244	1442	138	134	648	284	364	811	217	6018
5:30 PM	to	5:45 PM	90	348	1222	371	35	298	1728	160	164	812	365	439	1025	244	7301
5:45 PM	to	6:00 PM	96	407	1427	428	38	353	1989	181	190	947	425	510	1223	275	8489

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	12	54	146	64	5	30	234	18	0	22	94	32	0	56	112	28	907
4:15 PM	to	4:30 PM	8	37	143	22	7	43	250	28	0	24	107	38	0	40	118	34	899
4:30 PM	to	4:45 PM	8	42	178	38	6	30	216	27	0	29	81	28	0	48	89	37	857
4:45 PM	to	5:00 PM	16	50	146	56	5	45	238	28	0	19	120	59	0	75	112	33	1002
5:00 PM	to	5:15 PM	27	55	210	67	5	37	222	23	0	21	117	65	0	80	217	52	1198
5:15 PM	to	5:30 PM	10	53	197	66	3	59	282	14	0	19	129	62	0	65	163	33	1155
5:30 PM	to	5:45 PM	9	57	202	58	4	54	286	22	0	30	164	81	0	75	214	27	1283
5:45 PM	to	6:00 PM	6	59	205	57	3	55	261	21	0	26	135	60	0	71	198	31	1188

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	44	183	613	180	23	148	938	101	0	94	402	157	0	219	431	132	3665
4:15 PM	to	5:15 PM	59	184	677	183	23	155	926	106	0	93	425	190	0	243	536	156	3956
4:30 PM	to	5:30 PM	61	200	731	227	19	171	958	92	0	88	447	214	0	268	581	155	4212
4:45 PM	to	5:45 PM	62	215	755	247	17	195	1028	87	0	89	530	267	0	295	706	145	4638
5:00 PM	to	6:00 PM	52	224	814	248	15	205	1051	80	0	96	545	268	0	291	792	143	4824

PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	52	224	814	248	15	205	1051	80	0	96	545	268	0	291	792	143	4824
			PEDESTRIAN																	36
			BICYCLE																	32
			PHF BY MOVEMENT	0.48	0.95	0.97	0.93	0.75	0.87	0.92	0.87	0.00	0.80	0.83	0.83	0.00	0.91	0.91	0.69	OVERALL
			PHF BY APPROACH	0.93				0.92				0.83				0.88				0.94

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/29/2013			DAY: WEDNESDAY		
N-S APPROACH: SAN ANTONIO ROAD			SURVEY TIME: 4:00 PM			TO 6:00 PM		
E-W APPROACH: MIDDLEFIELD ROAD			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-3PM		

<p>PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">MIDDLEFIELD ROAD</p> <p style="text-align: center;">SAN ANTONIO ROAD</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p>N-LEG TOTAL 12</p> <p>12 0</p> <p>E-LEG TOTAL 19</p> <p>8 10</p> <p>10 9</p> <p>W-LEG TOTAL 18</p> <p>15 0</p> <p>S-LEG TOTAL 15</p>
--	--

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:15 PM	to 4:30 PM	0	0	0	0	2	0	0	2	1	0	1	0	6
4:30 PM	to 4:45 PM	0	0	0	0	2	0	0	2	1	0	3	0	8
4:45 PM	to 5:00 PM	0	0	0	0	2	0	0	2	1	0	3	0	8
5:00 PM	to 5:15 PM	0	0	0	0	5	0	0	6	2	1	6	0	20
5:15 PM	to 5:30 PM	0	0	0	0	6	0	0	9	2	1	8	0	26
5:30 PM	to 5:45 PM	0	0	0	0	11	0	0	11	2	2	11	0	37
5:45 PM	to 6:00 PM	0	0	0	0	14	0	0	11	2	2	11	0	40
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:15 PM	to 4:30 PM	0	0	0	0	2	0	0	0	1	0	0	0	3
4:30 PM	to 4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:45 PM	to 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	to 5:15 PM	0	0	0	0	3	0	0	4	1	1	3	0	12
5:15 PM	to 5:30 PM	0	0	0	0	1	0	0	3	0	0	2	0	6
5:30 PM	to 5:45 PM	0	0	0	0	5	0	0	2	0	1	3	0	11
5:45 PM	to 6:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	0	0	0	2	0	0	2	1	0	3	0	8
4:15 PM	to 5:15 PM	0	0	0	0	5	0	0	4	2	1	5	0	17
4:30 PM	to 5:30 PM	0	0	0	0	4	0	0	7	1	1	7	0	20
4:45 PM	to 5:45 PM	0	0	0	0	9	0	0	9	1	2	8	0	29
5:00 PM	to 6:00 PM	0	0	0	0	12	0	0	9	1	2	8	0	32

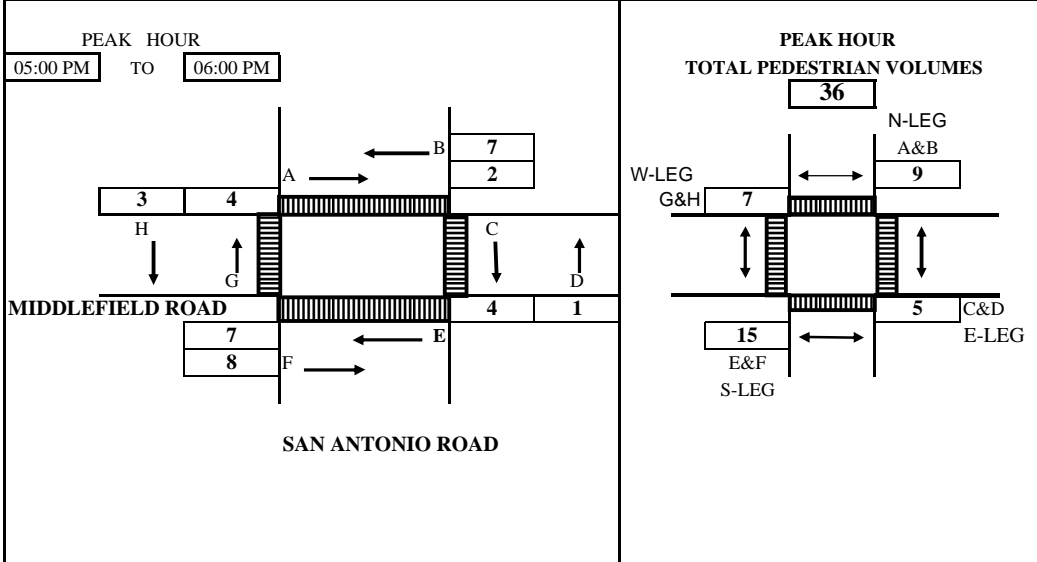
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			0	12	10	10	32

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: SAN ANTONIO ROAD	DAY: WEDNESDAY
E-W APPROACH: MIDDLEFIELD ROAD	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 4:00 PM TO 6:00 PM	FILE: 3305059-3PM



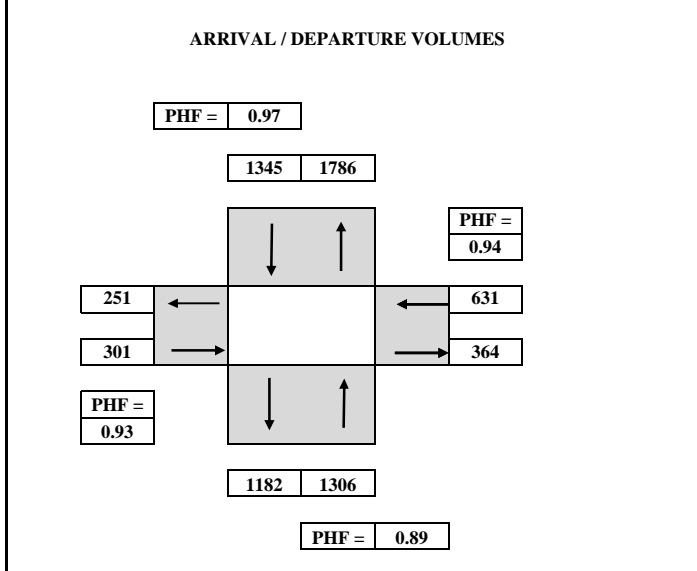
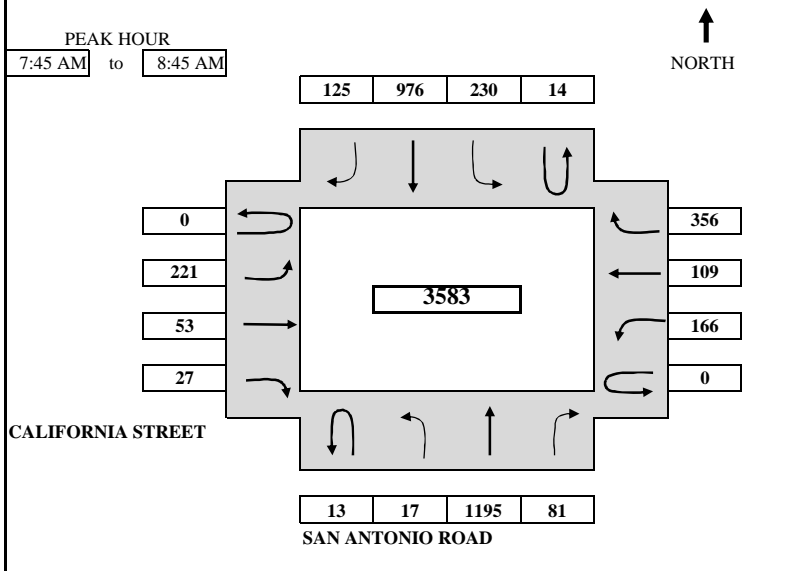
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	1	0	0	3	0	0	0	1	5
04:15 PM	--- 04:30 PM	1	1	0	3	1	1	0	1	8
04:30 PM	--- 04:45 PM	2	1	0	3	1	3	1	2	13
04:45 PM	--- 05:00 PM	3	2	2	3	1	8	1	3	23
05:00 PM	--- 05:15 PM	5	5	4	4	3	10	2	4	37
05:15 PM	--- 05:30 PM	5	7	4	4	3	13	3	6	45
05:30 PM	--- 05:45 PM	5	7	5	4	8	15	5	6	55
05:45 PM	--- 06:00 PM	5	9	6	4	8	16	5	6	59
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	1	0	0	3	0	0	0	1	5
04:15 PM	--- 04:30 PM	0	1	0	0	1	1	0	0	3
04:30 PM	--- 04:45 PM	1	0	0	0	0	2	1	1	5
04:45 PM	--- 05:00 PM	1	1	2	0	0	5	0	1	10
05:00 PM	--- 05:15 PM	2	3	2	1	2	2	1	1	14
05:15 PM	--- 05:30 PM	0	2	0	0	0	3	1	2	8
05:30 PM	--- 05:45 PM	0	0	1	0	5	2	2	0	10
05:45 PM	--- 06:00 PM	0	2	1	0	0	1	0	0	4
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	3	2	2	3	1	8	1	3	23
04:15 PM	--- 05:15 PM	4	5	4	1	3	10	2	3	32
04:30 PM	--- 05:30 PM	4	6	4	1	2	12	3	5	37
04:45 PM	--- 05:45 PM	3	6	5	1	7	12	4	4	42
05:00 PM	--- 06:00 PM	2	7	4	1	7	8	4	3	36
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			9	15	5	7	36

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	CALIFORNIA STREET	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-2AM



TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																	
7:00 AM to 7:15 AM	1	5	100	11	1	33	122	19	34	9	3	25	10	46	419		
7:15 AM to 7:30 AM	8	6	233	16	2	76	269	43	76	21	7	50	24	103	934		
7:30 AM to 7:45 AM	12	11	411	26	3	106	453	69	132	28	11	85	49	180	1576		
7:45 AM to 8:00 AM	15	14	678	38	4	156	722	97	193	38	21	134	77	256	2443		
8:00 AM to 8:15 AM	18	22	973	59	6	206	949	133	251	51	23	171	99	341	3302		
8:15 AM to 8:30 AM	23	26	1273	79	12	266	1191	168	304	62	29	214	124	441	4212		
8:30 AM to 8:45 AM	25	28	1606	107	17	336	1429	194	353	81	38	251	158	536	5159		
8:45 AM to 9:00 AM	28	32	1891	134	26	396	1627	222	407	90	48	297	181	632	6011		

TOTAL BY PERIOD																	
7:00 AM to 7:15 AM	1	5	100	11	1	33	122	19	0	34	9	3	0	25	10	46	419
7:15 AM to 7:30 AM	7	1	133	5	1	43	147	24	0	42	12	4	0	25	14	57	515
7:30 AM to 7:45 AM	4	5	178	10	1	30	184	26	0	56	7	4	0	35	25	77	642
7:45 AM to 8:00 AM	3	3	267	12	1	50	269	28	0	61	10	10	0	49	28	76	867
8:00 AM to 8:15 AM	3	8	295	21	2	50	227	36	0	58	13	2	0	37	22	85	859
8:15 AM to 8:30 AM	5	4	300	20	6	60	242	35	0	53	11	6	0	43	25	100	910
8:30 AM to 8:45 AM	2	2	333	28	5	70	238	26	0	49	19	9	0	37	34	95	947
8:45 AM to 9:00 AM	3	4	285	27	9	60	198	28	0	54	9	10	0	46	23	96	852

HOURLY TOTALS																	
7:00 AM to 8:00 AM	15	14	678	38	4	156	722	97	0	193	38	21	0	134	77	256	2443
7:15 AM to 8:15 AM	17	17	873	48	5	173	827	114	0	217	42	20	0	146	89	295	2883
7:30 AM to 8:30 AM	15	20	1040	63	10	190	922	125	0	228	41	22	0	164	100	338	3278
7:45 AM to 8:45 AM	13	17	1195	81	14	230	976	125	0	221	53	27	0	166	109	356	3583
8:00 AM to 9:00 AM	13	18	1213	96	22	240	905	125	0	214	52	27	0	163	104	376	3568

PEAK HOUR SUMMARY																	
7:45 AM to 8:45 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME	13	17	1195	81	14	230	976	125	0	221	53	27	0	166	109	356	3583
PEDESTRIAN																	31
BICYCLE																	73
PHF BY MOVEMENT	0.65	0.53	0.90	0.72	0.58	0.82	0.91	0.87	0.00	0.91	0.70	0.68	0.00	0.85	0.80	0.89	OVERALL
PHF BY APPROACH	0.89				0.97				0.93				0.94				0.95

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/30/2013			DAY: THURSDAY		
N-S APPROACH: SAN ANTONIO ROAD			SURVEY TIME: 7:00 AM			TO 9:00 AM		
E-W APPROACH: CALIFORNIA STREET			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-2AM		

<p style="text-align: center;">PEAK HOUR 7:45 AM TO 8:45 AM</p> <div style="text-align: center;"> </div> <p style="text-align: center;">NORTH ↑</p> <p style="text-align: center;">SAN ANTONIO ROAD</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <div style="text-align: center;"> </div>
---	---

TIME PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL		
	From	To	LEFT THRU RIGHT	LEFT THRU RIGHT	LEFT THRU RIGHT	LEFT THRU RIGHT	LEFT THRU RIGHT								
SURVEY DATA															
7:00 AM	to	7:15 AM	0	1	0	0	0	0	0	2	2	0	5	0	10
7:15 AM	to	7:30 AM	0	5	0	0	1	0	0	4	2	0	9	0	21
7:30 AM	to	7:45 AM	0	5	0	0	3	0	0	6	2	1	16	0	33
7:45 AM	to	8:00 AM	0	5	2	0	3	0	1	9	2	2	26	1	51
8:00 AM	to	8:15 AM	0	6	2	0	3	1	1	10	2	2	33	1	61
8:15 AM	to	8:30 AM	0	8	5	0	3	1	4	12	2	3	41	1	80
8:30 AM	to	8:45 AM	0	9	7	1	4	3	4	20	2	3	52	1	106
8:45 AM	to	9:00 AM	0	9	7	1	5	3	5	22	2	3	61	1	119
TOTAL BY PERIOD															
7:00 AM	to	7:15 AM	0	1	0	0	0	0	0	2	2	0	5	0	10
7:15 AM	to	7:30 AM	0	4	0	0	1	0	0	2	0	0	4	0	11
7:30 AM	to	7:45 AM	0	0	0	0	2	0	0	2	0	1	7	0	12
7:45 AM	to	8:00 AM	0	0	2	0	0	0	1	3	0	1	10	1	18
8:00 AM	to	8:15 AM	0	1	0	0	0	1	0	1	0	0	7	0	10
8:15 AM	to	8:30 AM	0	2	3	0	0	0	3	2	0	1	8	0	19
8:30 AM	to	8:45 AM	0	1	2	1	1	2	0	8	0	0	11	0	26
8:45 AM	to	9:00 AM	0	0	0	0	1	0	1	2	0	0	9	0	13
HOURLY TOTALS															
7:00 AM	to	8:00 AM	0	5	2	0	3	0	1	9	2	2	26	1	51
7:15 AM	to	8:15 AM	0	5	2	0	3	1	1	8	0	2	28	1	51
7:30 AM	to	8:30 AM	0	3	5	0	2	1	4	8	0	3	32	1	59
7:45 AM	to	8:45 AM	0	4	7	1	1	3	4	14	0	2	36	1	73
8:00 AM	to	9:00 AM	0	4	5	1	2	3	4	13	0	1	35	0	68

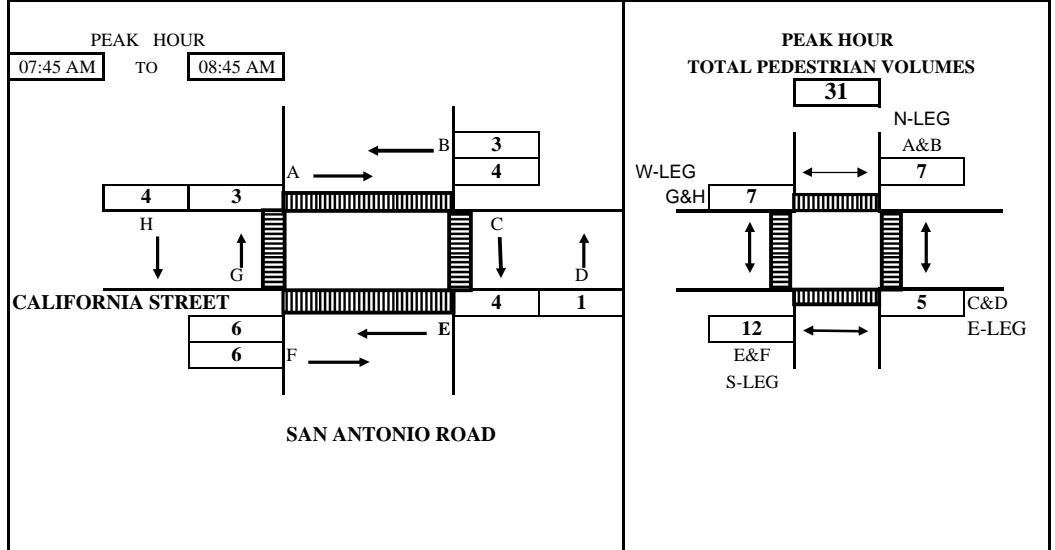
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

7:45 AM to 8:45 AM	
VOLUME BY APPROACH	NBT SBT EBT WBT TOTAL
BICYCLE	11 5 18 39 73

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: SAN ANTONIO ROAD	DAY: THURSDAY
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD: 7:00 AM TO 9:00 AM	FILE: 3305059-2AM



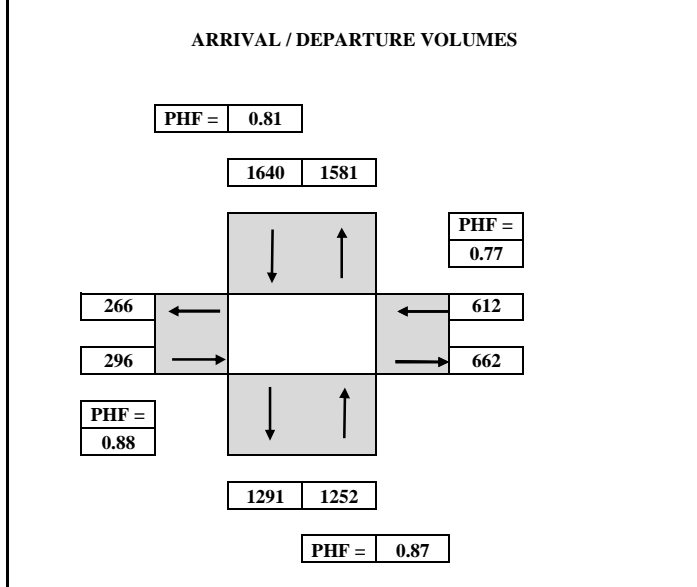
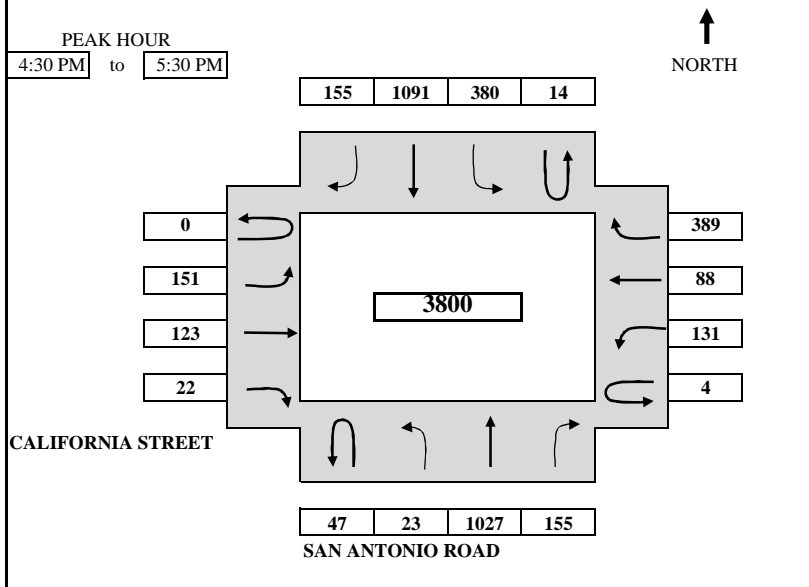
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL	
From	To	A	B	C	D	E	F	G	H		
SURVEY DATA											
07:00 AM	---	07:15 AM	1	0	1	1	0	0	0	0	3
07:15 AM	---	07:30 AM	5	0	1	1	0	0	1	2	10
07:30 AM	---	07:45 AM	5	1	5	1	1	0	2	3	18
07:45 AM	---	08:00 AM	5	2	6	1	2	2	2	3	23
08:00 AM	---	08:15 AM	6	3	6	1	2	3	2	3	26
08:15 AM	---	08:30 AM	7	3	6	2	3	4	2	4	31
08:30 AM	---	08:45 AM	9	4	9	2	7	6	5	7	49
08:45 AM	---	09:00 AM	11	4	10	4	7	8	8	8	60
TOTAL BY PERIOD											
07:00 AM	---	07:15 AM	1	0	1	1	0	0	0	0	3
07:15 AM	---	07:30 AM	4	0	0	0	0	0	1	2	7
07:30 AM	---	07:45 AM	0	1	4	0	1	0	1	1	8
07:45 AM	---	08:00 AM	0	1	1	0	1	2	0	0	5
08:00 AM	---	08:15 AM	1	1	0	0	0	1	0	0	3
08:15 AM	---	08:30 AM	1	0	0	1	1	1	0	1	5
08:30 AM	---	08:45 AM	2	1	3	0	4	2	3	3	18
08:45 AM	---	09:00 AM	2	0	1	2	0	2	3	1	11
HOURLY TOTALS											
07:00 AM	---	08:00 AM	5	2	6	1	2	2	2	3	23
07:15 AM	---	08:15 AM	5	3	5	0	2	3	2	3	23
07:30 AM	---	08:30 AM	2	3	5	1	3	4	1	2	21
07:45 AM	---	08:45 AM	4	3	4	1	6	6	3	4	31
08:00 AM	---	09:00 AM	6	2	4	3	5	6	6	5	37
			<i>Tel: (510) 232-1271</i>				<i>Fax: (510) 232-1272</i>				

7:45 AM	to	8:45 AM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			7	12	5	7	31

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	CALIFORNIA STREET	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-2PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																		
4:00 PM	to 4:15 PM	16	1	217	40	5	88	235	19	0	43	27	7	0	38	19	87	842
4:15 PM	to 4:30 PM	21	9	462	86	7	190	489	45	0	82	43	16	0	73	33	180	1736
4:30 PM	to 4:45 PM	34	16	685	128	11	282	723	82	0	123	70	21	0	118	64	302	2659
4:45 PM	to 5:00 PM	44	21	948	163	15	372	996	124	0	154	106	29	1	147	78	383	3581
5:00 PM	to 5:15 PM	61	26	1185	199	19	472	1219	153	0	192	131	30	2	176	102	478	4445
5:15 PM	to 5:30 PM	68	32	1489	241	21	570	1580	200	0	233	166	38	4	204	121	569	5536
5:30 PM	to 5:45 PM	86	34	1677	287	22	661	1802	236	0	280	207	46	4	234	134	687	6397
5:45 PM	to 6:00 PM	94	38	1922	336	25	759	2051	272	0	320	240	55	5	277	159	773	7326

TOTAL BY PERIOD																		
4:00 PM	to 4:15 PM	16	1	217	40	5	88	235	19	0	43	27	7	0	38	19	87	842
4:15 PM	to 4:30 PM	5	8	245	46	2	102	254	26	0	39	16	9	0	35	14	93	894
4:30 PM	to 4:45 PM	13	7	223	42	4	92	234	37	0	41	27	5	0	45	31	122	923
4:45 PM	to 5:00 PM	10	5	263	35	4	90	273	42	0	31	36	8	1	29	14	81	922
5:00 PM	to 5:15 PM	17	5	237	36	4	100	223	29	0	38	25	1	1	29	24	95	864
5:15 PM	to 5:30 PM	7	6	304	42	2	98	361	47	0	41	35	8	2	28	19	91	1091
5:30 PM	to 5:45 PM	18	2	188	46	1	91	222	36	0	47	41	8	0	30	13	118	861
5:45 PM	to 6:00 PM	8	4	245	49	3	98	249	36	0	40	33	9	1	43	25	86	929

HOURLY TOTALS																		
4:00 PM	to 5:00 PM	44	21	948	163	15	372	996	124	0	154	106	29	1	147	78	383	3581
4:15 PM	to 5:15 PM	45	25	968	159	14	384	984	134	0	149	104	23	2	138	83	391	3603
4:30 PM	to 5:30 PM	47	23	1027	155	14	380	1091	155	0	151	123	22	4	131	88	389	3800
4:45 PM	to 5:45 PM	52	18	992	159	11	379	1079	154	0	157	137	25	4	116	70	385	3738
5:00 PM	to 6:00 PM	50	17	974	173	10	387	1055	148	0	166	134	26	4	130	81	390	3745

PEAK HOUR SUMMARY																	
4:30 PM to 5:30 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME	47	23	1027	155	14	380	1091	155	0	151	123	22	4	131	88	389	3800
PEDESTRIAN																	47
BICYCLE																	40
PHF BY MOVEMENT	0.69	0.82	0.84	0.92	0.88	0.95	0.76	0.82	0.00	0.92	0.85	0.69	0.50	0.73	0.71	0.80	OVERALL
PHF BY APPROACH	0.87				0.81				0.88				0.77				0.87

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/30/2013			DAY: THURSDAY		
N-S APPROACH: SAN ANTONIO ROAD			SURVEY TIME: 4:00 PM			TO 6:00 PM		
E-W APPROACH: CALIFORNIA STREET			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-2PM		

<p>PEAK HOUR 4:30 PM TO 5:30 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">SAN ANTONIO ROAD</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 8</p> <p style="text-align: center;">5 3</p> <p style="text-align: center;">E-LEG TOTAL 34</p> <p style="text-align: center;">8 8</p> <p style="text-align: center;">23 26</p> <p style="text-align: center;">W-LEG TOTAL 31</p> <p style="text-align: center;">3 4</p> <p style="text-align: center;">S-LEG TOTAL 7</p>
--	--

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	2	0	0	0	0	1	0	0	0	0	3
4:15 PM	to 4:30 PM	1	0	2	0	0	0	2	3	0	0	2	0	10
4:30 PM	to 4:45 PM	1	0	4	0	1	1	2	4	0	0	3	1	17
4:45 PM	to 5:00 PM	1	0	4	0	1	2	2	13	0	1	4	1	29
5:00 PM	to 5:15 PM	1	0	5	0	2	2	3	18	0	1	5	1	38
5:15 PM	to 5:30 PM	1	1	5	1	2	2	3	25	0	1	8	1	50
5:30 PM	to 5:45 PM	1	1	5	1	3	2	3	33	0	1	13	1	64
5:45 PM	to 6:00 PM	1	2	6	1	4	2	3	40	0	1	16	1	77
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	2	0	0	0	0	1	0	0	0	0	3
4:15 PM	to 4:30 PM	1	0	0	0	0	0	2	2	0	0	2	0	7
4:30 PM	to 4:45 PM	0	0	2	0	1	1	0	1	0	0	1	1	7
4:45 PM	to 5:00 PM	0	0	0	0	0	1	0	9	0	1	1	0	12
5:00 PM	to 5:15 PM	0	0	1	0	1	0	1	5	0	0	1	0	9
5:15 PM	to 5:30 PM	0	1	0	1	0	0	0	7	0	0	3	0	12
5:30 PM	to 5:45 PM	0	0	0	0	1	0	0	8	0	0	5	0	14
5:45 PM	to 6:00 PM	0	1	1	0	1	0	0	7	0	0	3	0	13
HOURLY TOTALS														
4:00 PM	to 5:00 PM	1	0	4	0	1	2	2	13	0	1	4	1	29
4:15 PM	to 5:15 PM	1	0	3	0	2	2	3	17	0	1	5	1	35
4:30 PM	to 5:30 PM	0	1	3	1	2	2	1	22	0	1	6	1	40
4:45 PM	to 5:45 PM	0	1	1	1	2	1	1	29	0	1	10	0	47
5:00 PM	to 6:00 PM	0	2	2	1	3	0	1	27	0	0	12	0	48

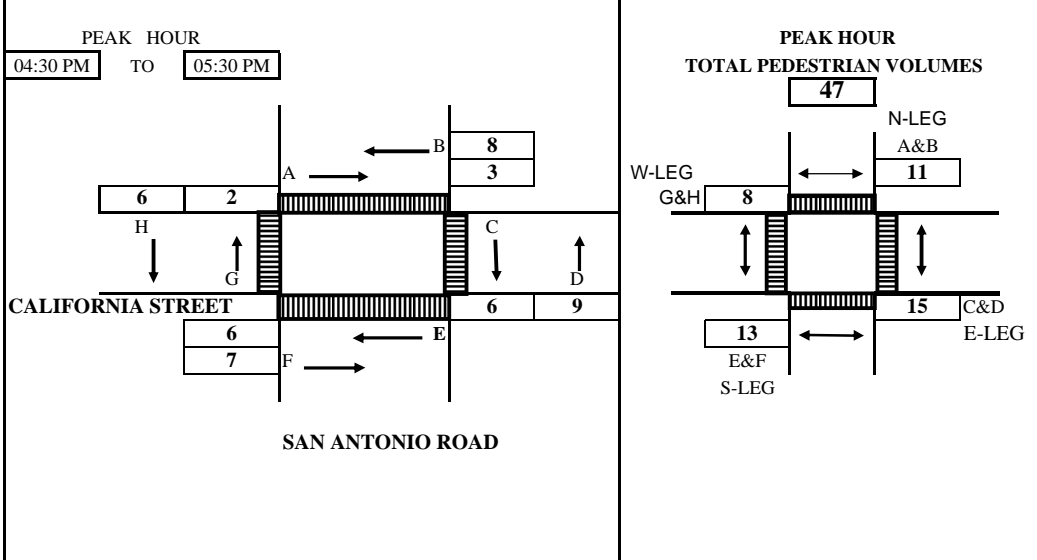
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

4:30 PM	to	5:30 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			4	5	23	8	40

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013	
N-S APPROACH: SAN ANTONIO ROAD		DAY: THURSDAY	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD 4:00 PM TO 6:00 PM		FILE: 3305059-2PM	

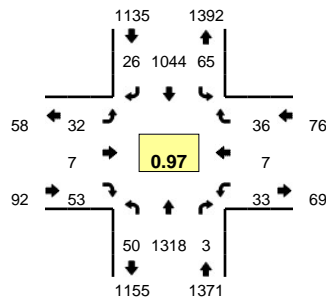


TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	1	0	0	0	2	3	0	1	7
04:15 PM	--- 04:30 PM	1	0	0	0	4	3	2	2	12
04:30 PM	--- 04:45 PM	2	4	1	1	5	4	2	5	24
04:45 PM	--- 05:00 PM	4	4	3	3	5	8	3	8	38
05:00 PM	--- 05:15 PM	4	6	3	4	5	8	4	8	42
05:15 PM	--- 05:30 PM	4	8	6	9	10	10	4	8	59
05:30 PM	--- 05:45 PM	6	8	6	10	11	13	5	9	68
05:45 PM	--- 06:00 PM	7	14	8	10	13	15	5	9	81
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	1	0	0	0	2	3	0	1	7
04:15 PM	--- 04:30 PM	0	0	0	0	2	0	2	1	5
04:30 PM	--- 04:45 PM	1	4	1	1	1	1	0	3	12
04:45 PM	--- 05:00 PM	2	0	2	2	0	4	1	3	14
05:00 PM	--- 05:15 PM	0	2	0	1	0	0	1	0	4
05:15 PM	--- 05:30 PM	0	2	3	5	5	2	0	0	17
05:30 PM	--- 05:45 PM	2	0	0	1	1	3	1	1	9
05:45 PM	--- 06:00 PM	1	6	2	0	2	2	0	0	13
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	4	4	3	3	5	8	3	8	38
04:15 PM	--- 05:15 PM	3	6	3	4	3	5	4	7	35
04:30 PM	--- 05:30 PM	3	8	6	9	6	7	2	6	47
04:45 PM	--- 05:45 PM	4	4	5	9	6	9	3	4	44
05:00 PM	--- 06:00 PM	3	10	5	7	8	7	2	1	43
Tel : (510) 232-1271					Fax: (510) 232-1272					

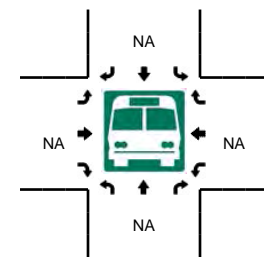
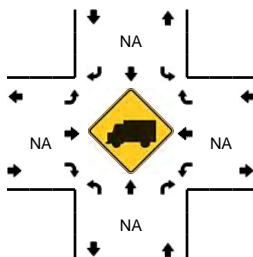
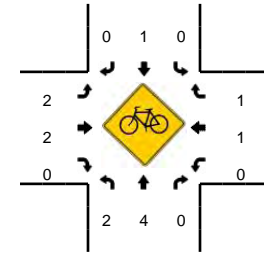
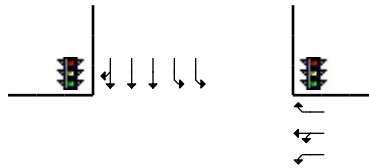
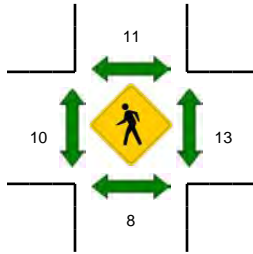
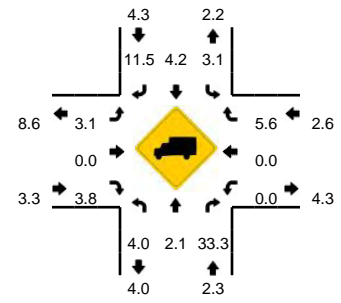
4:30 PM to 5:30 PM						
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL	
PEDESTRIAN	11	13	15	8	47	

LOCATION: San Antonio Rd -- Fayette Dr
CITY/STATE: Mountain View, CA

QC JOB #: 11227709
DATE: Tue, Sep 10 2013



Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

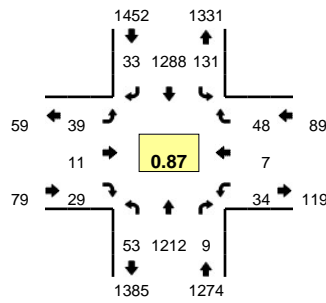


5-Min Count Period Beginning At	San Antonio Rd (Northbound)				San Antonio Rd (Southbound)				Fayette Dr (Eastbound)				Fayette Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	48	0	1	2	40	0	0	0	0	0	0	1	0	0	0	93	
7:05 AM	0	41	1	1	2	40	0	1	0	0	1	0	0	0	1	0	88	
7:10 AM	0	41	0	0	3	47	2	1	5	2	2	0	1	0	4	0	108	
7:15 AM	1	60	0	2	6	48	0	1	1	0	1	0	0	0	3	0	123	
7:20 AM	1	67	1	0	3	63	3	0	1	1	1	0	2	0	2	0	145	
7:25 AM	2	58	0	3	1	69	3	1	2	0	0	0	0	0	1	0	140	
7:30 AM	0	60	0	0	6	33	3	1	2	0	1	0	1	0	2	0	109	
7:35 AM	0	62	0	1	8	71	0	0	4	1	2	0	2	0	3	0	154	
7:40 AM	4	81	1	1	4	91	2	1	0	0	2	0	2	1	3	0	193	
7:45 AM	3	70	1	0	3	92	2	1	2	0	11	0	4	0	2	0	191	
7:50 AM	1	110	0	2	6	105	3	1	2	0	8	0	2	2	2	0	244	
7:55 AM	3	106	1	1	2	100	4	1	2	0	6	0	2	0	4	0	232	1820
8:00 AM	0	91	0	2	8	80	1	0	1	1	7	0	5	0	2	0	198	1925
8:05 AM	0	127	1	0	4	89	4	1	2	0	3	0	1	0	3	0	235	2072
8:10 AM	2	100	0	2	9	94	1	0	1	1	1	0	2	1	2	0	216	2180
8:15 AM	2	106	0	2	7	86	0	0	2	0	5	0	3	1	4	0	218	2275
8:20 AM	4	111	0	3	2	89	1	0	3	1	4	0	2	0	2	0	222	2352
8:25 AM	1	130	0	1	6	91	3	1	3	0	3	0	5	0	2	0	246	2458
8:30 AM	2	119	1	1	3	67	1	0	2	0	1	0	1	0	5	0	203	2552
8:35 AM	3	119	0	5	2	69	3	0	6	1	6	0	1	0	3	0	218	2616
8:40 AM	4	109	0	3	8	103	3	1	1	2	5	0	3	1	3	0	246	2669
8:45 AM	3	90	0	3	2	71	2	1	7	1	4	0	6	2	4	0	196	2674
8:50 AM	8	92	0	3	2	79	1	3	5	2	2	0	0	1	1	0	199	2629
8:55 AM	1	93	0	2	2	73	6	0	3	0	3	0	0	0	3	0	186	2583
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	1388	0	24	60	1064	16	4	32	4	48	0	40	4	32	0	2744	
Heavy Trucks	0	32	0		0	28	0		4	0	0		0	0	0		64	
Pedestrians		4				40				12				28			84	
Bicycles	1	2	0		0	0	0		2	0	0		0	0	0		5	
Railroad																		
Stopped Buses																		

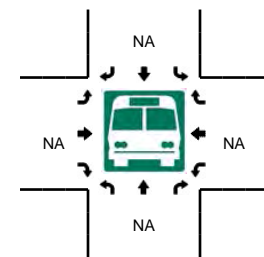
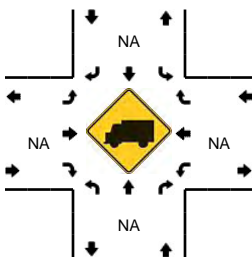
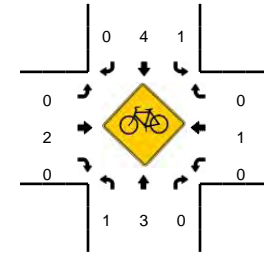
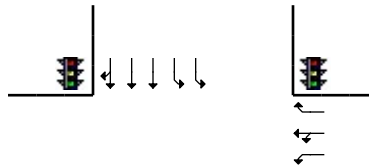
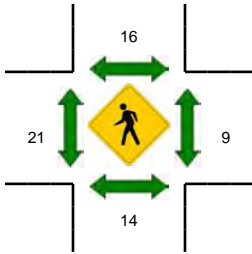
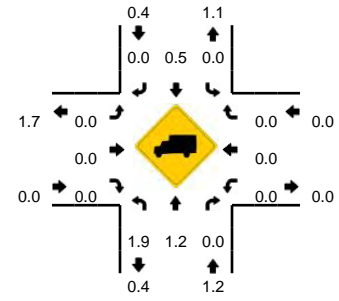
Comments:

LOCATION: San Antonio Rd -- Fayette Dr
CITY/STATE: Mountain View, CA

QC JOB #: 11227710
DATE: Tue, Sep 10 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:40 PM -- 5:55 PM



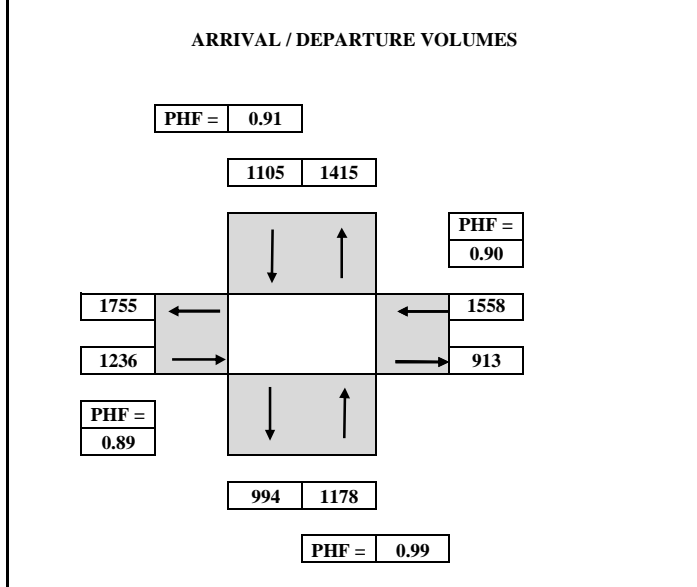
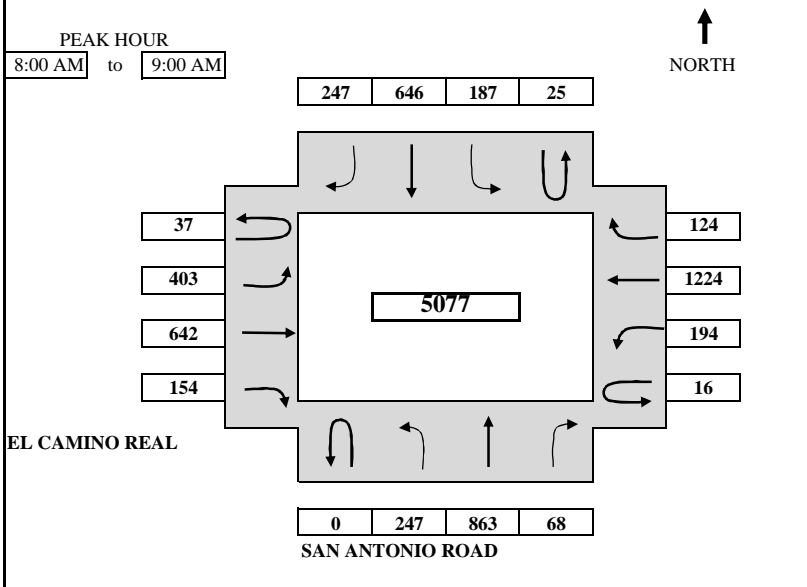
5-Min Count Period Beginning At	San Antonio Rd (Northbound)				San Antonio Rd (Southbound)				Fayette Dr (Eastbound)				Fayette Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	94	0	3	9	79	4	2	4	0	2	0	3	0	4	0	207	
4:05 PM	1	88	1	1	4	68	2	7	5	0	0	0	2	0	4	0	183	
4:10 PM	3	88	1	1	11	93	2	5	3	0	2	0	3	0	6	0	218	
4:15 PM	3	82	2	2	5	63	4	4	1	1	6	0	3	0	1	0	177	
4:20 PM	2	75	0	3	6	77	1	0	7	0	2	0	3	0	1	0	177	
4:25 PM	0	87	0	4	12	100	5	2	3	0	2	0	3	0	1	0	219	
4:30 PM	2	84	2	6	6	45	3	5	4	0	1	0	1	0	1	0	160	
4:35 PM	1	115	0	6	5	108	6	2	4	1	0	0	5	0	2	0	255	
4:40 PM	2	79	0	2	9	60	4	1	1	1	5	0	6	1	4	0	175	
4:45 PM	0	129	1	2	15	81	4	3	3	0	3	0	1	0	5	0	247	
4:50 PM	3	73	0	4	6	76	2	2	3	1	3	0	4	1	5	0	183	
4:55 PM	3	102	2	4	13	88	2	3	1	0	2	0	3	0	5	0	228	2429
5:00 PM	1	116	0	3	5	87	3	1	7	1	3	0	3	0	2	0	232	2454
5:05 PM	0	98	1	2	15	120	3	2	1	2	1	0	2	0	3	0	250	2521
5:10 PM	0	99	0	3	9	79	3	2	3	1	5	0	1	0	3	0	208	2511
5:15 PM	0	104	0	5	7	88	0	3	3	0	1	0	2	1	5	0	219	2553
5:20 PM	1	107	2	2	8	103	3	2	4	0	5	0	2	2	1	0	242	2618
5:25 PM	0	80	2	1	8	82	4	1	3	0	2	0	3	2	3	0	191	2590
5:30 PM	4	114	1	3	6	102	1	4	3	1	2	0	3	1	2	0	247	2677
5:35 PM	1	92	0	2	8	104	4	3	3	2	7	0	1	0	3	0	230	2652
5:40 PM	3	97	0	2	8	136	4	3	5	2	1	0	1	0	4	0	266	2743
5:45 PM	3	105	1	5	8	120	2	4	1	2	2	0	6	1	14	0	274	2770
5:50 PM	3	112	0	5	11	140	4	5	3	0	0	0	6	0	2	0	291	2878
5:55 PM	3	88	2	1	6	127	2	2	3	0	0	0	4	0	6	0	244	2894
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	1256	4	48	108	1584	40	48	36	16	12	0	52	4	80	0	3324	
Heavy Trucks	0	20	0		0	0	0		0	0	0		0	0	0		20	
Pedestrians		8				16				16				12			52	
Bicycles	1	3	0		0	3	0		0	0	0		0	0	0		7	
Railroad																		
Stopped Buses																		

Comments:

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-1AM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																			
7:00 AM	to	7:15 AM	0	24	73	5	9	26	48	49	3	18	56	17	4	23	185	34	574
7:15 AM	to	7:30 AM	0	56	151	11	10	59	142	97	8	57	144	33	10	55	441	61	1335
7:30 AM	to	7:45 AM	1	88	292	23	12	82	268	159	21	116	238	53	17	101	742	101	2314
7:45 AM	to	8:00 AM	1	128	461	32	17	118	459	239	31	189	354	94	20	169	1051	130	3493
8:00 AM	to	8:15 AM	1	184	684	50	21	168	632	316	40	290	473	129	26	229	1341	174	4758
8:15 AM	to	8:30 AM	1	242	909	63	25	206	823	368	48	398	651	181	30	267	1634	195	6041
8:30 AM	to	8:45 AM	1	305	1117	87	33	264	968	425	58	500	839	214	33	311	1986	231	7372
8:45 AM	to	9:00 AM	1	375	1324	100	42	305	1105	486	68	592	996	248	36	363	2275	254	8570

TOTAL BY PERIOD																			
7:00 AM	to	7:15 AM	0	24	73	5	9	26	48	49	3	18	56	17	4	23	185	34	574
7:15 AM	to	7:30 AM	0	32	78	6	1	33	94	48	5	39	88	16	6	32	256	27	761
7:30 AM	to	7:45 AM	1	32	141	12	2	23	126	62	13	59	94	20	7	46	301	40	979
7:45 AM	to	8:00 AM	0	40	169	9	5	36	191	80	10	73	116	41	3	68	309	29	1179
8:00 AM	to	8:15 AM	0	56	223	18	4	50	173	77	9	101	119	35	6	60	290	44	1265
8:15 AM	to	8:30 AM	0	58	225	13	4	38	191	52	8	108	178	52	4	38	293	21	1283
8:30 AM	to	8:45 AM	0	63	208	24	8	58	145	57	10	102	188	33	3	44	352	36	1331
8:45 AM	to	9:00 AM	0	70	207	13	9	41	137	61	10	92	157	34	3	52	289	23	1198

HOURLY TOTALS																			
7:00 AM	to	8:00 AM	1	128	461	32	17	118	459	239	31	189	354	94	20	169	1051	130	3493
7:15 AM	to	8:15 AM	1	160	611	45	12	142	584	267	37	272	417	112	22	206	1156	140	4184
7:30 AM	to	8:30 AM	1	186	758	52	15	147	681	271	40	341	507	148	20	212	1193	134	4706
7:45 AM	to	8:45 AM	0	217	825	64	21	182	700	266	37	384	601	161	16	210	1244	130	5058
8:00 AM	to	9:00 AM	0	247	863	68	25	187	646	247	37	403	642	154	16	194	1224	124	5077

PEAK HOUR SUMMARY																				
8:00 AM	to	9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	247	863	68	25	187	646	247	37	403	642	154	16	194	1224	124	5077
			PEDESTRIAN																	81
			BICYCLE																	25
			PHF BY MOVEMENT	0.00	0.88	0.96	0.71	0.69	0.81	0.85	0.80	0.93	0.93	0.85	0.74	0.67	0.81	0.87	0.70	OVERALL
			PHF BY APPROACH	0.99				0.91				0.89				0.90				0.95

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/30/2013			DAY: THURSDAY		
N-S APPROACH: SAN ANTONIO ROAD			SURVEY TIME: 7:00 AM			TO 9:00 AM		
E-W APPROACH: EL CAMINO REAL			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-1AM		

<p style="text-align: center;">PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">NORTH ↑</p> <p style="text-align: center;">WEST - LEG EAST - LEG</p> <p style="text-align: center;">EL CAMINO REAL SAN ANTONIO ROAD</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 11</p> <p style="text-align: center;">6 5</p> <p style="text-align: center;">E-LEG TOTAL 13</p> <p style="text-align: center;">5 ← 7</p> <p style="text-align: center;">7 → 6</p> <p style="text-align: center;">W-LEG TOTAL 12</p> <p style="text-align: center;">9 5</p> <p style="text-align: center;">S-LEG TOTAL 14</p>
--	--

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
7:15 AM	to 7:30 AM	0	2	1	0	0	0	0	0	0	1	1	0	5
7:30 AM	to 7:45 AM	0	2	1	0	2	0	0	1	1	2	3	0	12
7:45 AM	to 8:00 AM	0	2	1	0	2	0	0	2	2	2	6	0	17
8:00 AM	to 8:15 AM	0	3	1	0	3	0	0	3	2	3	9	0	24
8:15 AM	to 8:30 AM	0	3	2	0	3	0	0	3	3	4	9	0	27
8:30 AM	to 8:45 AM	0	4	2	0	5	0	1	6	3	4	10	0	35
8:45 AM	to 9:00 AM	0	6	2	0	8	0	1	7	3	4	11	0	42
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
7:15 AM	to 7:30 AM	0	2	0	0	0	0	0	0	0	0	1	0	3
7:30 AM	to 7:45 AM	0	0	0	0	2	0	0	1	1	1	2	0	7
7:45 AM	to 8:00 AM	0	0	0	0	0	0	0	1	1	0	3	0	5
8:00 AM	to 8:15 AM	0	1	0	0	1	0	0	1	0	1	3	0	7
8:15 AM	to 8:30 AM	0	0	1	0	0	0	0	0	1	1	0	0	3
8:30 AM	to 8:45 AM	0	1	0	0	2	0	1	3	0	0	1	0	8
8:45 AM	to 9:00 AM	0	2	0	0	3	0	0	1	0	0	1	0	7
HOURLY TOTALS														
7:00 AM	to 8:00 AM	0	2	1	0	2	0	0	2	2	2	6	0	17
7:15 AM	to 8:15 AM	0	3	0	0	3	0	0	3	2	2	9	0	22
7:30 AM	to 8:30 AM	0	1	1	0	3	0	0	3	3	3	8	0	22
7:45 AM	to 8:45 AM	0	2	1	0	3	0	1	5	2	2	7	0	23
8:00 AM	to 9:00 AM	0	4	1	0	6	0	1	5	1	2	5	0	25

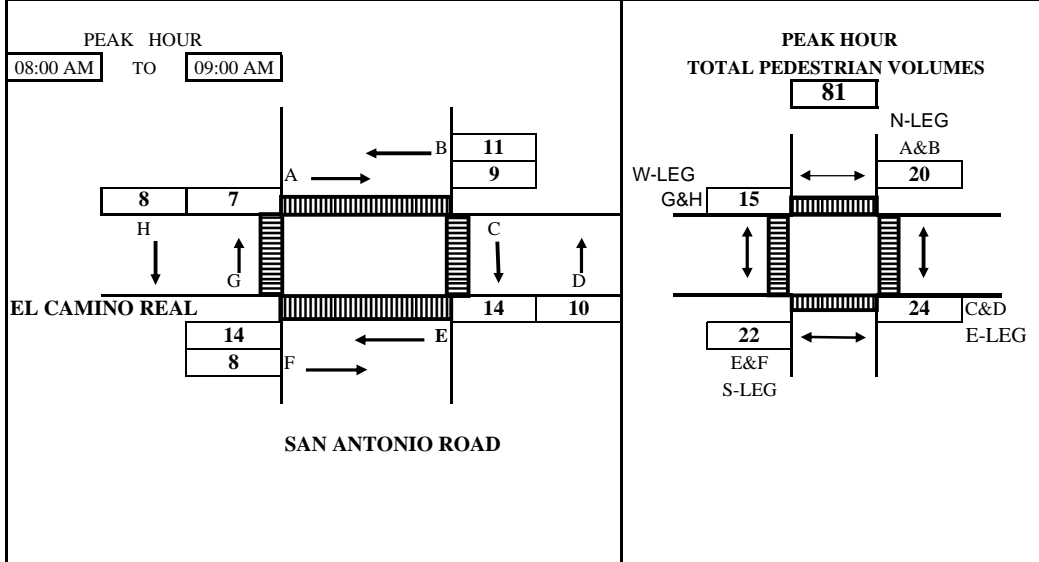
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM	to	9:00 AM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			5	6	7	7	25

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: SAN ANTONIO ROAD	DAY: THURSDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-1AM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	--- 07:15 AM	0	4	3	2	2	1	1	0	13
07:15 AM	--- 07:30 AM	1	5	8	2	9	2	3	4	34
07:30 AM	--- 07:45 AM	1	8	8	5	10	3	4	12	51
07:45 AM	--- 08:00 AM	1	10	9	8	11	5	6	17	67
08:00 AM	--- 08:15 AM	3	14	12	9	14	6	10	17	85
08:15 AM	--- 08:30 AM	7	15	13	13	17	6	13	19	103
08:30 AM	--- 08:45 AM	8	20	15	17	17	7	13	22	119
08:45 AM	--- 09:00 AM	10	21	23	18	25	13	13	25	148
TOTAL BY PERIOD										
07:00 AM	--- 07:15 AM	0	4	3	2	2	1	1	0	13
07:15 AM	--- 07:30 AM	1	1	5	0	7	1	2	4	21
07:30 AM	--- 07:45 AM	0	3	0	3	1	1	1	8	17
07:45 AM	--- 08:00 AM	0	2	1	3	1	2	2	5	16
08:00 AM	--- 08:15 AM	2	4	3	1	3	1	4	0	18
08:15 AM	--- 08:30 AM	4	1	1	4	3	0	3	2	18
08:30 AM	--- 08:45 AM	1	5	2	4	0	1	0	3	16
08:45 AM	--- 09:00 AM	2	1	8	1	8	6	0	3	29
HOURLY TOTALS										
07:00 AM	--- 08:00 AM	1	10	9	8	11	5	6	17	67
07:15 AM	--- 08:15 AM	3	10	9	7	12	5	9	17	72
07:30 AM	--- 08:30 AM	6	10	5	11	8	4	10	15	69
07:45 AM	--- 08:45 AM	7	12	7	12	7	4	9	10	68
08:00 AM	--- 09:00 AM	9	11	14	10	14	8	7	8	81

Tel : (510) 232-1271

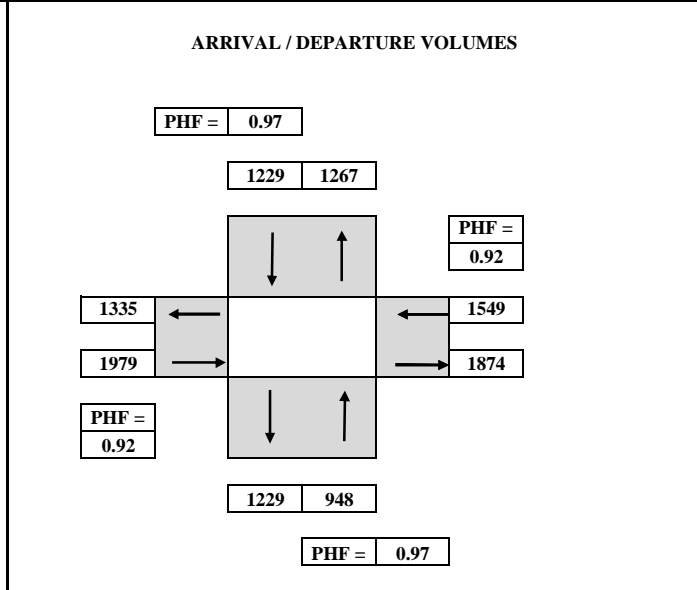
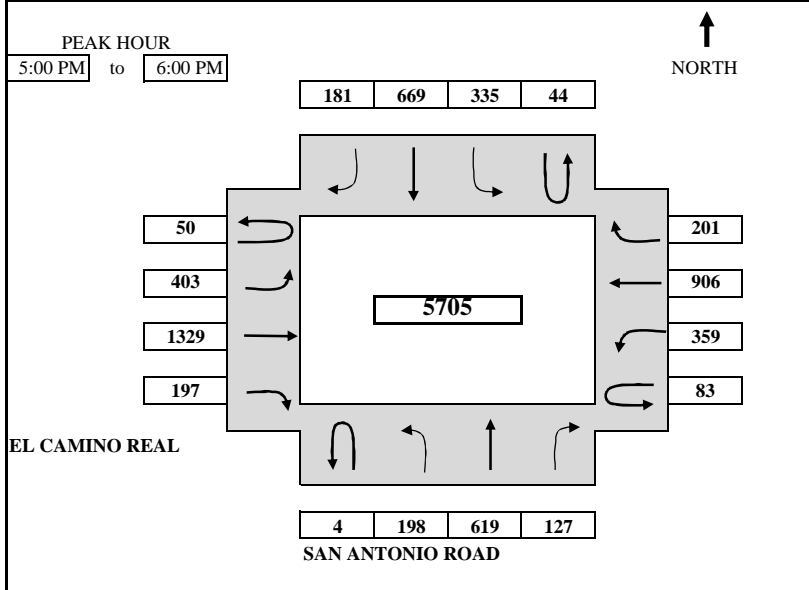
Fax: (510) 232-1272

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	20	22	24	15	81

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	SAN ANTONIO ROAD	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-1PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																			
4:00 PM	to	4:15 PM	2	53	146	21	8	75	146	41	6	99	306	45	12	63	273	55	1351
4:15 PM	to	4:30 PM	2	119	288	52	21	141	319	83	17	183	631	87	26	138	516	111	2734
4:30 PM	to	4:45 PM	2	159	437	76	34	221	457	120	25	269	973	141	41	217	752	172	4096
4:45 PM	to	5:00 PM	2	199	594	110	50	298	627	154	40	379	1305	190	64	295	995	215	5517
5:00 PM	to	5:15 PM	4	258	751	134	59	377	789	194	49	491	1639	231	83	404	1218	271	6952
5:15 PM	to	5:30 PM	5	305	915	166	68	458	971	226	60	562	1918	275	111	499	1457	328	8324
5:30 PM	to	5:45 PM	5	346	1063	200	85	550	1129	277	77	667	2290	321	133	583	1687	377	9790
5:45 PM	to	6:00 PM	6	397	1213	237	94	633	1296	335	90	782	2634	387	147	654	1901	416	11222

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	2	53	146	21	8	75	146	41	6	99	306	45	12	63	273	55	1351
4:15 PM	to	4:30 PM	0	66	142	31	13	66	173	42	11	84	325	42	14	75	243	56	1383
4:30 PM	to	4:45 PM	0	40	149	24	13	80	138	37	8	86	342	54	15	79	236	61	1362
4:45 PM	to	5:00 PM	0	40	157	34	16	77	170	34	15	110	332	49	23	78	243	43	1421
5:00 PM	to	5:15 PM	2	59	157	24	9	79	162	40	9	112	334	41	19	109	223	56	1435
5:15 PM	to	5:30 PM	1	47	164	32	9	81	182	32	11	71	279	44	28	95	239	57	1372
5:30 PM	to	5:45 PM	0	41	148	34	17	92	158	51	17	105	372	46	22	84	230	49	1466
5:45 PM	to	6:00 PM	1	51	150	37	9	83	167	58	13	115	344	66	14	71	214	39	1432

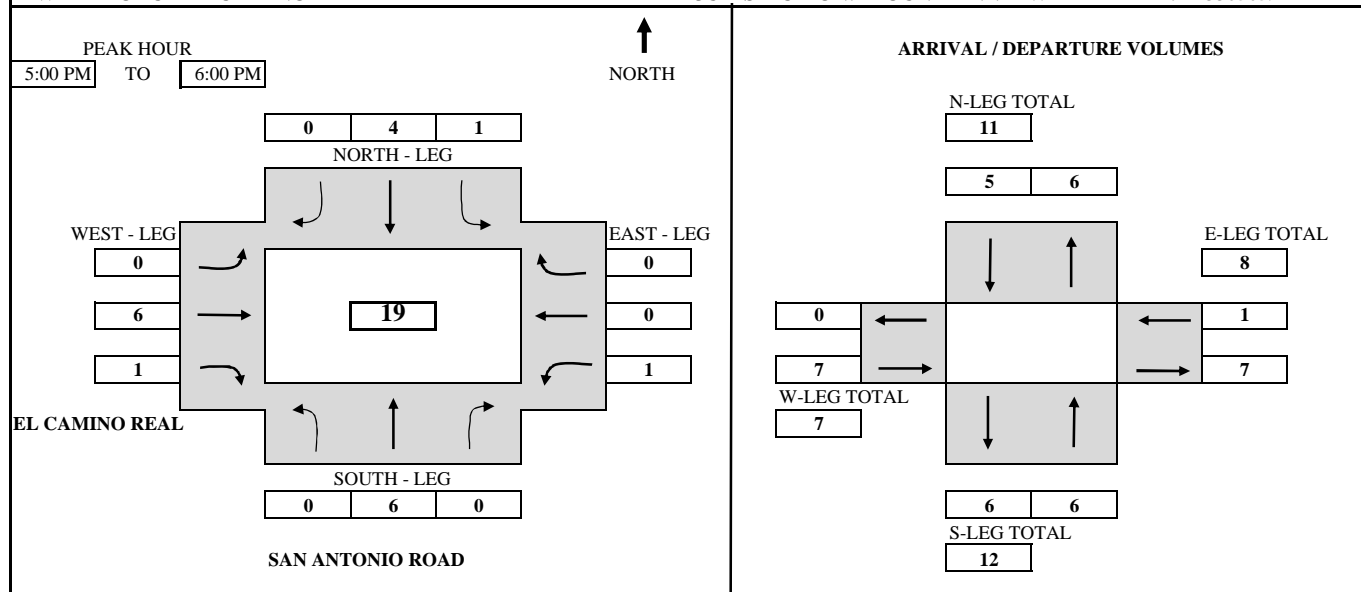
HOURLY TOTALS																			
4:00 PM	to	5:00 PM	2	199	594	110	50	298	627	154	40	379	1305	190	64	295	995	215	5517
4:15 PM	to	5:15 PM	2	205	605	113	51	302	643	153	43	392	1333	186	71	341	945	216	5601
4:30 PM	to	5:30 PM	3	186	627	114	47	317	652	143	43	379	1287	188	85	361	941	217	5590
4:45 PM	to	5:45 PM	3	187	626	124	51	329	672	157	52	398	1317	180	92	366	935	205	5694
5:00 PM	to	6:00 PM	4	198	619	127	44	335	669	181	50	403	1329	197	83	359	906	201	5705

PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	4	198	619	127	44	335	669	181	50	403	1329	197	83	359	906	201	5705
			PEDESTRIAN																	121
			BICYCLE																	19
			PHF BY MOVEMENT	0.50	0.84	0.94	0.86	0.65	0.91	0.92	0.78	0.74	0.88	0.89	0.75	0.74	0.82	0.95	0.88	OVERALL
			PHF BY APPROACH	0.97				0.97				0.92				0.92				0.97

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013	DAY: THURSDAY
N-S APPROACH: SAN ANTONIO ROAD	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW	FILE: 3305059-1PM



TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	

SURVEY DATA															
4:00 PM	to	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	to	4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	to	4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
4:45 PM	to	5:00 PM	0	0	0	0	0	0	1	5	0	1	1	0	8
5:00 PM	to	5:15 PM	0	1	0	0	1	0	1	5	0	1	1	0	10
5:15 PM	to	5:30 PM	0	3	0	0	1	0	1	8	0	1	1	0	15
5:30 PM	to	5:45 PM	0	3	0	0	1	0	1	9	0	1	1	0	16
5:45 PM	to	6:00 PM	0	6	0	1	4	0	1	11	1	2	1	0	27

TOTAL BY PERIOD															
4:00 PM	to	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	to	4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	to	4:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 PM	to	5:00 PM	0	0	0	0	0	0	1	2	0	1	0	0	4
5:00 PM	to	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	to	5:30 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
5:30 PM	to	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	to	6:00 PM	0	3	0	1	3	0	0	2	1	1	0	0	11

HOURLY TOTALS															
4:00 PM	to	5:00 PM	0	0	0	0	0	0	1	5	0	1	1	0	8
4:15 PM	to	5:15 PM	0	1	0	0	1	0	1	4	0	1	1	0	9
4:30 PM	to	5:30 PM	0	3	0	0	1	0	1	6	0	1	1	0	13
4:45 PM	to	5:45 PM	0	3	0	0	1	0	1	6	0	1	0	0	12
5:00 PM	to	6:00 PM	0	6	0	1	4	0	0	6	1	1	0	0	19

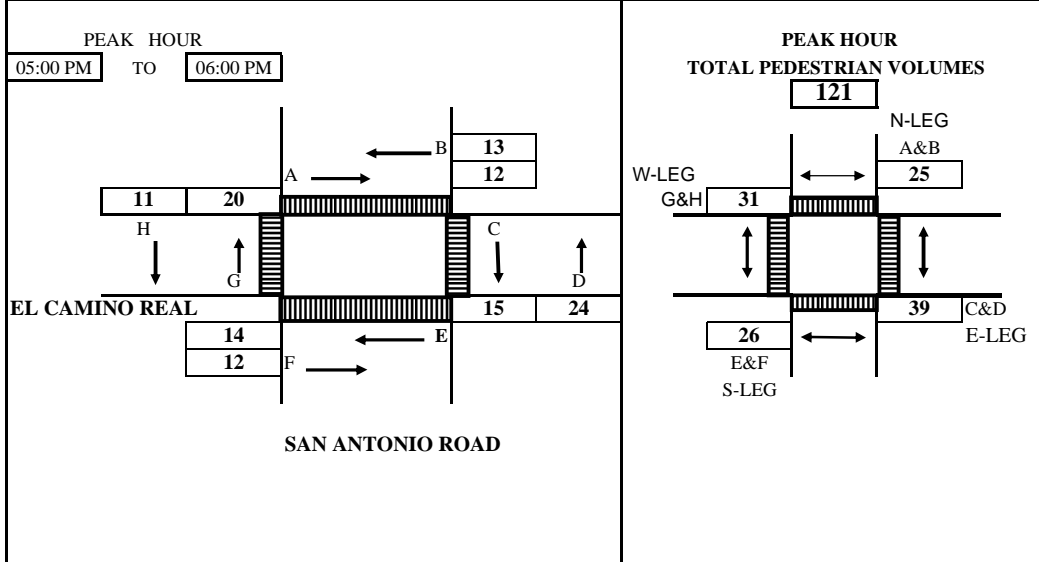
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			6	5	7	1	19

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: SAN ANTONIO ROAD	DAY: THURSDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 4:00 PM TO 6:00 PM	FILE: 3305059-1PM

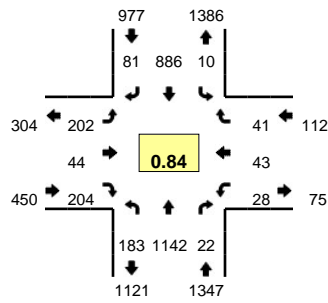


TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	1	0	3	6	0	4	0	0	14
04:15 PM	--- 04:30 PM	3	1	12	10	12	13	3	2	56
04:30 PM	--- 04:45 PM	5	8	20	12	15	17	8	7	92
04:45 PM	--- 05:00 PM	9	11	26	18	17	20	12	9	122
05:00 PM	--- 05:15 PM	14	13	34	18	22	20	19	12	152
05:15 PM	--- 05:30 PM	16	16	36	34	22	26	21	17	188
05:30 PM	--- 05:45 PM	18	21	39	36	29	27	30	19	219
05:45 PM	--- 06:00 PM	21	24	41	42	31	32	32	20	243
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	1	0	3	6	0	4	0	0	14
04:15 PM	--- 04:30 PM	2	1	9	4	12	9	3	2	42
04:30 PM	--- 04:45 PM	2	7	8	2	3	4	5	5	36
04:45 PM	--- 05:00 PM	4	3	6	6	2	3	4	2	30
05:00 PM	--- 05:15 PM	5	2	8	0	5	0	7	3	30
05:15 PM	--- 05:30 PM	2	3	2	16	0	6	2	5	36
05:30 PM	--- 05:45 PM	2	5	3	2	7	1	9	2	31
05:45 PM	--- 06:00 PM	3	3	2	6	2	5	2	1	24
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	9	11	26	18	17	20	12	9	122
04:15 PM	--- 05:15 PM	13	13	31	12	22	16	19	12	138
04:30 PM	--- 05:30 PM	13	15	24	24	10	13	18	15	132
04:45 PM	--- 05:45 PM	13	13	19	24	14	10	22	12	127
05:00 PM	--- 06:00 PM	12	13	15	24	14	12	20	11	121
Tel : (510) 232-1271					Fax: (510) 232-1272					

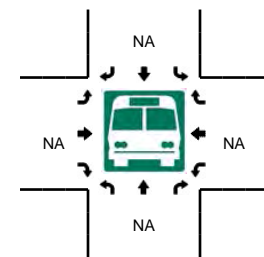
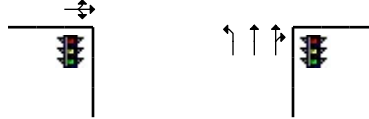
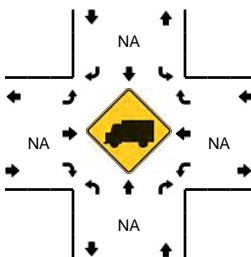
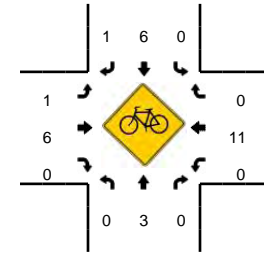
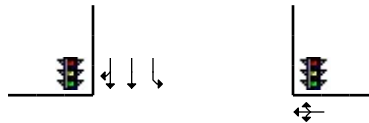
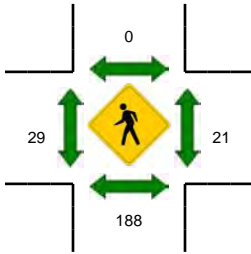
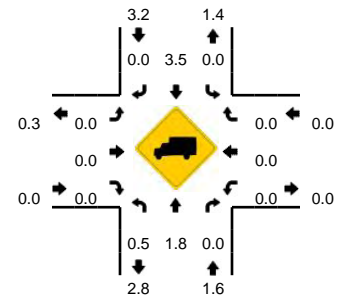
5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			25	26	39	31	121

LOCATION: San Antonio Rd -- W Portola Ave
CITY/STATE: Los Altos, CA

QC JOB #: 11227701
DATE: Tue, Sep 10 2013



Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

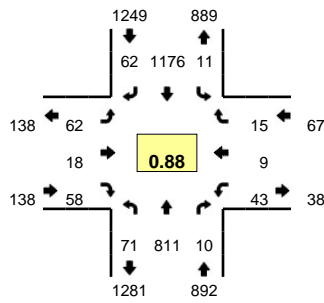


5-Min Count Period Beginning At	San Antonio Rd (Southbound)				San Antonio Rd (Southbound)				W Portola Ave (Eastbound)				W Portola Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	32	0	0	0	23	1	0	1	3	0	0	2	0	0	0	65	
7:05 AM	2	32	0	1	0	33	3	0	1	0	2	0	2	1	1	0	78	
7:10 AM	7	26	0	0	1	41	4	0	10	0	2	0	0	1	2	0	94	
7:15 AM	11	57	0	0	0	41	6	0	9	1	7	0	1	0	1	0	134	
7:20 AM	5	55	0	0	0	23	4	0	5	0	6	0	0	1	1	0	100	
7:25 AM	6	59	0	0	0	54	3	0	5	2	3	0	2	0	2	0	136	
7:30 AM	7	39	0	0	0	31	7	0	3	2	2	0	1	2	2	0	96	
7:35 AM	10	76	0	0	0	61	12	0	4	0	2	0	2	0	1	0	168	
7:40 AM	10	69	0	0	0	66	4	0	9	0	3	0	3	2	1	0	167	
7:45 AM	22	66	2	0	0	55	6	1	13	1	15	0	0	5	1	0	187	
7:50 AM	35	79	1	1	2	75	12	0	12	3	19	0	3	5	2	0	249	
7:55 AM	17	72	3	0	1	111	8	0	9	3	24	0	1	8	4	0	261	1735
8:00 AM	18	94	2	0	0	62	12	0	17	9	27	0	2	8	4	0	255	1925
8:05 AM	10	102	0	0	1	72	5	0	36	6	27	0	1	8	3	0	271	2118
8:10 AM	23	149	3	0	2	101	10	0	17	3	16	0	0	3	2	0	329	2353
8:15 AM	22	86	1	0	0	56	5	0	20	4	14	0	5	3	1	0	217	2436
8:20 AM	13	68	1	1	0	80	13	0	11	3	17	0	3	5	6	0	221	2557
8:25 AM	26	106	2	1	1	66	6	0	20	1	10	0	5	2	4	0	250	2671
8:30 AM	8	83	1	0	0	75	1	0	25	7	22	0	5	1	5	0	233	2808
8:35 AM	5	103	1	0	2	54	1	1	17	2	19	0	1	0	3	0	209	2849
8:40 AM	2	93	5	0	0	75	6	0	13	1	5	0	1	0	2	0	203	2885
8:45 AM	1	107	2	0	0	59	2	0	5	2	4	0	1	0	5	0	188	2886
8:50 AM	3	88	0	0	0	51	0	0	3	2	7	0	3	3	2	0	162	2799
8:55 AM	2	83	1	0	0	64	3	0	8	2	0	0	5	0	2	0	170	2708
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	204	1380	20	0	12	940	108	0	280	72	280	0	12	76	36	0	3420	
Heavy Trucks	0	28	0		0	36	0		0	0	0		0	0	0		64	
Pedestrians		196				0				36				28			260	
Bicycles	0	0	0		0	0	1		0	1	0		0	4	0		6	
Railroad																		
Stopped Buses																		

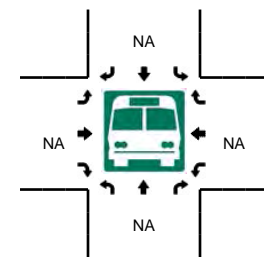
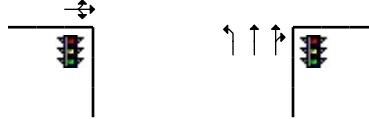
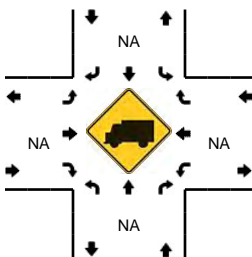
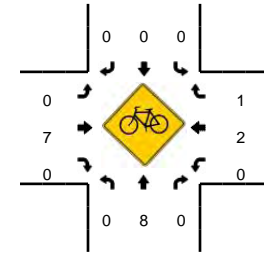
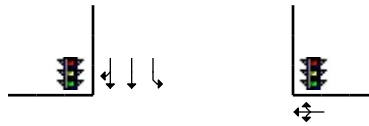
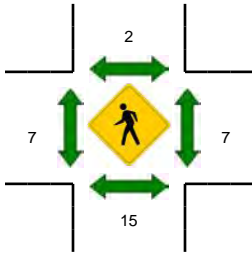
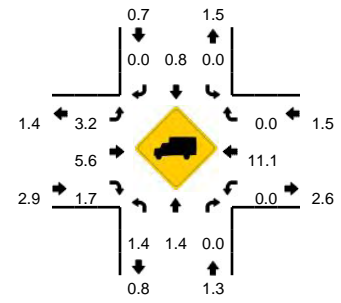
Comments:

LOCATION: San Antonio Rd -- W Portola Ave
CITY/STATE: Los Altos, CA

QC JOB #: 11227702
DATE: Tue, Sep 10 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

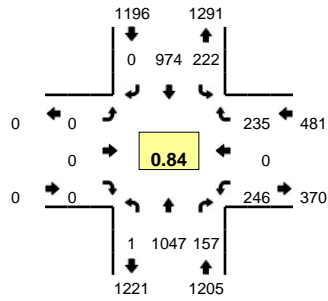


5-Min Count Period Beginning At	San Antonio Rd (Northbound)				San Antonio Rd (Southbound)				W Portola Ave (Eastbound)				W Portola Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	79	0	0	1	87	5	0	5	1	11	0	4	0	1	0	201	
4:05 PM	5	83	1	0	1	84	8	0	7	1	4	0	3	0	3	0	200	
4:10 PM	6	62	2	0	1	73	4	0	13	1	6	0	1	3	1	0	173	
4:15 PM	8	58	2	2	0	87	3	0	5	1	3	0	3	1	3	0	176	
4:20 PM	10	69	1	1	1	77	8	0	3	3	12	0	6	1	0	0	192	
4:25 PM	9	87	1	1	0	71	8	0	4	1	10	0	5	0	2	0	199	
4:30 PM	4	66	0	0	0	79	5	0	10	1	16	0	3	2	2	0	188	
4:35 PM	7	67	0	0	0	87	2	0	8	5	5	0	1	1	0	0	183	
4:40 PM	1	59	0	1	0	73	2	0	8	2	4	0	6	0	1	0	157	
4:45 PM	2	70	2	2	0	72	6	0	9	2	1	0	5	2	3	0	176	
4:50 PM	1	66	2	0	1	101	3	0	5	3	5	0	2	0	4	0	193	
4:55 PM	4	63	0	0	2	92	6	0	7	0	8	0	3	1	3	0	189	2227
5:00 PM	7	81	1	0	2	101	1	0	3	0	8	0	9	2	2	0	217	2243
5:05 PM	2	68	2	1	1	104	1	1	7	2	8	0	2	1	2	0	202	2245
5:10 PM	3	79	1	1	1	101	8	0	6	0	8	0	5	0	2	0	215	2287
5:15 PM	3	89	1	1	1	90	6	0	4	1	1	0	0	1	1	0	199	2310
5:20 PM	4	49	1	0	0	65	4	0	5	3	1	0	4	1	1	0	138	2256
5:25 PM	1	66	0	0	1	97	4	0	2	2	1	0	0	1	2	0	177	2234
5:30 PM	7	63	2	0	1	82	5	0	2	1	3	0	6	1	0	0	173	2219
5:35 PM	1	59	0	1	1	92	4	0	3	3	3	0	4	0	1	0	172	2208
5:40 PM	4	51	0	0	0	105	7	0	7	2	4	0	4	1	0	0	185	2236
5:45 PM	6	63	0	0	1	104	8	0	8	1	10	0	1	1	2	0	205	2265
5:50 PM	17	74	0	0	1	101	12	0	6	1	4	0	4	0	1	0	221	2293
5:55 PM	12	69	2	0	0	134	2	0	9	2	7	0	4	0	1	0	242	2346
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	140	824	8	0	8	1356	88	0	92	16	84	0	36	4	16	0	2672	
Heavy Trucks	4	12	0		0	8	0		0	0	4		0	0	0		28	
Pedestrians		12				0				12				4			28	
Bicycles	0	2	0		0	0	0		0	0	0		0	2	0		4	
Railroad																		
Stopped Buses																		

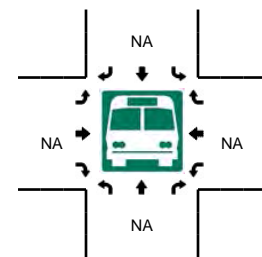
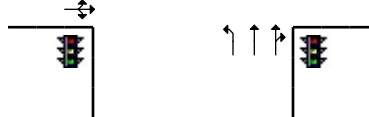
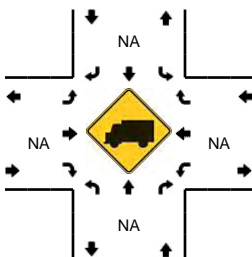
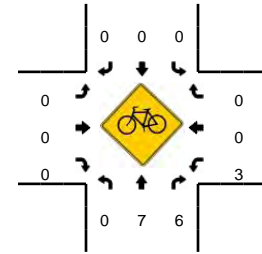
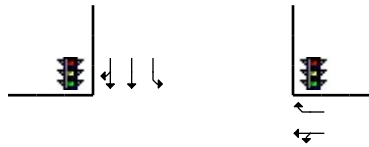
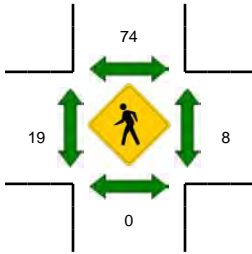
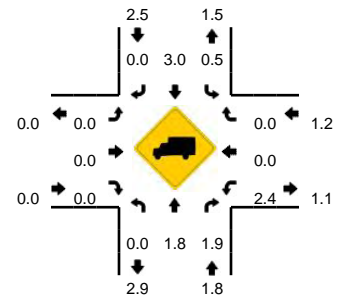
Comments:

LOCATION: San Antonio Rd -- Almond Ave
CITY/STATE: Los Altos, CA

QC JOB #: 11227703
DATE: Tue, Sep 10 2013



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

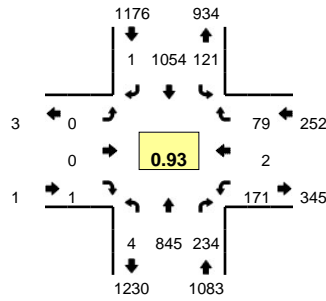


5-Min Count Period Beginning At	San Antonio Rd (Northbound)				San Antonio Rd (Southbound)				Almond Ave (Eastbound)				Almond Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	27	2	0	1	30	0	1	0	0	0	0	5	0	4	0	70	
7:05 AM	0	32	9	0	1	35	0	0	0	0	0	0	3	0	5	0	85	
7:10 AM	0	38	7	0	2	42	0	0	0	0	0	0	5	0	7	0	101	
7:15 AM	0	48	6	0	7	30	0	0	0	0	0	0	10	0	8	0	109	
7:20 AM	0	53	3	0	5	37	0	0	0	0	0	0	10	0	3	0	111	
7:25 AM	0	40	2	0	6	36	0	1	0	0	0	0	9	0	6	0	100	
7:30 AM	0	48	10	0	10	45	0	0	0	0	0	0	7	0	8	0	128	
7:35 AM	0	61	7	0	11	36	0	1	0	0	0	0	11	0	10	0	137	
7:40 AM	0	46	16	0	12	50	0	0	0	0	0	0	20	0	15	0	159	
7:45 AM	0	90	17	0	25	57	0	0	0	0	0	0	16	0	27	0	232	
7:50 AM	0	65	27	0	27	54	0	1	0	0	0	0	27	0	25	0	226	
7:55 AM	0	72	25	1	43	77	0	0	0	0	0	0	18	0	26	0	262	1720
8:00 AM	0	81	24	0	37	100	0	0	0	0	0	0	16	0	40	0	298	1948
8:05 AM	0	84	7	0	19	73	0	0	0	0	0	0	46	0	37	0	266	2129
8:10 AM	0	113	8	0	11	113	0	1	0	0	0	0	27	0	23	0	296	2324
8:15 AM	0	82	8	0	6	77	0	3	0	0	0	0	16	0	8	0	200	2415
8:20 AM	0	114	10	0	14	91	0	1	0	0	0	0	16	0	13	0	259	2563
8:25 AM	0	73	5	0	11	90	0	1	0	0	0	0	22	0	7	0	209	2672
8:30 AM	0	85	7	0	5	81	0	1	0	0	0	0	15	0	9	0	203	2747
8:35 AM	0	112	6	0	6	92	0	1	0	0	0	0	15	0	11	0	243	2853
8:40 AM	0	76	13	0	9	69	0	0	0	0	0	0	12	0	9	0	188	2882
8:45 AM	0	100	14	0	9	64	0	0	0	0	0	0	15	0	11	0	213	2863
8:50 AM	0	87	3	0	6	52	0	0	0	0	0	0	17	0	9	0	174	2811
8:55 AM	0	70	10	0	7	58	0	0	0	0	0	0	8	0	10	0	163	2712
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1112	156	0	268	1144	0	4	0	0	0	0	356	0	400	0	3440	
Heavy Trucks	0	20	0		0	32	0		0	0	0		8	0	0		60	
Pedestrians		0				92				20				8			120	
Bicycles	0	1	1		0	0	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

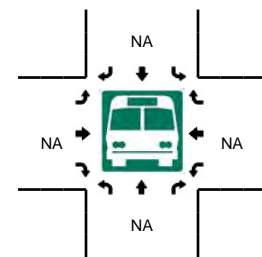
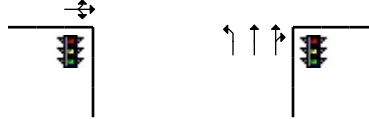
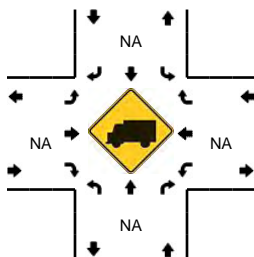
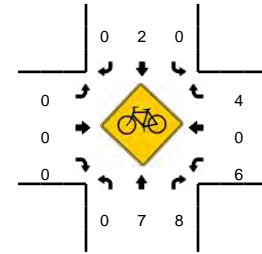
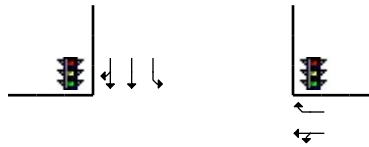
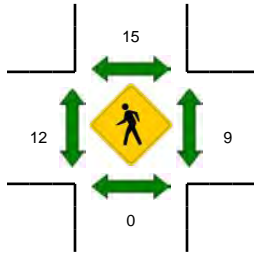
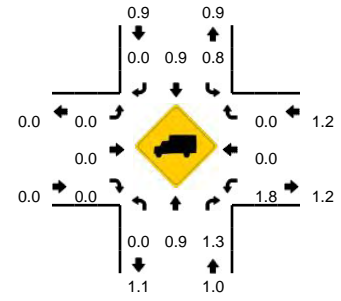
Comments:

LOCATION: San Antonio Rd -- Almond Ave
CITY/STATE: Los Altos, CA

QC JOB #: 11227704
DATE: Tue, Sep 10 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM



5-Min Count Period Beginning At	San Antonio Rd (Northbound)				San Antonio Rd (Southbound)				Almond Ave (Eastbound)				Almond Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	78	14	0	6	81	0	1	1	0	0	0	17	0	8	0	206	
4:05 PM	0	72	13	1	7	94	0	0	0	0	0	0	8	0	7	0	202	
4:10 PM	0	64	10	0	5	78	0	1	0	0	0	0	15	0	5	1	179	
4:15 PM	0	61	9	0	7	63	0	0	0	1	0	0	10	1	7	0	159	
4:20 PM	0	84	14	0	3	92	0	0	0	0	0	0	11	0	7	0	211	
4:25 PM	0	85	8	0	5	89	0	0	0	0	0	0	12	0	6	0	205	
4:30 PM	0	52	11	0	9	86	0	1	0	0	0	0	13	0	1	0	173	
4:35 PM	0	62	14	0	6	83	0	0	0	0	0	0	12	0	3	0	180	
4:40 PM	0	75	14	0	4	90	0	0	0	0	0	0	4	0	9	0	196	
4:45 PM	0	56	18	0	10	82	0	0	0	0	0	0	19	0	4	0	189	
4:50 PM	0	64	8	0	5	77	0	0	0	0	0	0	12	0	9	0	175	
4:55 PM	0	65	11	1	12	88	0	0	0	0	0	0	11	0	5	0	193	2268
5:00 PM	0	77	12	0	11	103	0	0	0	0	0	0	13	0	9	0	225	2287
5:05 PM	0	67	18	0	5	100	0	0	0	0	0	0	10	0	9	0	209	2294
5:10 PM	0	91	17	0	10	96	0	1	0	0	0	0	12	0	4	0	231	2346
5:15 PM	0	73	22	0	6	86	0	1	0	0	0	0	13	0	6	0	207	2394
5:20 PM	0	68	25	0	4	77	0	1	0	0	0	0	15	0	6	0	196	2379
5:25 PM	0	59	20	2	6	65	0	1	0	0	0	0	14	1	6	0	174	2348
5:30 PM	0	66	21	0	12	70	0	1	0	0	0	0	12	1	4	0	187	2362
5:35 PM	0	55	19	0	5	87	0	0	0	0	0	0	15	0	3	0	184	2366
5:40 PM	0	66	27	0	8	93	0	0	0	0	0	0	17	0	11	0	222	2392
5:45 PM	0	71	16	1	16	88	0	3	0	0	0	0	13	0	3	0	211	2414
5:50 PM	0	62	19	0	11	84	1	2	0	0	0	0	19	0	7	0	205	2444
5:55 PM	0	90	18	1	17	105	0	0	0	0	1	0	18	0	11	0	261	2512
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	892	212	8	176	1108	4	20	0	0	4	0	200	0	84	0	2708	
Heavy Trucks	0	8	0		0	12	0		0	0	0		0	0	0		20	
Pedestrians		0				28				20				20			68	
Bicycles	0	2	2		0	0	0		0	0	0		2	0	3		9	
Railroad																		
Stopped Buses																		

Comments:



7409 SW Tech Center Dr
 Tigard, OR 97223
 503-620-4242
www.qualitycounts.net

Site Code: 11227705
 Location: San Antonio Rd -- West Edith Ave & Main St
 Date: 9/10/2013

Peak Hour: 7:50 AM - 8:50 AM
 Peak 15-minutes: 7:55 AM - 8:10 AM
 Peak Hour Factor: 0.93

Time	San Antonio Rd (Southbound)				San Antonio Rd (Northbound)				Main St (North-Eastbound)				W Edith Ave (Eastbound)				Interval Totals	Hourly Totals	15-minute Totals
	U-Turns	Right to W Edith Ave	Right to Main St	Thru to San Antonio Rd	U-Turns	Thru to San Antonio Rd	Left to W Edith Ave	Left to Main St	U-Turns	Right to San Antonio Rd	Left to San Antonio Rd	Left to W Edith Ave	U-Turns	Right to Main St	Right to San Antonio Rd	Left to San Antonio Rd			
7:00 AM	0	13	8	20	0	22	1	1	0	1	4	0	0	0	1	4	75		
7:05 AM	0	6	5	28	0	27	0	0	0	0	7	0	0	0	1	4	78		
7:10 AM	0	12	8	31	0	42	2	1	0	0	4	0	0	0	1	1	102		255
7:15 AM	0	13	5	20	0	35	0	0	0	1	8	0	0	0	2	6	90		270
7:20 AM	0	15	5	28	0	42	3	0	0	0	5	0	0	0	2	7	107		299
7:25 AM	0	13	4	22	0	27	2	2	0	1	5	0	0	0	3	12	91		288
7:30 AM	0	6	9	35	0	44	4	0	0	1	8	0	0	0	1	5	113		311
7:35 AM	0	12	9	25	1	58	5	1	0	0	8	0	0	0	0	10	129		333
7:40 AM	0	16	14	40	0	41	3	0	0	0	6	0	0	0	0	17	137		379
7:45 AM	0	15	8	42	0	63	5	0	0	1	11	0	0	0	5	26	176		442
7:50 AM	0	20	17	33	1	99	4	1	0	2	15	0	0	0	4	18	214		527
7:55 AM	0	22	6	65	0	71	8	0	0	2	9	0	0	0	1	18	202	1514	592
8:00 AM	0	32	10	56	0	76	2	0	0	4	15	0	0	1	1	26	223	1662	639
8:05 AM	0	30	11	87	3	79	7	4	0	1	10	0	0	0	1	19	252	1836	677
8:10 AM	0	19	12	65	0	70	3	1	0	0	4	0	0	1	1	12	188	1922	663
8:15 AM	0	25	7	63	0	47	11	0	0	1	7	0	0	0	2	15	178	2010	618
8:20 AM	0	21	18	74	0	105	5	0	0	2	3	0	0	0	1	12	241	2144	607
8:25 AM	0	28	22	75	0	79	5	5	0	0	4	0	0	1	2	10	231	2284	650
8:30 AM	0	13	15	37	2	77	4	3	0	1	6	0	0	0	3	15	176	2347	648
8:35 AM	0	27	15	75	0	72	3	1	0	0	9	0	0	0	6	11	219	2437	626
8:40 AM	0	15	10	54	0	78	4	3	0	0	8	0	0	0	2	19	193	2493	588
8:45 AM	0	17	11	53	1	80	8	2	0	2	8	0	0	0	2	18	202	2519	614
8:50 AM	0	23	12	44	1	63	2	1	0	5	8	0	0	0	0	11	170	2475	565
8:55 AM	0	15	12	40	0	53	4	5	0	0	8	0	0	0	1	20	158	2431	530
Totals	0	428	253	1112	9	1450	95	31	0	25	180	0	0	3	43	316			
Peak Hour	0	269	154	737	7	933	64	20	0	15	98	0	0	3	26	193			



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Time	San Antonio Rd (Southbound)				San Antonio Rd (Northbound)				Main St (North-Eastbound)				W Edith Ave (Eastbound)				Interval Totals	Hourly Totals	15-minute Totals
	Peds	Right to W Edith Ave	Right to Main St	Thru to San Antonio Rd	Peds	Thru to San Antonio Rd	Left to W Edith Ave	Left to Main St	Peds	Right to San Antonio Rd	Left to San Antonio Rd	Left to W Edith Ave	Peds	Right to Main St	Right to San Antonio Rd	Left to San Antonio Rd			
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5		
7:05 AM	0	0	1	1	1	0	0	0	1	0	0	0	1	0	0	1	6		
7:10 AM	4	0	0	0	1	0	0	0	1	0	0	0	4	0	0	0	10		21
7:15 AM	0	0	0	0	2	1	0	0	2	0	0	0	0	0	0	0	5		21
7:20 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2		17
7:25 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3		10
7:30 AM	1	0	0	2	0	0	1	0	0	0	0	0	1	0	0	0	5		10
7:35 AM	2	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	6		14
7:40 AM	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	1	5		16
7:45 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3		14
7:50 AM	0	1	0	0	1	0	0	0	1	0	2	0	0	0	0	2	7		15
7:55 AM	1	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	5	62	15
8:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3	60	15
8:05 AM	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	4	58	12
8:10 AM	2	0	0	0	3	1	0	0	1	0	0	0	1	0	0	1	9	57	16
8:15 AM	2	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	6	58	19
8:20 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	59	18
8:25 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	57	10
8:30 AM	1	0	0	0	0	1	1	0	0	0	0	0	4	0	0	0	7	59	11
8:35 AM	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	4	57	12
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	11
8:45 AM	0	0	0	0	1	2	0	0	1	0	0	0	2	0	0	1	7	56	11
8:50 AM	0	1	1	0	3	1	0	0	1	0	0	0	0	0	0	0	7	56	14
8:55 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	1	4	55	18
Totals	18	4	3	6	19	13	3	0	12	2	6	0	23	0	0	8			



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Site Code: 11227706
 Location: San Antonio Rd -- West Edith Ave & Main St
 Date: 9/10/2013

Peak Hour: 5:00 PM - 6:00 PM
 Peak 15-minutes: 5:05 PM - 5:20 PM
 Peak Hour Factor: 0.95

Time	San Antonio Rd (Southbound)				San Antonio Rd (Northbound)				Main St (North-Eastbound)				W Edith Ave (Eastbound)				Interval Totals	Hourly Totals	15-minute Totals
	U-Turns	Right to W Edith Ave	Right to Main St	Thru to San Antonio Rd	U-Turns	Thru to San Antonio Rd	Left to W Edith Ave	Left to Main St	U-Turns	Right to San Antonio Rd	Left to San Antonio Rd	Left to W Edith Ave	U-Turns	Right to Main St	Right to San Antonio Rd	Left to San Antonio Rd			
4:00 PM	0	10	19	52	2	55	7	0	0	3	16	0	0	1	4	19	188		
4:05 PM	0	9	28	87	0	43	5	2	0	2	20	0	0	1	4	16	217		
4:10 PM	0	11	14	52	2	64	5	6	0	5	6	0	0	1	1	15	182	587	
4:15 PM	0	9	21	67	0	45	6	3	0	3	5	0	0	2	9	20	190	589	
4:20 PM	0	11	19	59	0	62	3	5	0	4	20	0	0	0	7	20	210	582	
4:25 PM	0	15	17	85	0	41	2	0	0	6	13	0	0	0	8	21	208	608	
4:30 PM	0	8	15	57	2	29	4	1	0	8	20	0	0	0	1	12	157	575	
4:35 PM	0	9	19	68	1	46	3	2	0	2	17	0	0	0	5	21	193	558	
4:40 PM	0	12	5	78	1	39	4	3	0	4	14	0	0	1	5	24	190	540	
4:45 PM	0	13	15	57	0	40	1	4	0	6	11	0	0	0	6	25	178	561	
4:50 PM	0	11	13	54	0	55	6	8	0	6	10	0	0	1	3	22	189	557	
4:55 PM	0	8	23	76	1	43	2	2	0	11	8	0	0	0	6	20	200	2302 567	
5:00 PM	0	13	20	67	0	55	3	2	0	5	22	0	0	2	10	24	223	2337 612	
5:05 PM	0	15	13	94	0	53	5	4	0	1	27	0	0	1	3	10	226	2346 649	
5:10 PM	0	8	14	67	1	67	4	4	0	5	17	0	0	0	6	26	219	2383 668	
5:15 PM	0	16	26	77	2	43	4	9	0	2	11	0	0	0	5	29	224	2417 669	
5:20 PM	0	16	16	61	0	45	0	2	0	7	26	0	0	0	16	33	222	2429 665	
5:25 PM	0	13	10	54	1	42	3	3	0	6	18	0	0	0	12	21	183	2404 629	
5:30 PM	0	4	17	47	0	50	2	4	0	3	10	0	0	0	5	33	175	2422 580	
5:35 PM	0	18	16	76	1	46	2	3	0	6	17	0	0	0	5	22	212	2441 570	
5:40 PM	0	11	13	52	1	45	4	1	0	1	19	0	0	0	9	24	180	2431 567	
5:45 PM	0	17	13	85	0	55	2	2	0	8	10	0	0	1	7	33	233	2486 625	
5:50 PM	0	13	11	72	2	49	4	2	0	3	11	0	0	0	11	15	193	2490 606	
5:55 PM	0	21	14	82	1	45	4	0	0	7	33	0	0	1	3	28	239	2529 665	
Totals	0	291	391	1626	18	1157	85	72	0	114	381	0	0	12	151	533			
Peak Hour	0	165	183	834	9	595	37	36	0	54	221	0	0	5	92	298			

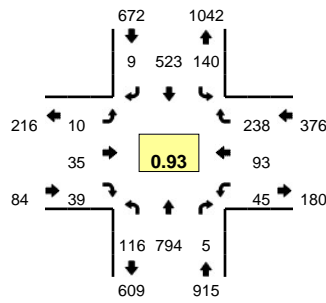


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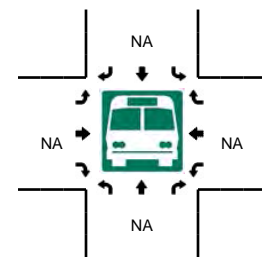
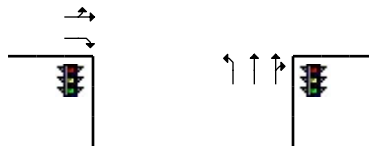
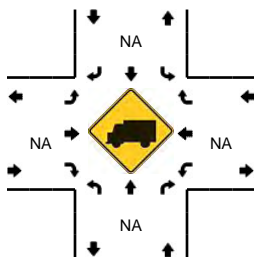
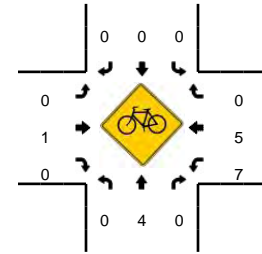
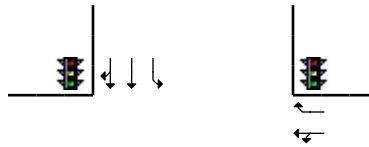
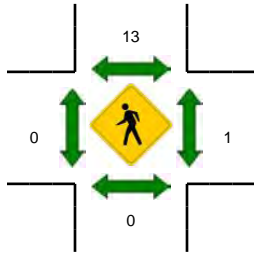
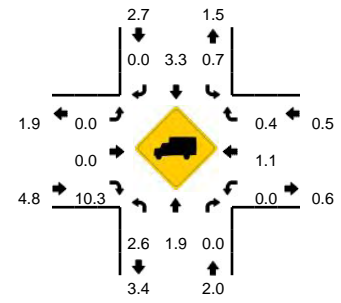
Time	San Antonio Rd (Southbound)				San Antonio Rd (Northbound)				Main St (North-Eastbound)				W Edith Ave (Eastbound)				Interval Totals	Hourly Totals	15-minute Totals
	Peds	Right to W Edith Ave	Right to Main St	Thru to San Antonio Rd	Peds	Thru to San Antonio Rd	Left to W Edith Ave	Left to Main St	Peds	Right to San Antonio Rd	Left to San Antonio Rd	Left to W Edith Ave	Peds	Right to Main St	Right to San Antonio Rd	Left to San Antonio Rd			
4:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
4:05 PM	1	0	0	0	2	0	0	0	0	0	1	0	4	0	1	0	9		
4:10 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1		
4:15 PM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4		
4:20 PM	0	0	0	1	4	0	0	0	1	0	1	0	0	0	0	1	8		
4:25 PM	0	0	1	1	1	0	0	0	1	0	0	0	1	0	0	1	6		
4:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
4:35 PM	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3		
4:40 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	3		
4:45 PM	1	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	8		
4:50 PM	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5		
4:55 PM	1	2	2	1	2	0	0	0	2	0	0	0	0	0	0	0	10		
5:00 PM	0	0	0	0	4	0	0	0	2	0	1	0	0	0	0	0	7		
5:05 PM	0	0	1	0	2	1	0	0	0	0	2	0	0	0	0	1	7		
5:10 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2		
5:15 PM	0	0	0	0	2	1	0	0	2	0	0	0	0	0	0	2	7		
5:20 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:25 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:30 PM	2	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	6		
5:35 PM	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	1	4		
5:40 PM	2	0	0	0	2	0	0	0	1	0	0	0	3	0	1	0	9		
5:45 PM	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	5		
5:50 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2		
5:55 PM	2	0	0	0	1	2	0	0	2	0	0	0	1	0	0	0	8		
Totals	16	6	6	6	35	6	0	0	17	0	6	0	13	0	2	8			

LOCATION: San Antonio Rd -- Cuesta Dr/First St
CITY/STATE: Los Altos, CA

QC JOB #: 11227707
DATE: Tue, Sep 10 2013



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

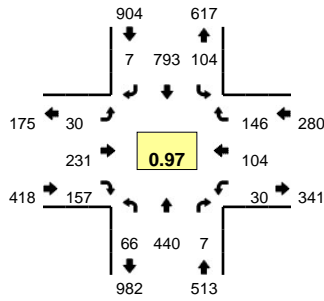


5-Min Count Period Beginning At	San Antonio Rd (Northbound)				San Antonio Rd (Southbound)				Cuesta Dr/First St (Eastbound)				Cuesta Dr/First St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	26	0	0	1	19	1	0	1	0	1	0	1	1	2	0	55	
7:05 AM	1	29	0	0	3	17	0	0	0	2	4	0	1	3	8	0	68	
7:10 AM	3	37	1	0	5	19	0	0	0	0	0	0	2	5	2	0	74	
7:15 AM	3	40	0	0	3	30	0	0	0	2	0	0	1	0	5	0	84	
7:20 AM	3	39	1	0	2	21	0	0	0	4	2	0	0	4	11	0	87	
7:25 AM	1	30	0	0	0	20	0	1	0	1	4	0	4	3	12	0	76	
7:30 AM	8	38	0	0	1	31	0	0	0	1	3	0	4	2	6	0	94	
7:35 AM	3	52	1	0	3	16	0	0	0	2	2	0	1	1	10	0	91	
7:40 AM	8	52	0	0	5	36	1	0	2	1	0	0	3	6	15	0	129	
7:45 AM	5	65	0	0	3	46	0	0	0	1	1	0	4	5	18	0	148	
7:50 AM	4	67	1	0	3	32	0	0	2	2	3	0	5	8	18	0	145	
7:55 AM	4	77	0	0	2	39	0	0	0	3	3	0	2	6	15	0	151	1202
8:00 AM	11	64	0	0	18	41	0	0	1	4	2	0	5	5	17	0	168	1315
8:05 AM	6	65	1	0	28	49	2	0	0	5	3	0	1	7	16	0	183	1430
8:10 AM	10	78	0	0	18	44	0	0	0	1	6	0	2	4	11	0	174	1530
8:15 AM	12	70	0	0	17	41	1	0	1	3	4	0	6	7	18	0	180	1626
8:20 AM	11	76	0	0	11	60	0	0	0	4	2	0	4	7	14	0	189	1728
8:25 AM	9	50	0	0	14	62	1	0	1	2	0	0	4	7	29	0	179	1831
8:30 AM	6	78	1	0	6	26	2	0	0	0	5	0	3	8	32	0	167	1904
8:35 AM	8	65	0	1	5	48	0	0	2	4	4	0	4	11	17	0	169	1982
8:40 AM	7	66	0	0	5	50	0	0	1	1	4	0	4	6	23	0	167	2020
8:45 AM	7	57	0	0	5	56	3	0	0	6	5	0	1	5	27	0	172	2044
8:50 AM	13	70	1	1	5	18	0	0	3	2	3	0	3	8	18	0	145	2044
8:55 AM	14	55	2	0	8	28	0	0	1	3	1	0	8	18	16	0	154	2047
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	128	784	0	0	168	652	8	0	8	36	24	0	56	84	244	0	2192	
Heavy Trucks	12	12	0	0	0	8	0	0	0	0	4	0	0	0	4	0	40	
Pedestrians	0	0	0	0	16	0	0	0	0	0	0	0	0	4	0	0	20	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

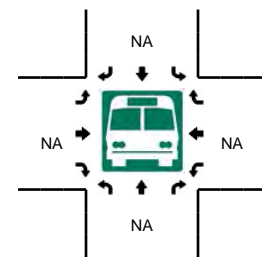
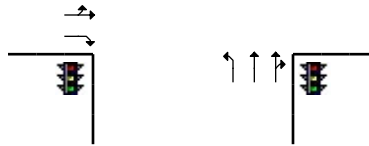
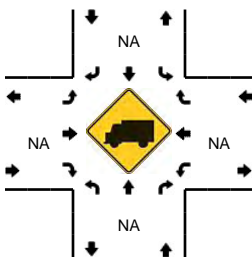
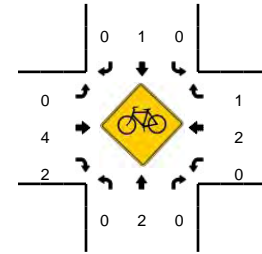
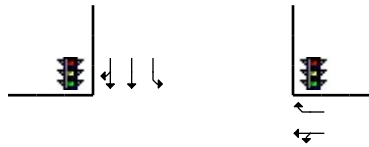
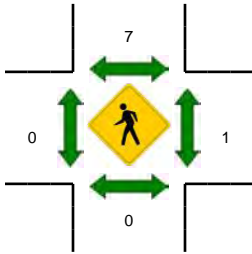
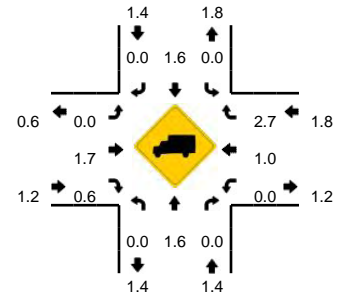
Comments:

LOCATION: San Antonio Rd -- Cuesta Dr/First St
CITY/STATE: Los Altos, CA

QC JOB #: 11227708
DATE: Tue, Sep 10 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM



5-Min Count Period Beginning At	San Antonio Rd (Northbound)				San Antonio Rd (Southbound)				Cuesta Dr/First St (Eastbound)				Cuesta Dr/First St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	47	2	0	6	69	0	0	5	5	6	0	1	3	14	0	165	
4:05 PM	11	29	0	0	12	56	0	0	0	7	7	0	1	6	9	0	138	
4:10 PM	5	36	0	1	8	77	0	1	3	9	10	0	0	12	13	0	175	
4:15 PM	3	32	0	0	10	53	0	1	1	10	10	0	0	6	7	0	133	
4:20 PM	8	48	3	0	8	74	0	0	2	4	12	0	1	8	15	0	183	
4:25 PM	4	34	1	0	19	60	2	0	4	10	13	0	1	8	12	0	168	
4:30 PM	3	37	1	0	11	62	1	0	1	9	8	0	1	9	4	0	147	
4:35 PM	8	33	1	0	10	65	0	0	1	9	14	0	3	2	5	0	151	
4:40 PM	5	42	1	0	11	77	0	0	3	11	10	0	4	5	6	0	175	
4:45 PM	7	29	1	0	13	68	0	0	2	8	10	0	1	9	11	0	159	
4:50 PM	11	49	1	0	9	56	1	0	0	6	8	0	2	10	18	0	171	
4:55 PM	10	36	0	1	7	49	2	0	0	10	7	0	6	9	9	0	146	1911
5:00 PM	9	53	1	1	6	62	0	0	2	9	16	0	4	4	14	0	181	1927
5:05 PM	3	40	0	1	8	64	0	0	1	21	13	0	3	9	15	0	178	1967
5:10 PM	7	39	0	0	5	63	0	0	4	26	15	0	2	9	10	0	180	1972
5:15 PM	5	32	0	0	6	68	0	0	3	19	16	0	5	10	8	0	172	2011
5:20 PM	2	22	0	0	7	69	2	0	5	18	14	0	3	9	10	0	161	1989
5:25 PM	5	33	0	0	3	63	1	0	3	26	14	0	1	13	9	0	171	1992
5:30 PM	6	33	0	0	8	63	1	1	4	15	14	0	0	10	19	0	174	2019
5:35 PM	3	37	4	0	10	70	0	0	1	21	15	0	3	6	12	0	182	2050
5:40 PM	5	37	1	0	9	63	2	0	3	12	9	0	3	13	16	0	173	2048
5:45 PM	3	33	0	0	13	73	0	0	1	26	10	0	1	6	10	0	176	2065
5:50 PM	8	46	0	0	17	66	0	0	0	18	13	0	3	2	13	0	186	2080
5:55 PM	8	35	1	0	11	69	1	0	3	20	8	0	2	13	10	0	181	2115
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	76	456	4	0	164	832	4	0	16	256	124	0	24	84	132	0	2172	
Heavy Trucks	0	16	0		0	8	0		0	0	0		0	0	0		24	
Pedestrians		0				8				0				4			12	
Bicycles	0	0	0		0	0	0		0	1	1		0	1	1		4	
Railroad																		
Stopped Buses																		

Comments:

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:		MOUNTAIN VIEW INTERSECTION COUNTS				SURVEY DATE:		5/29/2013		DAY: WEDNESDAY			
N-S APPROACH:		LOS ROBLES AVENUE - EL CAMINO WAY				SURVEY TIME:		7:00 AM		TO		9:00 AM	
E-W APPROACH:		EL CAMINO REAL				JURISDICTION:		MOUNTAIN VIEW		FILE: 3305059-18AM			

PEAK HOUR
8:00 AM to 9:00 AM

EL CAMINO WAY

EL CAMINO REAL

LOS ROBLES AVENUE

3309

ARRIVAL / DEPARTURE VOLUMES

PHF = 0.77

273 169

PHF = 0.93

2148 851 1899 801

PHF = 0.88

191 286

PHF = 0.72

TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT		
SURVEY DATA																			
7:00 AM	to 7:15 AM	11	6	10	1	3	24	2	6	93	4	2	3	218	2			385	
7:15 AM	to 7:30 AM	23	13	15	3	8	39	5	13	181	11	2	8	466	2			789	
7:30 AM	to 7:45 AM	43	30	29	6	12	71	13	20	328	23	2	16	860	2			1455	
7:45 AM	to 8:00 AM	62	54	44	8	28	101	21	29	505	36	3	22	1310	4			2227	
8:00 AM	to 8:15 AM	89	88	66	10	73	143	26	40	660	60	4	40	1741	4			3044	
8:15 AM	to 8:30 AM	129	124	89	11	91	198	39	59	854	70	4	57	2212	5			3942	
8:30 AM	to 8:45 AM	153	136	109	13	106	233	51	79	996	73	4	70	2645	9			4677	
8:45 AM	to 9:00 AM	168	152	126	15	116	279	55	93	1216	78	4	83	3140	11			5536	
TOTAL BY PERIOD																			
7:00 AM	to 7:15 AM	0	11	6	10	0	1	3	24	2	6	93	4	2	3	218	2	385	
7:15 AM	to 7:30 AM	0	12	7	5	0	2	5	15	3	7	88	7	0	5	248	0	404	
7:30 AM	to 7:45 AM	0	20	17	14	0	3	4	32	8	7	147	12	0	8	394	0	666	
7:45 AM	to 8:00 AM	0	19	24	15	0	2	16	30	8	9	177	13	1	6	450	2	772	
8:00 AM	to 8:15 AM	0	27	34	22	0	2	45	42	5	11	155	24	1	18	431	0	817	
8:15 AM	to 8:30 AM	0	40	36	23	0	1	18	55	13	19	194	10	0	17	471	1	898	
8:30 AM	to 8:45 AM	0	24	12	20	0	2	15	35	12	20	142	3	0	13	433	4	735	
8:45 AM	to 9:00 AM	0	15	16	17	0	2	10	46	4	14	220	5	0	13	495	2	859	
HOURLY TOTALS																			
7:00 AM	to 8:00 AM	0	62	54	44	0	8	28	101	21	29	505	36	3	22	1310	4	2227	
7:15 AM	to 8:15 AM	0	78	82	56	0	9	70	119	24	34	567	56	2	37	1523	2	2659	
7:30 AM	to 8:30 AM	0	106	111	74	0	8	83	159	34	46	673	59	2	49	1746	3	3153	
7:45 AM	to 8:45 AM	0	110	106	80	0	7	94	162	38	59	668	50	2	54	1785	7	3222	
8:00 AM	to 9:00 AM	0	106	98	82	0	7	88	178	34	64	711	42	1	61	1830	7	3309	
PEAK HOUR SUMMARY																			
8:00 AM	to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
		NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
		VOLUME	0	106	98	82	0	7	88	178	34	64	711	42	1	61	1830	7	3309
		PEDESTRIAN																41	
		BICYCLE																71	
		PHF BY MOVEMENT	0.00	0.66	0.68	0.89	0.00	0.88	0.49	0.81	0.65	0.80	0.81	0.44	0.25	0.85	0.92	0.44	OVERALL
		PHF BY APPROACH	0.72				0.77				0.88				0.93				0.92

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013		DAY: WEDNESDAY	
N-S APPROACH: LOS ROBLES AVENUE - EL CAMINO WAY		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-18AM	

<p style="text-align: center;">PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">EL CAMINO WAY</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">NORTH - LEG 1 43 0</p> <p style="text-align: center;">WEST - LEG 0 3 0</p> <p style="text-align: center;">EAST - LEG 0 6 0</p> <p style="text-align: center;">SOUTH - LEG 2 16 0</p> <p style="text-align: center;">LOS ROBLES AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 60</p> <p style="text-align: center;">44 16</p> <p style="text-align: center;">E-LEG TOTAL 9</p> <p style="text-align: center;">9 6</p> <p style="text-align: center;">3 3</p> <p style="text-align: center;">W-LEG TOTAL 12</p> <p style="text-align: center;">43 18</p> <p style="text-align: center;">S-LEG TOTAL 61</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	1	0	0	0	1	0	2	0	0	2	0	6
7:15 AM	to 7:30 AM	0	2	0	0	1	1	0	2	0	0	3	0	9
7:30 AM	to 7:45 AM	0	11	0	0	4	1	0	5	0	0	3	0	24
7:45 AM	to 8:00 AM	1	19	0	0	20	1	0	5	0	0	3	0	49
8:00 AM	to 8:15 AM	1	26	0	0	44	2	0	6	0	0	5	0	84
8:15 AM	to 8:30 AM	3	31	0	0	57	2	0	7	0	0	7	0	107
8:30 AM	to 8:45 AM	3	32	0	0	61	2	0	7	0	0	7	0	112
8:45 AM	to 9:00 AM	3	35	0	0	63	2	0	8	0	0	9	0	120
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	1	0	0	0	1	0	2	0	0	2	0	6
7:15 AM	to 7:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
7:30 AM	to 7:45 AM	0	9	0	0	3	0	0	3	0	0	0	0	15
7:45 AM	to 8:00 AM	1	8	0	0	16	0	0	0	0	0	0	0	25
8:00 AM	to 8:15 AM	0	7	0	0	24	1	0	1	0	0	2	0	35
8:15 AM	to 8:30 AM	2	5	0	0	13	0	0	1	0	0	2	0	23
8:30 AM	to 8:45 AM	0	1	0	0	4	0	0	0	0	0	0	0	5
8:45 AM	to 9:00 AM	0	3	0	0	2	0	0	1	0	0	2	0	8
HOURLY TOTALS														
7:00 AM	to 8:00 AM	1	19	0	0	20	1	0	5	0	0	3	0	49
7:15 AM	to 8:15 AM	1	25	0	0	44	1	0	4	0	0	3	0	78
7:30 AM	to 8:30 AM	3	29	0	0	56	1	0	5	0	0	4	0	98
7:45 AM	to 8:45 AM	3	21	0	0	57	1	0	2	0	0	4	0	88
8:00 AM	to 9:00 AM	2	16	0	0	43	1	0	3	0	0	6	0	71

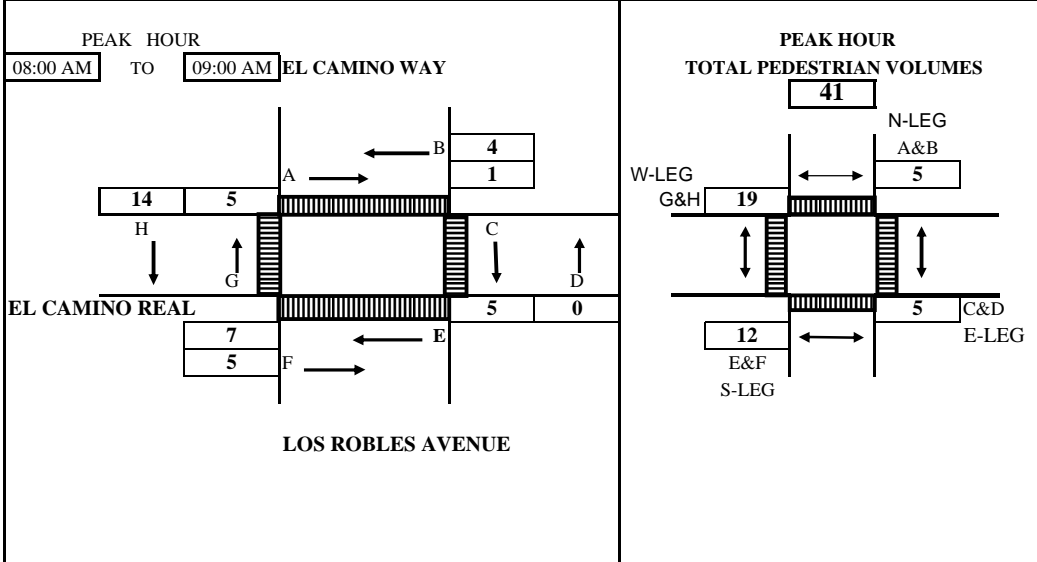
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM to 9:00 AM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	18	44	3	6	71

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: LOS ROBLES AVENUE - EL CAMINO WAY	DAY: WEDNESDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-18AM



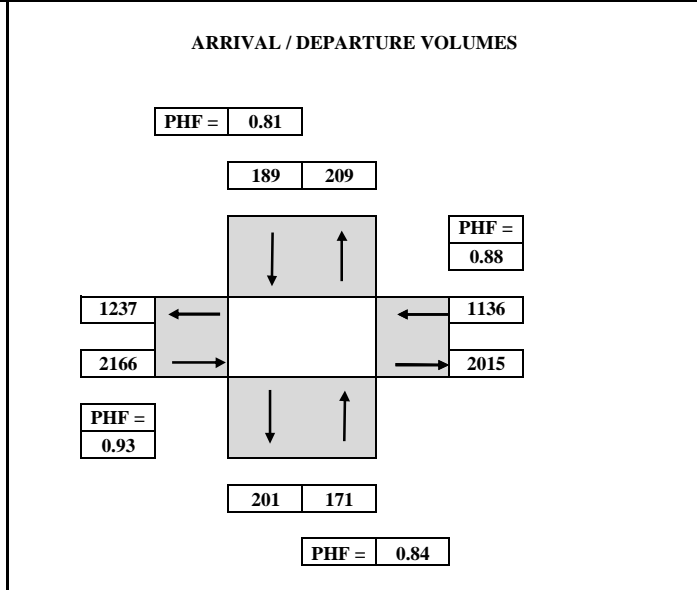
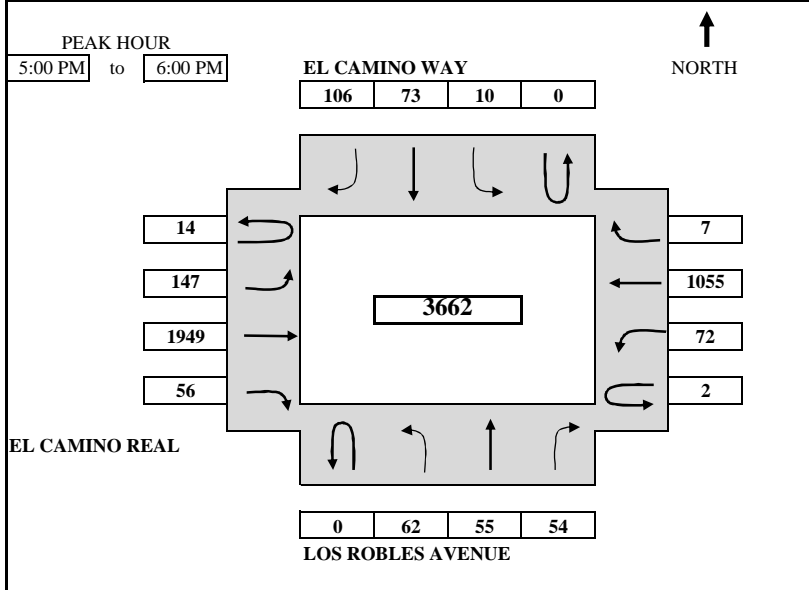
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	---	07:15 AM	0	0	0	0	0	0	0	0
07:15 AM	---	07:30 AM	1	1	0	0	2	2	3	0
07:30 AM	---	07:45 AM	1	1	0	0	2	2	4	2
07:45 AM	---	08:00 AM	1	1	0	0	2	4	6	4
08:00 AM	---	08:15 AM	1	1	0	0	2	7	7	4
08:15 AM	---	08:30 AM	2	1	1	0	5	7	7	5
08:30 AM	---	08:45 AM	2	4	3	0	8	8	9	16
08:45 AM	---	09:00 AM	2	5	5	0	9	9	11	18
TOTAL BY PERIOD										
07:00 AM	---	07:15 AM	0	0	0	0	0	0	0	0
07:15 AM	---	07:30 AM	1	1	0	0	2	2	3	0
07:30 AM	---	07:45 AM	0	0	0	0	0	0	1	2
07:45 AM	---	08:00 AM	0	0	0	0	0	2	2	2
08:00 AM	---	08:15 AM	0	0	0	0	0	3	1	0
08:15 AM	---	08:30 AM	1	0	1	0	3	0	0	1
08:30 AM	---	08:45 AM	0	3	2	0	3	1	2	11
08:45 AM	---	09:00 AM	0	1	2	0	1	1	2	2
HOURLY TOTALS										
07:00 AM	---	08:00 AM	1	1	0	0	2	4	6	4
07:15 AM	---	08:15 AM	1	1	0	0	2	7	7	4
07:30 AM	---	08:30 AM	1	0	1	0	3	5	4	5
07:45 AM	---	08:45 AM	1	3	3	0	6	6	5	14
08:00 AM	---	09:00 AM	1	4	5	0	7	5	5	14
Tel : (510) 232-1271			Fax: (510) 232-1272							

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	5	12	5	19	41

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	LOS ROBLES AVENUE - EL CAMINO WAY	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-18PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																		
4:00 PM	to	4:15 PM	11	9	11	1	6	12	27	9	26	362	7	0	4	281	1	767
4:15 PM	to	4:30 PM	36	16	26	1	7	24	73	14	47	757	24	5	17	560	3	1610
4:30 PM	to	4:45 PM	52	32	45	1	12	40	114	19	79	1185	35	5	30	829	7	2485
4:45 PM	to	5:00 PM	67	39	58	1	15	51	134	30	112	1550	51	6	44	1100	7	3265
5:00 PM	to	5:15 PM	79	54	68	1	15	71	172	38	165	2062	59	7	60	1368	8	4227
5:15 PM	to	5:30 PM	91	73	88	1	16	89	195	40	201	2539	78	7	74	1631	10	5133
5:30 PM	to	5:45 PM	114	84	99	1	20	109	213	42	224	3002	88	7	91	1860	11	5965
5:45 PM	to	6:00 PM	129	94	112	1	25	124	240	44	259	3499	107	8	116	2155	14	6927

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	11	9	11	1	6	12	27	9	26	362	7	0	4	281	1	767
4:15 PM	to	4:30 PM	0	25	7	15	0	1	12	46	5	21	395	17	5	13	279	2	843
4:30 PM	to	4:45 PM	0	16	16	19	0	5	16	41	5	32	428	11	0	13	269	4	875
4:45 PM	to	5:00 PM	0	15	7	13	0	3	11	20	11	33	365	16	1	14	271	0	780
5:00 PM	to	5:15 PM	0	12	15	10	0	0	20	38	8	53	512	8	1	16	268	1	962
5:15 PM	to	5:30 PM	0	12	19	20	0	1	18	23	2	36	477	19	0	14	263	2	906
5:30 PM	to	5:45 PM	0	23	11	11	0	4	20	18	2	23	463	10	0	17	229	1	832
5:45 PM	to	6:00 PM	0	15	10	13	0	5	15	27	2	35	497	19	1	25	295	3	962

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	67	39	58	1	15	51	134	30	112	1550	51	6	44	1100	7	3265
4:15 PM	to	5:15 PM	0	68	45	57	0	9	59	145	29	139	1700	52	7	56	1087	7	3460
4:30 PM	to	5:30 PM	0	55	57	62	0	9	65	122	26	154	1782	54	2	57	1071	7	3523
4:45 PM	to	5:45 PM	0	62	52	54	0	8	69	99	23	145	1817	53	2	61	1031	4	3480
5:00 PM	to	6:00 PM	0	62	55	54	0	10	73	106	14	147	1949	56	2	72	1055	7	3662

PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	62	55	54	0	10	73	106	14	147	1949	56	2	72	1055	7	3662
			PEDESTRIAN																	51
			BICYCLE																	29
			PHF BY MOVEMENT	0.00	0.67	0.72	0.68	0.00	0.50	0.91	0.70	0.44	0.69	0.95	0.74	0.50	0.72	0.89	0.58	OVERALL
			PHF BY APPROACH	0.84				0.81				0.93				0.88				0.95

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/29/2013			DAY: WEDNESDAY		
N-S APPROACH: LOS ROBLES AVENUE - EL CAMINO WAY			SURVEY TIME: 4:00 PM			TO 6:00 PM		
E-W APPROACH: EL CAMINO REAL			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-18PM		

<p style="text-align: center;">PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">EL CAMINO WAY</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">LOS ROBLES AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 20</p> <p style="text-align: center;">13 7</p> <p style="text-align: center;">E-LEG TOTAL 9</p> <p style="text-align: center;">1 0</p> <p style="text-align: center;">4 1</p> <p style="text-align: center;">1 0</p> <p style="text-align: center;">W-LEG TOTAL 8</p> <p style="text-align: center;">12 9</p> <p style="text-align: center;">S-LEG TOTAL 21</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	3	0	0	1	0	0	1	0	0	0	0	5
4:15 PM	to 4:30 PM	0	8	0	0	2	0	0	1	0	0	0	0	11
4:30 PM	to 4:45 PM	0	9	0	0	3	0	0	1	0	0	0	0	13
4:45 PM	to 5:00 PM	0	10	0	0	4	0	0	1	0	0	0	0	15
5:00 PM	to 5:15 PM	0	11	2	0	8	0	0	1	0	0	0	0	22
5:15 PM	to 5:30 PM	0	14	3	1	13	1	0	3	1	0	1	0	37
5:30 PM	to 5:45 PM	0	14	3	1	15	1	0	5	1	0	1	0	41
5:45 PM	to 6:00 PM	0	16	3	1	15	1	1	5	1	0	1	0	44
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	3	0	0	1	0	0	1	0	0	0	0	5
4:15 PM	to 4:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	6
4:30 PM	to 4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
4:45 PM	to 5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:00 PM	to 5:15 PM	0	1	2	0	4	0	0	0	0	0	0	0	7
5:15 PM	to 5:30 PM	0	3	1	1	5	1	0	2	1	0	1	0	15
5:30 PM	to 5:45 PM	0	0	0	0	2	0	0	2	0	0	0	0	4
5:45 PM	to 6:00 PM	0	2	0	0	0	0	1	0	0	0	0	0	3
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	10	0	0	4	0	0	1	0	0	0	0	15
4:15 PM	to 5:15 PM	0	8	2	0	7	0	0	0	0	0	0	0	17
4:30 PM	to 5:30 PM	0	6	3	1	11	1	0	2	1	0	1	0	26
4:45 PM	to 5:45 PM	0	5	3	1	12	1	0	4	1	0	1	0	28
5:00 PM	to 6:00 PM	0	6	3	1	11	1	1	4	1	0	1	0	29

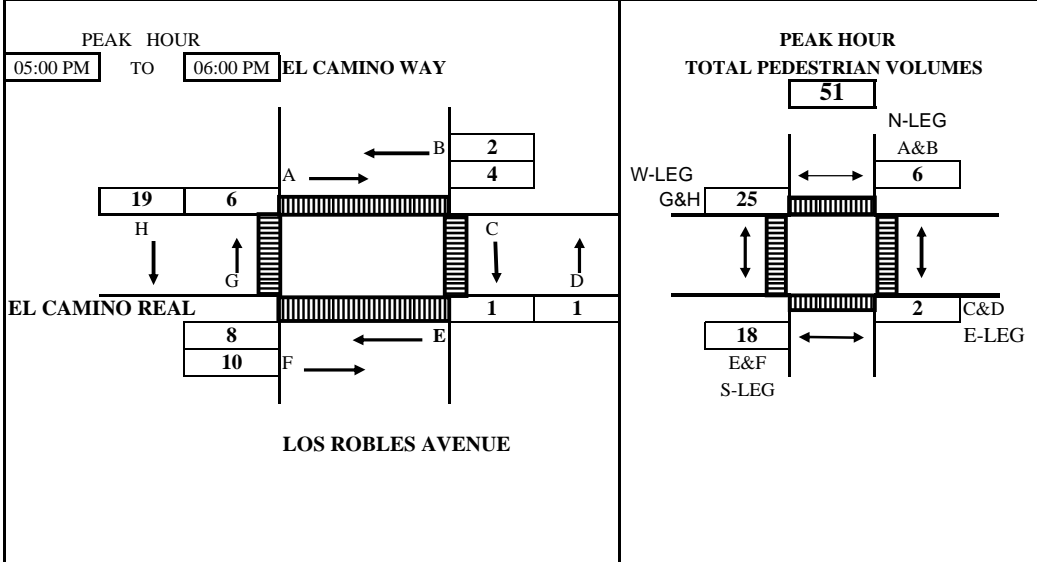
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			9	13	6	1	29

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: LOS ROBLES AVENUE - EL CAMINO WAY	DAY: WEDNESDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 4:00 PM TO 6:00 PM	FILE: 3305059-18PM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	1	2	0	0	1	4	5	1	14
04:15 PM	--- 04:30 PM	3	3	0	1	3	8	7	2	27
04:30 PM	--- 04:45 PM	3	3	1	1	6	9	9	4	36
04:45 PM	--- 05:00 PM	3	5	2	2	9	11	10	5	47
05:00 PM	--- 05:15 PM	6	6	2	3	10	15	12	12	66
05:15 PM	--- 05:30 PM	6	7	2	3	12	19	12	15	76
05:30 PM	--- 05:45 PM	6	7	2	3	13	20	12	18	81
05:45 PM	--- 06:00 PM	7	7	3	3	17	21	16	24	98
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	1	2	0	0	1	4	5	1	14
04:15 PM	--- 04:30 PM	2	1	0	1	2	4	2	1	13
04:30 PM	--- 04:45 PM	0	0	1	0	3	1	2	2	9
04:45 PM	--- 05:00 PM	0	2	1	1	3	2	1	1	11
05:00 PM	--- 05:15 PM	3	1	0	1	1	4	2	7	19
05:15 PM	--- 05:30 PM	0	1	0	0	2	4	0	3	10
05:30 PM	--- 05:45 PM	0	0	0	0	1	1	0	3	5
05:45 PM	--- 06:00 PM	1	0	1	0	4	1	4	6	17
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	3	5	2	2	9	11	10	5	47
04:15 PM	--- 05:15 PM	5	4	2	3	9	11	7	11	52
04:30 PM	--- 05:30 PM	3	4	2	2	9	11	5	13	49
04:45 PM	--- 05:45 PM	3	4	1	2	7	11	3	14	45
05:00 PM	--- 06:00 PM	4	2	1	1	8	10	6	19	51
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			6	18	2	25	51

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:		MOUNTAIN VIEW INTERSECTION COUNTS				SURVEY DATE:		5/29/2013		DAY: WEDNESDAY			
N-S APPROACH:		MAY BELL AVENUE - EL CAMINO WAY				SURVEY TIME:		7:00 AM		TO 9:00 AM			
E-W APPROACH:		EL CAMINO REAL				JURISDICTION:		MOUNTAIN VIEW		FILE: 3305059-17AM			

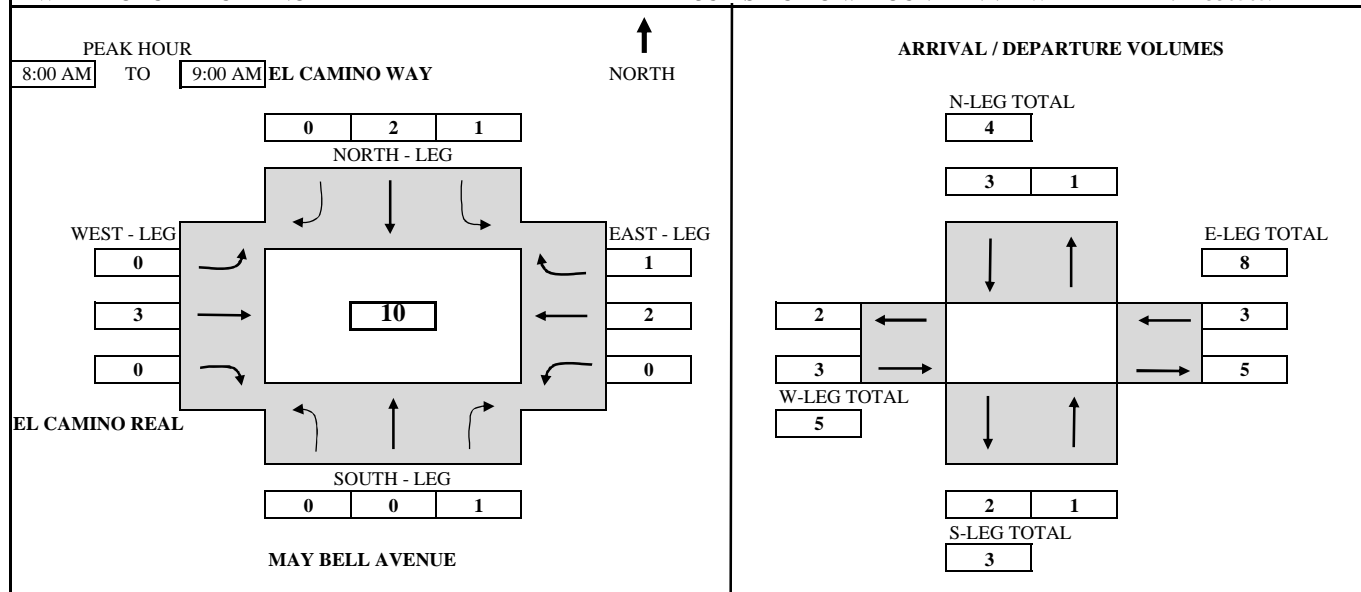
<p>PEAK HOUR 8:00 AM to 9:00 AM</p> <div style="text-align: center;"> <p>EL CAMINO WAY</p> <table border="1" style="margin: 0 auto;"> <tr><td>3</td><td>68</td><td>112</td><td>0</td></tr> </table> <p>EL CAMINO REAL</p> <table border="1" style="margin: 0 auto;"> <tr><td>0</td><td>60</td><td>57</td><td>79</td></tr> </table> <p>MAY BELL AVENUE</p> </div>	3	68	112	0	0	60	57	79	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">PHF = 0.64</p> <table border="1" style="margin: 0 auto;"> <tr><td>183</td><td>177</td></tr> </table> <p style="text-align: center;">PHF = 0.96</p> <table border="1" style="margin: 0 auto;"> <tr><td>1947</td><td>2052</td></tr> <tr><td>890</td><td>1051</td></tr> </table> <p style="text-align: center;">PHF = 0.93</p> <table border="1" style="margin: 0 auto;"> <tr><td>146</td><td>196</td></tr> </table> <p style="text-align: center;">PHF = 0.64</p>	183	177	1947	2052	890	1051	146	196
3	68	112	0														
0	60	57	79														
183	177																
1947	2052																
890	1051																
146	196																

TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																		
7:00 AM	to 7:15 AM	4	1	9	0	6	0	0	0	3	3	112	3	4	3	237	9	394
7:15 AM	to 7:30 AM	11	7	20	0	24	6	0	0	6	3	202	8	5	6	532	28	858
7:30 AM	to 7:45 AM	22	10	29	0	43	15	2	2	7	7	343	14	6	9	880	44	1431
7:45 AM	to 8:00 AM	36	32	42	0	79	60	2	2	7	7	530	41	6	23	1313	57	2235
8:00 AM	to 8:15 AM	47	47	71	0	111	99	2	2	8	7	706	58	13	54	1741	81	3045
8:15 AM	to 8:30 AM	74	77	91	0	137	115	2	2	8	13	923	65	17	60	2247	100	3929
8:30 AM	to 8:45 AM	87	81	107	0	160	125	4	4	13	15	1136	71	21	64	2719	138	4741
8:45 AM	to 9:00 AM	96	89	121	0	191	128	5	5	15	17	1367	76	29	66	3189	167	5556
TOTAL BY PERIOD																		
7:00 AM	to 7:15 AM	0	4	1	9	0	6	0	0	3	3	112	3	4	3	237	9	394
7:15 AM	to 7:30 AM	0	7	6	11	0	18	6	0	3	0	90	5	1	3	295	19	464
7:30 AM	to 7:45 AM	0	11	3	9	0	19	9	2	1	4	141	6	1	3	348	16	573
7:45 AM	to 8:00 AM	0	14	22	13	0	36	45	0	0	0	187	27	0	14	433	13	804
8:00 AM	to 8:15 AM	0	11	15	29	0	32	39	0	1	0	176	17	7	31	428	24	810
8:15 AM	to 8:30 AM	0	27	30	20	0	26	16	0	0	6	217	7	4	6	506	19	884
8:30 AM	to 8:45 AM	0	13	4	16	0	23	10	2	5	2	213	6	4	4	472	38	812
8:45 AM	to 9:00 AM	0	9	8	14	0	31	3	1	2	2	231	5	8	2	470	29	815
HOURLY TOTALS																		
7:00 AM	to 8:00 AM	0	36	32	42	0	79	60	2	7	7	530	41	6	23	1313	57	2235
7:15 AM	to 8:15 AM	0	43	46	62	0	105	99	2	5	4	594	55	9	51	1504	72	2651
7:30 AM	to 8:30 AM	0	63	70	71	0	113	109	2	2	10	721	57	12	54	1715	72	3071
7:45 AM	to 8:45 AM	0	65	71	78	0	117	110	2	6	8	793	57	15	55	1839	94	3310
8:00 AM	to 9:00 AM	0	60	57	79	0	112	68	3	8	10	837	35	23	43	1876	110	3321
PEAK HOUR SUMMARY																		
8:00 AM to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
VOLUME		0	60	57	79	0	112	68	3	8	10	837	35	23	43	1876	110	3321
PEDESTRIAN																		202
BICYCLE																		10
PHF BY MOVEMENT		0.00	0.56	0.48	0.68	0.00	0.88	0.44	0.38	0.40	0.42	0.91	0.51	0.72	0.35	0.93	0.72	OVERALL
PHF BY APPROACH		0.64				0.64				0.93				0.96				0.94

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013	DAY: WEDNESDAY
N-S APPROACH: MAY BELL AVENUE - EL CAMINO WAY	SURVEY TIME: 7:00 AM	TO 9:00 AM
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW	FILE: 3305059-17AM



TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	

SURVEY DATA															
7:00 AM	to	7:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
7:15 AM	to	7:30 AM	0	0	0	1	1	0	1	4	0	0	3	0	10
7:30 AM	to	7:45 AM	0	0	0	3	2	0	1	5	0	0	3	1	15
7:45 AM	to	8:00 AM	1	0	0	4	2	0	1	5	0	0	3	1	17
8:00 AM	to	8:15 AM	1	0	0	4	2	0	1	6	0	0	3	1	18
8:15 AM	to	8:30 AM	1	0	1	4	2	0	1	7	0	0	4	2	22
8:30 AM	to	8:45 AM	1	0	1	4	2	0	1	7	0	0	4	2	22
8:45 AM	to	9:00 AM	1	0	1	5	4	0	1	8	0	0	5	2	27

TOTAL BY PERIOD															
7:00 AM	to	7:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
7:15 AM	to	7:30 AM	0	0	0	1	1	0	1	1	0	0	1	0	5
7:30 AM	to	7:45 AM	0	0	0	2	1	0	0	1	0	0	0	1	5
7:45 AM	to	8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	2
8:00 AM	to	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	to	8:30 AM	0	0	1	0	0	0	0	1	0	0	1	1	4
8:30 AM	to	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	to	9:00 AM	0	0	0	1	2	0	0	1	0	0	1	0	5

HOURLY TOTALS															
7:00 AM	to	8:00 AM	1	0	0	4	2	0	1	5	0	0	3	1	17
7:15 AM	to	8:15 AM	1	0	0	4	2	0	1	3	0	0	1	1	13
7:30 AM	to	8:30 AM	1	0	1	3	1	0	0	3	0	0	1	2	12
7:45 AM	to	8:45 AM	1	0	1	1	0	0	0	2	0	0	1	1	7
8:00 AM	to	9:00 AM	0	0	1	1	2	0	0	3	0	0	2	1	10

TEL: (510) 232 - 1271

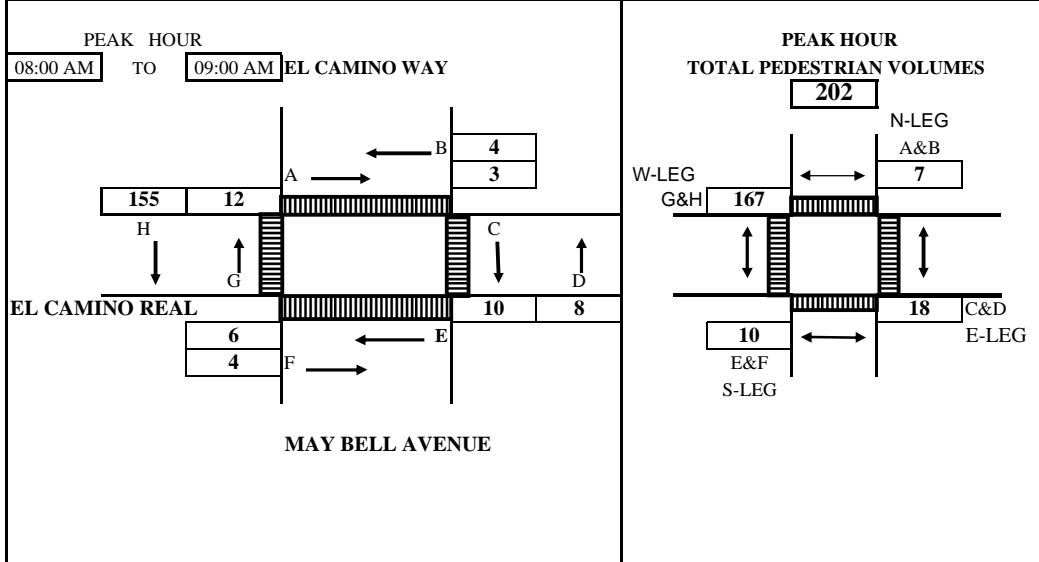
FAX: (510) 232 - 1272

8:00 AM	to	9:00 AM				
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL	
BICYCLE	1	3	3	3	10	

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: MAY BELL AVENUE - EL CAMINO WAY	DAY: WEDNESDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-17AM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL	
From	To	A	B	C	D	E	F	G	H		
SURVEY DATA											
07:00 AM	---	07:15 AM	0	0	0	0	1	0	0	1	2
07:15 AM	---	07:30 AM	0	1	0	0	1	3	2	3	10
07:30 AM	---	07:45 AM	0	2	2	1	2	5	3	14	29
07:45 AM	---	08:00 AM	0	6	3	4	5	7	4	51	80
08:00 AM	---	08:15 AM	0	7	6	5	10	7	8	164	207
08:15 AM	---	08:30 AM	1	10	11	7	11	10	10	199	259
08:30 AM	---	08:45 AM	2	10	11	9	11	11	13	203	270
08:45 AM	---	09:00 AM	3	10	13	12	11	11	16	206	282
TOTAL BY PERIOD											
07:00 AM	---	07:15 AM	0	0	0	0	1	0	0	1	2
07:15 AM	---	07:30 AM	0	1	0	0	0	3	2	2	8
07:30 AM	---	07:45 AM	0	1	2	1	1	2	1	11	19
07:45 AM	---	08:00 AM	0	4	1	3	3	2	1	37	51
08:00 AM	---	08:15 AM	0	1	3	1	5	0	4	113	127
08:15 AM	---	08:30 AM	1	3	5	2	1	3	2	35	52
08:30 AM	---	08:45 AM	1	0	0	2	0	1	3	4	11
08:45 AM	---	09:00 AM	1	0	2	3	0	0	3	3	12
HOURLY TOTALS											
07:00 AM	---	08:00 AM	0	6	3	4	5	7	4	51	80
07:15 AM	---	08:15 AM	0	7	6	5	9	7	8	163	205
07:30 AM	---	08:30 AM	1	9	11	7	10	7	8	196	249
07:45 AM	---	08:45 AM	2	8	9	8	9	6	10	189	241
08:00 AM	---	09:00 AM	3	4	10	8	6	4	12	155	202

Tel : (510) 232-1271

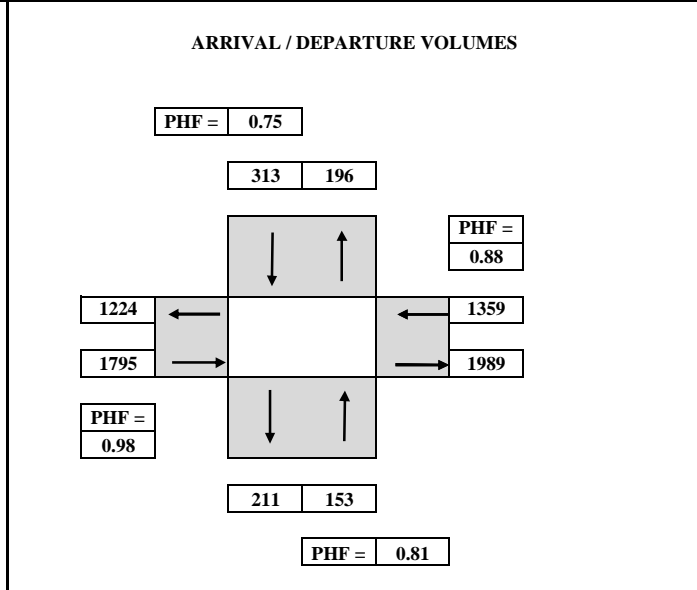
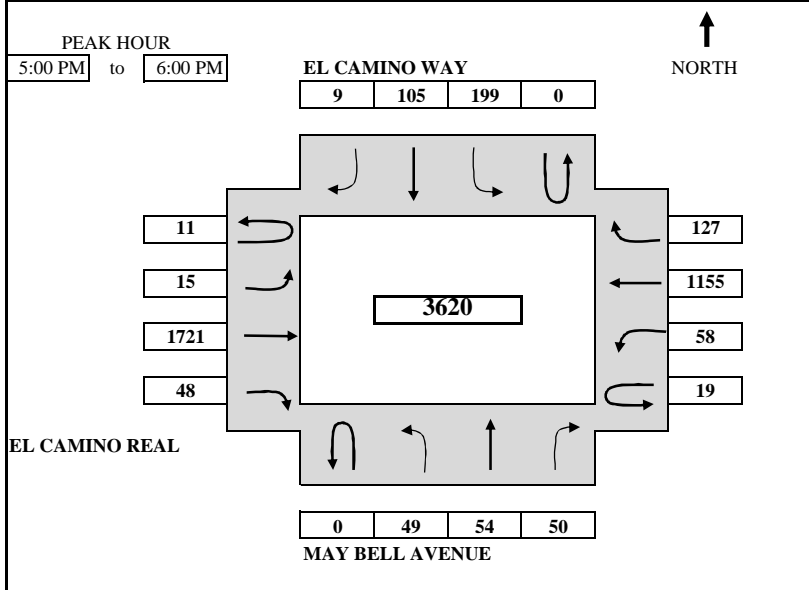
Fax: (510) 232-1272

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	7	10	18	167	202

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	MAY BELL AVENUE - EL CAMINO WAY	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-17PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																		
4:00 PM	to	4:15 PM	12	5	10	26	12	1	2	4	371	8	1	20	262	26	760	
4:15 PM	to	4:30 PM	17	14	22	61	18	3	4	8	723	17	3	35	570	62	1557	
4:30 PM	to	4:45 PM	26	23	37	113	33	6	5	10	1159	34	11	43	861	93	2454	
4:45 PM	to	5:00 PM	36	38	44	152	56	8	7	16	1549	54	18	56	1150	119	3303	
5:00 PM	to	5:15 PM	51	56	58	222	87	11	9	19	1964	66	24	71	1418	149	4205	
5:15 PM	to	5:30 PM	68	64	69	268	107	14	13	21	2401	79	29	86	1758	176	5153	
5:30 PM	to	5:45 PM	75	78	77	314	126	16	16	26	2832	92	32	102	2037	220	6043	
5:45 PM	to	6:00 PM	85	92	94	351	161	17	18	31	3270	102	37	114	2305	246	6923	

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	12	5	10	0	26	12	1	2	4	371	8	1	20	262	26	760
4:15 PM	to	4:30 PM	0	5	9	12	0	35	6	2	2	4	352	9	2	15	308	36	797
4:30 PM	to	4:45 PM	0	9	9	15	0	52	15	3	1	2	436	17	8	8	291	31	897
4:45 PM	to	5:00 PM	0	10	15	7	0	39	23	2	2	6	390	20	7	13	289	26	849
5:00 PM	to	5:15 PM	0	15	18	14	0	70	31	3	2	3	415	12	6	15	268	30	902
5:15 PM	to	5:30 PM	0	17	8	11	0	46	20	3	4	2	437	13	5	15	340	27	948
5:30 PM	to	5:45 PM	0	7	14	8	0	46	19	2	3	5	431	13	3	16	279	44	890
5:45 PM	to	6:00 PM	0	10	14	17	0	37	35	1	2	5	438	10	5	12	268	26	880

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	36	38	44	0	152	56	8	7	16	1549	54	18	56	1150	119	3303
4:15 PM	to	5:15 PM	0	39	51	48	0	196	75	10	7	15	1593	58	23	51	1156	123	3445
4:30 PM	to	5:30 PM	0	51	50	47	0	207	89	11	9	13	1678	62	26	51	1188	114	3596
4:45 PM	to	5:45 PM	0	49	55	40	0	201	93	10	11	16	1673	58	21	59	1176	127	3589
5:00 PM	to	6:00 PM	0	49	54	50	0	199	105	9	11	15	1721	48	19	58	1155	127	3620

PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	49	54	50	0	199	105	9	11	15	1721	48	19	58	1155	127	3620
			PEDESTRIAN																	88
			BICYCLE																	13
			PHF BY MOVEMENT	0.00	0.72	0.75	0.74	0.00	0.71	0.75	0.75	0.69	0.75	0.98	0.92	0.79	0.91	0.85	0.72	OVERALL
			PHF BY APPROACH	0.81				0.75				0.98				0.88				0.95

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013		DAY: WEDNESDAY	
N-S APPROACH: MAY BELL AVENUE - EL CAMINO WAY		SURVEY TIME: 4:00 PM		TO 6:00 PM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-17PM	

<p>PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">EL CAMINO WAY</p> <p style="text-align: center;">NORTH ↑</p> <div style="text-align: center;"> <table border="1" style="margin: 0 auto;"> <tr><td>0</td><td>0</td><td>0</td></tr> <tr><td colspan="3">NORTH - LEG</td></tr> <tr><td colspan="3">↓</td></tr> </table> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>WEST - LEG</p> <table border="1" style="margin: 0 auto;"> <tr><td>4</td></tr> <tr><td>0</td></tr> <tr><td>0</td></tr> </table> </div> <div style="text-align: center; border: 1px solid black; padding: 5px;">13</div> <div style="text-align: center;"> <p>EAST - LEG</p> <table border="1" style="margin: 0 auto;"> <tr><td>0</td></tr> <tr><td>0</td></tr> <tr><td>4</td></tr> </table> </div> </div> <div style="text-align: center;"> <table border="1" style="margin: 0 auto;"> <tr><td>0</td><td>0</td><td>5</td></tr> <tr><td colspan="3">SOUTH - LEG</td></tr> <tr><td colspan="3">↑</td></tr> </table> <p style="text-align: center;">MAY BELL AVENUE</p> </div>	0	0	0	NORTH - LEG			↓			4	0	0	0	0	4	0	0	5	SOUTH - LEG			↑			<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>N-LEG TOTAL</p> <table border="1" style="margin: 0 auto;"> <tr><td>4</td></tr> <tr><td>0</td><td>4</td></tr> </table> </div> <div style="text-align: center;"> <p>E-LEG TOTAL</p> <table border="1" style="margin: 0 auto;"> <tr><td>9</td></tr> <tr><td>4</td><td>5</td></tr> </table> </div> </div> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>W-LEG TOTAL</p> <table border="1" style="margin: 0 auto;"> <tr><td>4</td></tr> <tr><td>4</td><td>4</td></tr> </table> </div> <div style="text-align: center;"> <p>S-LEG TOTAL</p> <table border="1" style="margin: 0 auto;"> <tr><td>9</td></tr> <tr><td>4</td><td>5</td></tr> </table> </div> </div>	4	0	4	9	4	5	4	4	4	9	4	5
0	0	0																																			
NORTH - LEG																																					
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4	4																																				
9																																					
4	5																																				

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	4
4:15 PM	to 4:30 PM	0	3	2	0	0	2	1	0	0	0	0	0	8
4:30 PM	to 4:45 PM	0	3	3	1	0	2	4	0	0	0	0	0	13
4:45 PM	to 5:00 PM	0	3	5	1	0	2	7	0	0	1	0	0	19
5:00 PM	to 5:15 PM	0	3	7	1	0	2	9	0	0	1	0	0	23
5:15 PM	to 5:30 PM	0	3	8	1	0	2	9	0	0	2	0	0	25
5:30 PM	to 5:45 PM	0	3	9	1	0	2	10	0	0	4	0	0	29
5:45 PM	to 6:00 PM	0	3	10	1	0	2	11	0	0	5	0	0	32
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	4
4:15 PM	to 4:30 PM	0	1	2	0	0	0	1	0	0	0	0	0	4
4:30 PM	to 4:45 PM	0	0	1	1	0	0	3	0	0	0	0	0	5
4:45 PM	to 5:00 PM	0	0	2	0	0	0	3	0	0	1	0	0	6
5:00 PM	to 5:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	4
5:15 PM	to 5:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
5:30 PM	to 5:45 PM	0	0	1	0	0	0	1	0	0	2	0	0	4
5:45 PM	to 6:00 PM	0	0	1	0	0	0	1	0	0	1	0	0	3
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	3	5	1	0	2	7	0	0	1	0	0	19
4:15 PM	to 5:15 PM	0	1	7	1	0	0	9	0	0	1	0	0	19
4:30 PM	to 5:30 PM	0	0	6	1	0	0	8	0	0	2	0	0	17
4:45 PM	to 5:45 PM	0	0	6	0	0	0	6	0	0	4	0	0	16
5:00 PM	to 6:00 PM	0	0	5	0	0	0	4	0	0	4	0	0	13

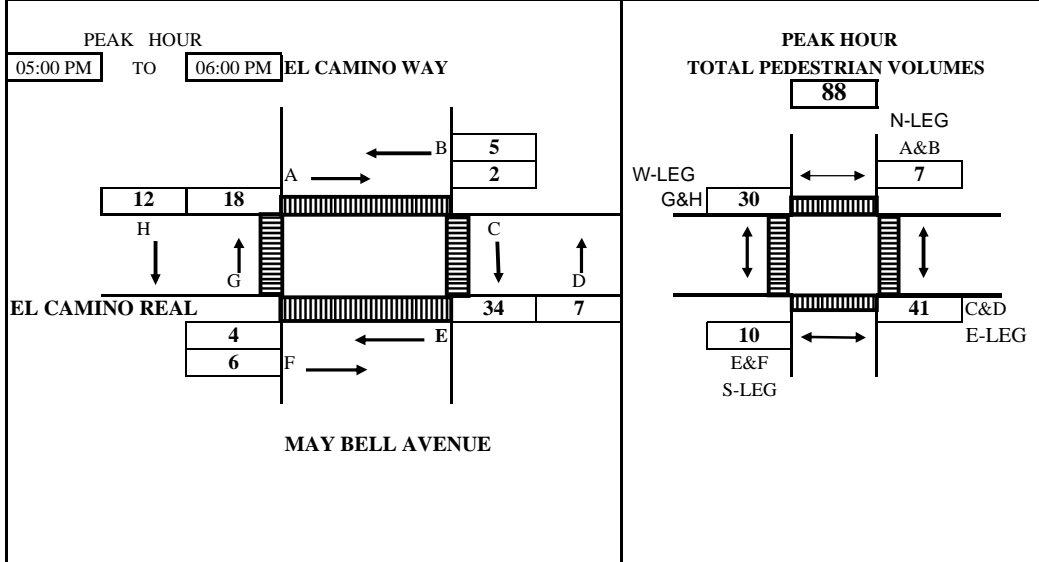
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			5	0	4	4	13

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: MAY BELL AVENUE - EL CAMINO WAY	DAY: WEDNESDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 4:00 PM TO 6:00 PM	FILE: 3305059-17PM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	1	0	0	0	1	0	0	0	2
04:15 PM	--- 04:30 PM	1	0	0	4	1	1	3	0	10
04:30 PM	--- 04:45 PM	2	0	6	6	3	1	3	3	24
04:45 PM	--- 05:00 PM	2	1	16	7	3	1	9	11	50
05:00 PM	--- 05:15 PM	2	3	28	7	3	1	11	11	66
05:15 PM	--- 05:30 PM	2	3	38	7	5	4	20	14	93
05:30 PM	--- 05:45 PM	4	6	45	10	7	4	23	19	118
05:45 PM	--- 06:00 PM	4	6	50	14	7	7	27	23	138
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	1	0	0	0	1	0	0	0	2
04:15 PM	--- 04:30 PM	0	0	0	4	0	1	3	0	8
04:30 PM	--- 04:45 PM	1	0	6	2	2	0	0	3	14
04:45 PM	--- 05:00 PM	0	1	10	1	0	0	6	8	26
05:00 PM	--- 05:15 PM	0	2	12	0	0	0	2	0	16
05:15 PM	--- 05:30 PM	0	0	10	0	2	3	9	3	27
05:30 PM	--- 05:45 PM	2	3	7	3	2	0	3	5	25
05:45 PM	--- 06:00 PM	0	0	5	4	0	3	4	4	20
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	2	1	16	7	3	1	9	11	50
04:15 PM	--- 05:15 PM	1	3	28	7	2	1	11	11	64
04:30 PM	--- 05:30 PM	1	3	38	3	4	3	17	14	83
04:45 PM	--- 05:45 PM	2	6	39	4	4	3	20	16	94
05:00 PM	--- 06:00 PM	2	5	34	7	4	6	18	12	88
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			7	10	41	30	88

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:		MOUNTAIN VIEW INTERSECTION COUNTS				SURVEY DATE:		5/29/2013		DAY: WEDNESDAY			
N-S APPROACH:		ARASTRADERO RD - CHARLESTON ROAD				SURVEY TIME:		7:00 AM		TO		9:00 AM	
E-W APPROACH:		EL CAMINO REAL				JURISDICTION:		MOUNTAIN VIEW		FILE: 3305059-16AM			

<p>PEAK HOUR 8:00 AM to 9:00 AM</p> <p style="text-align: center;">CHARLESTON ROAD</p> <table style="margin: 0 auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">171</td> <td style="border: 1px solid black; padding: 2px;">405</td> <td style="border: 1px solid black; padding: 2px;">87</td> <td style="border: 1px solid black; padding: 2px;">0</td> </tr> </table> <p style="text-align: center;">EL CAMINO REAL</p> <table style="margin: 0 auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">0</td> <td style="border: 1px solid black; padding: 2px;">138</td> <td style="border: 1px solid black; padding: 2px;">755</td> <td style="border: 1px solid black; padding: 2px;">158</td> </tr> </table> <p style="text-align: center;">ARASTRADERO RD</p> <table style="margin: 0 auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">0</td> <td style="border: 1px solid black; padding: 2px;">203</td> <td style="border: 1px solid black; padding: 2px;">323</td> <td style="border: 1px solid black; padding: 2px;">211</td> </tr> </table> <p style="text-align: right;">↑ NORTH</p>	171	405	87	0	0	138	755	158	0	203	323	211	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">PHF = 0.79</p> <table style="margin: 0 auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">663</td> <td style="border: 1px solid black; padding: 2px;">575</td> </tr> </table> <p style="text-align: right;">PHF = 0.85</p> <table style="margin: 0 auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">2086</td> <td style="border: 1px solid black; padding: 2px;">1051</td> <td style="border: 1px solid black; padding: 2px;">2227</td> <td style="border: 1px solid black; padding: 2px;">1053</td> </tr> </table> <p style="text-align: left;">PHF = 0.80</p> <table style="margin: 0 auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; padding: 2px;">964</td> <td style="border: 1px solid black; padding: 2px;">737</td> </tr> </table> <p style="text-align: center;">PHF = 0.82</p>	663	575	2086	1051	2227	1053	964	737
171	405	87	0																		
0	138	755	158																		
0	203	323	211																		
663	575																				
2086	1051	2227	1053																		
964	737																				

TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL					
	From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT		THRU	RIGHT			
SURVEY DATA																						
7:00 AM to 7:15 AM			10	10	14		10	59	20		23	93	19		50	200	2	510				
7:15 AM to 7:30 AM			29	49	38		20	118	44		38	168	38		146	438	16	1142				
7:30 AM to 7:45 AM			56	105	70		31	197	70		56	317	66		262	746	55	2031				
7:45 AM to 8:00 AM			113	177	91		43	278	94		71	440	93		361	1166	94	3021				
8:00 AM to 8:15 AM			162	244	136		64	336	118		105	584	153		463	1570	123	4058				
8:15 AM to 8:30 AM			217	318	195		85	451	159		132	744	180		546	1934	142	5103				
8:30 AM to 8:45 AM			277	422	257		104	552	213		173	946	206		641	2376	174	6341				
8:45 AM to 9:00 AM			316	500	302		130	683	265		209	1195	251		762	2878	208	7699				
TOTAL BY PERIOD																						
7:00 AM to 7:15 AM			0	10	10	14		0	10	59	20		0	23	93	19		0	50	200	2	510
7:15 AM to 7:30 AM			0	19	39	24		0	10	59	24		0	15	75	19		0	96	238	14	632
7:30 AM to 7:45 AM			0	27	56	32		0	11	79	26		0	18	149	28		0	116	308	39	889
7:45 AM to 8:00 AM			0	57	72	21		0	12	81	24		0	15	123	27		0	99	420	39	990
8:00 AM to 8:15 AM			0	49	67	45		0	21	58	24		0	34	144	60		0	102	404	29	1037
8:15 AM to 8:30 AM			0	55	74	59		0	21	115	41		0	27	160	27		0	83	364	19	1045
8:30 AM to 8:45 AM			0	60	104	62		0	19	101	54		0	41	202	26		0	95	442	32	1238
8:45 AM to 9:00 AM			0	39	78	45		0	26	131	52		0	36	249	45		0	121	502	34	1358
HOURLY TOTALS																						
7:00 AM to 8:00 AM			0	113	177	91		0	43	278	94		0	71	440	93		0	361	1166	94	3021
7:15 AM to 8:15 AM			0	152	234	122		0	54	277	98		0	82	491	134		0	413	1370	121	3548
7:30 AM to 8:30 AM			0	188	269	157		0	65	333	115		0	94	576	142		0	400	1496	126	3961
7:45 AM to 8:45 AM			0	221	317	187		0	73	355	143		0	117	629	140		0	379	1630	119	4310
8:00 AM to 9:00 AM			0	203	323	211		0	87	405	171		0	138	755	158		0	401	1712	114	4678
PEAK HOUR SUMMARY																						
8:00 AM to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL					
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR						
VOLUME		0	203	323	211	0	87	405	171	0	138	755	158	0	401	1712	114	4678				
PEDESTRIAN																		128				
BICYCLE																		30				
PHF BY MOVEMENT		0.00	0.85	0.78	0.85	0.00	0.84	0.77	0.79	0.00	0.84	0.76	0.66	0.00	0.83	0.85	0.84	OVERALL				
PHF BY APPROACH		0.82				0.79				0.80				0.85				0.86				

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013		DAY: WEDNESDAY	
N-S APPROACH: ARASTRADERO RD - CHARLESTON ROAD		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-16AM	

<p style="text-align: center;">PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">CHARLESTON ROAD</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">ARASTRADERO RD</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 26</p> <p style="text-align: center;">15 11</p> <p style="text-align: center;">E-LEG TOTAL 4</p> <p style="text-align: center;">4 0 4</p> <p style="text-align: center;">W-LEG TOTAL 4</p> <p style="text-align: center;">15 11</p> <p style="text-align: center;">S-LEG TOTAL 26</p>
---	---

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	5	1	0	4	1	0	2	1	1	1	0	16
7:15 AM	to 7:30 AM	0	7	1	0	5	1	0	3	1	1	2	0	21
7:30 AM	to 7:45 AM	1	7	1	0	12	1	0	3	2	1	5	0	33
7:45 AM	to 8:00 AM	1	11	1	0	27	1	0	3	3	1	5	0	53
8:00 AM	to 8:15 AM	1	15	1	0	27	1	0	3	3	1	5	0	57
8:15 AM	to 8:30 AM	1	15	1	0	27	1	0	3	3	1	7	0	59
8:30 AM	to 8:45 AM	1	19	1	0	32	1	0	3	3	1	7	0	68
8:45 AM	to 9:00 AM	1	22	1	0	42	1	0	3	3	1	9	0	83
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	5	1	0	4	1	0	2	1	1	1	0	16
7:15 AM	to 7:30 AM	0	2	0	0	1	0	0	1	0	0	1	0	5
7:30 AM	to 7:45 AM	1	0	0	0	7	0	0	0	1	0	3	0	12
7:45 AM	to 8:00 AM	0	4	0	0	15	0	0	0	1	0	0	0	20
8:00 AM	to 8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	to 8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	to 8:45 AM	0	4	0	0	5	0	0	0	0	0	0	0	9
8:45 AM	to 9:00 AM	0	3	0	0	10	0	0	0	0	0	2	0	15
HOURLY TOTALS														
7:00 AM	to 8:00 AM	1	11	1	0	27	1	0	3	3	1	5	0	53
7:15 AM	to 8:15 AM	1	10	0	0	23	0	0	1	2	0	4	0	41
7:30 AM	to 8:30 AM	1	8	0	0	22	0	0	0	2	0	5	0	38
7:45 AM	to 8:45 AM	0	12	0	0	20	0	0	0	1	0	2	0	35
8:00 AM	to 9:00 AM	0	11	0	0	15	0	0	0	0	0	4	0	30

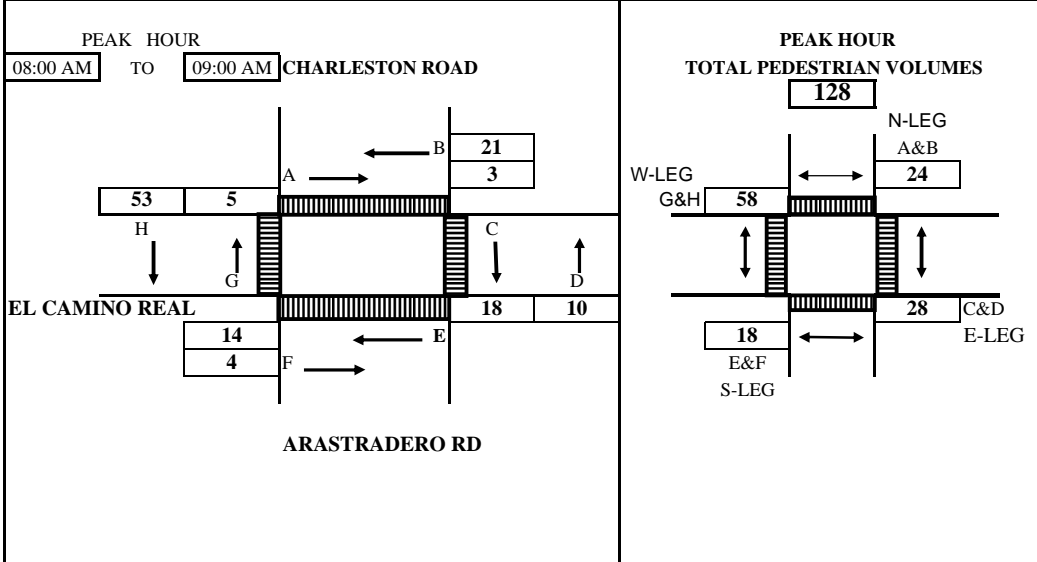
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM to 9:00 AM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	11	15	0	4	30

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: ARASTRADERO RD - CHARLESTON ROAD	DAY: WEDNESDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-16AM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	--- 07:15 AM	0	1	1	1	1	0	0	1	5
07:15 AM	--- 07:30 AM	0	2	4	1	1	3	0	2	13
07:30 AM	--- 07:45 AM	0	5	8	1	2	5	2	3	26
07:45 AM	--- 08:00 AM	1	8	34	3	2	7	2	13	70
08:00 AM	--- 08:15 AM	1	23	46	6	8	9	2	43	138
08:15 AM	--- 08:30 AM	1	27	48	9	12	11	3	59	170
08:30 AM	--- 08:45 AM	3	29	49	9	12	11	7	61	181
08:45 AM	--- 09:00 AM	4	29	52	13	16	11	7	66	198
TOTAL BY PERIOD										
07:00 AM	--- 07:15 AM	0	1	1	1	1	0	0	1	5
07:15 AM	--- 07:30 AM	0	1	3	0	0	3	0	1	8
07:30 AM	--- 07:45 AM	0	3	4	0	1	2	2	1	13
07:45 AM	--- 08:00 AM	1	3	26	2	0	2	0	10	44
08:00 AM	--- 08:15 AM	0	15	12	3	6	2	0	30	68
08:15 AM	--- 08:30 AM	0	4	2	3	4	2	1	16	32
08:30 AM	--- 08:45 AM	2	2	1	0	0	0	4	2	11
08:45 AM	--- 09:00 AM	1	0	3	4	4	0	0	5	17
HOURLY TOTALS										
07:00 AM	--- 08:00 AM	1	8	34	3	2	7	2	13	70
07:15 AM	--- 08:15 AM	1	22	45	5	7	9	2	42	133
07:30 AM	--- 08:30 AM	1	25	44	8	11	8	3	57	157
07:45 AM	--- 08:45 AM	3	24	41	8	10	6	5	58	155
08:00 AM	--- 09:00 AM	3	21	18	10	14	4	5	53	128

Tel : (510) 232-1271

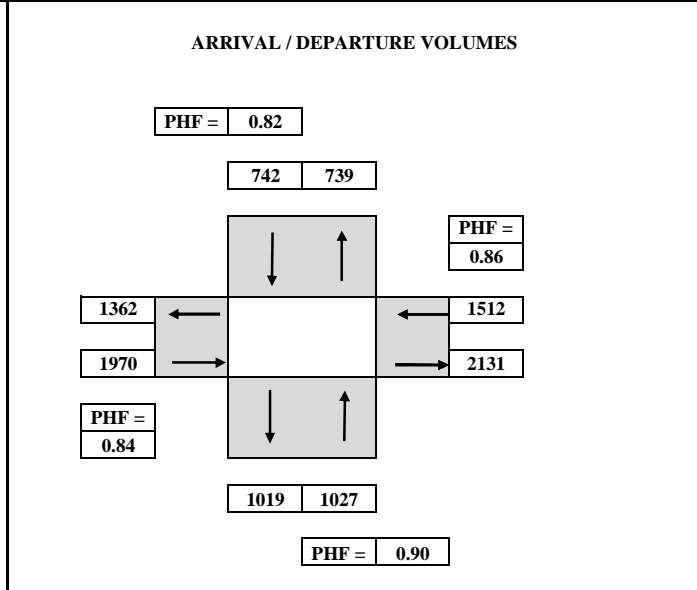
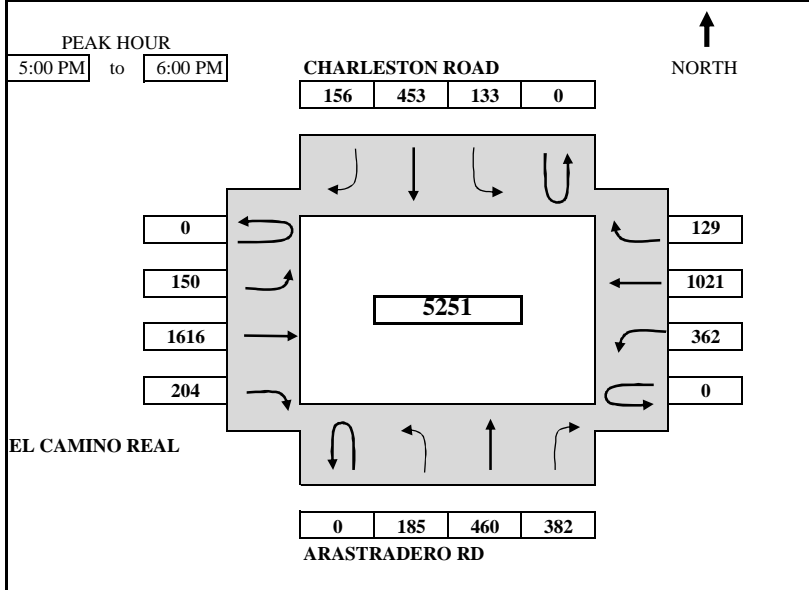
Fax: (510) 232-1272

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	24	18	28	58	128

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/29/2013	DAY:	WEDNESDAY
N-S APPROACH:	ARASTRADERO RD - CHARLESTON ROAD	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-16PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
4:00 PM	to	4:15 PM	27	55	53	34	54	22	31	317	33	56	258	24	964		
4:15 PM	to	4:30 PM	71	147	132	72	133	53	67	661	69	125	545	65	2140		
4:30 PM	to	4:45 PM	101	235	213	101	231	94	106	1044	126	203	818	94	3366		
4:45 PM	to	5:00 PM	138	322	305	134	360	115	146	1426	186	310	1100	125	4667		
5:00 PM	to	5:15 PM	182	418	384	152	467	148	179	1734	241	373	1351	163	5792		
5:15 PM	to	5:30 PM	230	519	482	178	579	193	224	2209	310	481	1614	206	7225		
5:30 PM	to	5:45 PM	278	650	579	213	688	223	260	2559	346	566	1819	220	8401		
5:45 PM	to	6:00 PM	323	782	687	267	813	271	296	3042	390	672	2121	254	9918		

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	27	55	53	0	34	54	22	0	31	317	33	0	56	258	24	964
4:15 PM	to	4:30 PM	0	44	92	79	0	38	79	31	0	36	344	36	0	69	287	41	1176
4:30 PM	to	4:45 PM	0	30	88	81	0	29	98	41	0	39	383	57	0	78	273	29	1226
4:45 PM	to	5:00 PM	0	37	87	92	0	33	129	21	0	40	382	60	0	107	282	31	1301
5:00 PM	to	5:15 PM	0	44	96	79	0	18	107	33	0	33	308	55	0	63	251	38	1125
5:15 PM	to	5:30 PM	0	48	101	98	0	26	112	45	0	45	475	69	0	108	263	43	1433
5:30 PM	to	5:45 PM	0	48	131	97	0	35	109	30	0	36	350	36	0	85	205	14	1176
5:45 PM	to	6:00 PM	0	45	132	108	0	54	125	48	0	36	483	44	0	106	302	34	1517

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	138	322	305	0	134	360	115	0	146	1426	186	0	310	1100	125	4667
4:15 PM	to	5:15 PM	0	155	363	331	0	118	413	126	0	148	1417	208	0	317	1093	139	4828
4:30 PM	to	5:30 PM	0	159	372	350	0	106	446	140	0	157	1548	241	0	356	1069	141	5085
4:45 PM	to	5:45 PM	0	177	415	366	0	112	457	129	0	154	1515	220	0	363	1001	126	5035
5:00 PM	to	6:00 PM	0	185	460	382	0	133	453	156	0	150	1616	204	0	362	1021	129	5251

PEAK HOUR SUMMARY																			
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
			0	185	460	382	0	133	453	156	0	150	1616	204	0	362	1021	129	5251
			PEDESTRIAN															72	
			BICYCLE															33	
			0.00	0.96	0.87	0.88	0.00	0.62	0.91	0.81	0.00	0.83	0.84	0.74	0.00	0.84	0.85	0.75	OVERALL
			0.90				0.82				0.84				0.86				0.87

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/29/2013		DAY: WEDNESDAY	
N-S APPROACH: ARASTRADERO RD - CHARLESTON ROAD		SURVEY TIME: 4:00 PM		TO 6:00 PM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-16PM	

<p style="text-align: center;">PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">CHARLESTON ROAD</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">WEST - LEG</p> <p style="text-align: center;">EL CAMINO REAL</p> <p style="text-align: center;">SOUTH - LEG</p> <p style="text-align: center;">ARASTRADERO RD</p> <p style="text-align: center;">EAST - LEG</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL</p> <p style="text-align: center;">25</p> <p style="text-align: center;">17 8</p> <p style="text-align: center;">E-LEG TOTAL</p> <p style="text-align: center;">7</p> <p style="text-align: center;">7 3</p> <p style="text-align: center;">4 4</p> <p style="text-align: center;">W-LEG TOTAL</p> <p style="text-align: center;">11</p> <p style="text-align: center;">14 9</p> <p style="text-align: center;">S-LEG TOTAL</p> <p style="text-align: center;">23</p>
--	---

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL	
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT		THRU
SURVEY DATA															
4:00 PM	to 4:15 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	4
4:15 PM	to 4:30 PM	0	4	1	0	8	0	0	0	0	0	0	0	0	13
4:30 PM	to 4:45 PM	0	7	1	0	9	0	0	0	0	0	0	0	0	17
4:45 PM	to 5:00 PM	0	14	2	0	13	0	0	0	0	0	0	2	0	31
5:00 PM	to 5:15 PM	0	19	2	0	13	1	0	2	0	0	2	0	0	39
5:15 PM	to 5:30 PM	0	21	2	0	20	1	0	3	0	0	2	0	0	49
5:30 PM	to 5:45 PM	0	21	2	0	21	1	0	4	0	0	4	0	0	53
5:45 PM	to 6:00 PM	1	22	2	0	27	3	0	4	0	0	5	0	0	64
TOTAL BY PERIOD															
4:00 PM	to 4:15 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	4
4:15 PM	to 4:30 PM	0	4	1	0	4	0	0	0	0	0	0	0	0	9
4:30 PM	to 4:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4:45 PM	to 5:00 PM	0	7	1	0	4	0	0	0	0	0	2	0	0	14
5:00 PM	to 5:15 PM	0	5	0	0	0	1	0	2	0	0	0	0	0	8
5:15 PM	to 5:30 PM	0	2	0	0	7	0	0	1	0	0	0	0	0	10
5:30 PM	to 5:45 PM	0	0	0	0	1	0	0	1	0	0	2	0	0	4
5:45 PM	to 6:00 PM	1	1	0	0	6	2	0	0	0	0	1	0	0	11
HOURLY TOTALS															
4:00 PM	to 5:00 PM	0	14	2	0	13	0	0	0	0	0	2	0	0	31
4:15 PM	to 5:15 PM	0	19	2	0	9	1	0	2	0	0	2	0	0	35
4:30 PM	to 5:30 PM	0	17	1	0	12	1	0	3	0	0	2	0	0	36
4:45 PM	to 5:45 PM	0	14	1	0	12	1	0	4	0	0	4	0	0	36
5:00 PM	to 6:00 PM	1	8	0	0	14	3	0	4	0	0	3	0	0	33

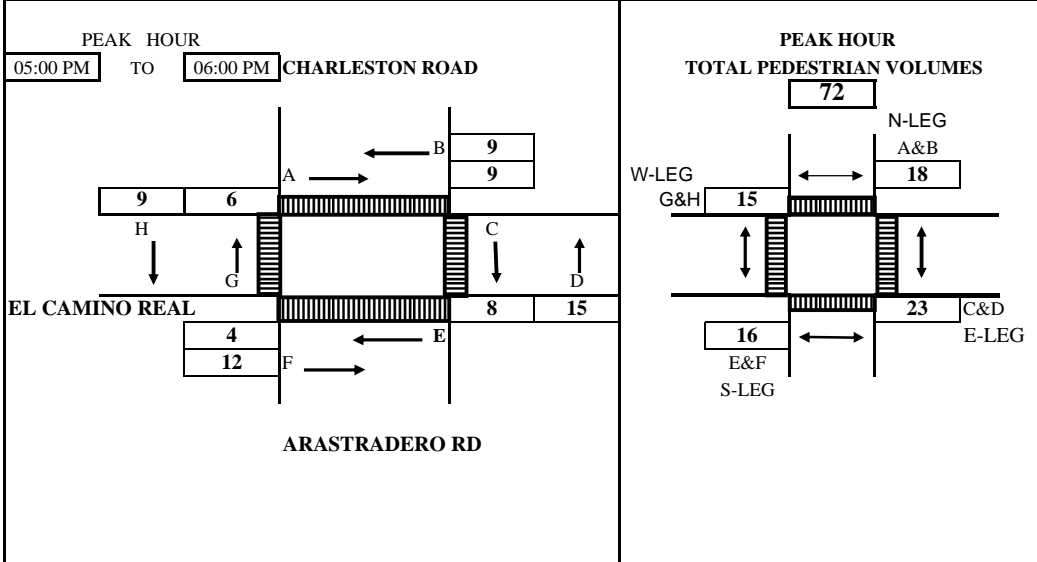
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			9	17	4	3	33

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/29/2013
N-S APPROACH: ARASTRADERO RD - CHARLESTON ROAD	DAY: WEDNESDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 4:00 PM TO 6:00 PM	FILE: 3305059-16PM



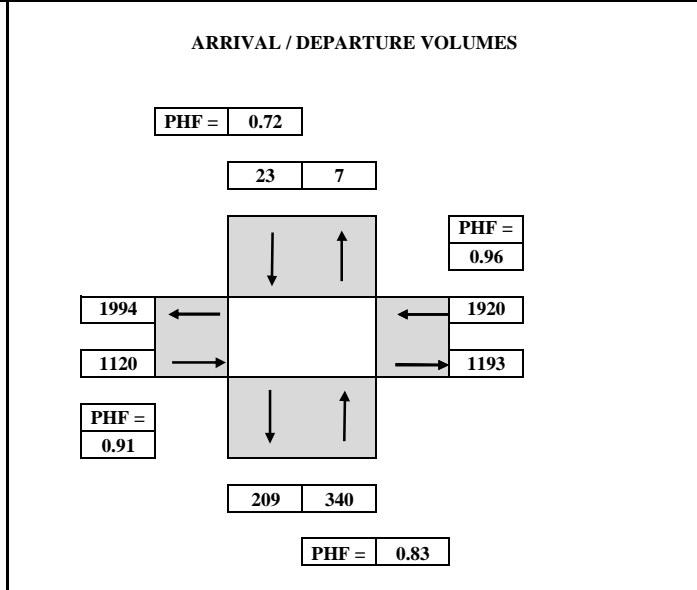
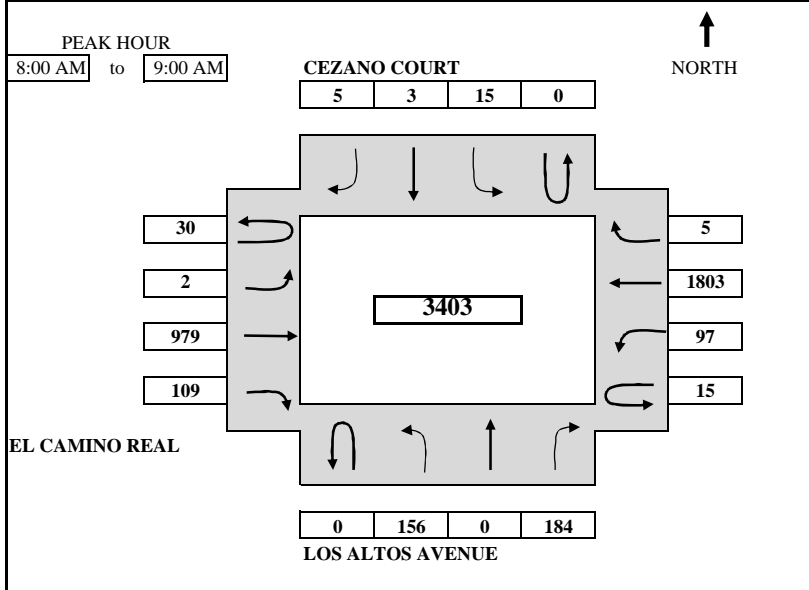
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	0	1	0	4	0	1	1	1	8
04:15 PM	--- 04:30 PM	1	3	0	10	1	4	1	1	21
04:30 PM	--- 04:45 PM	2	4	1	12	1	7	1	5	33
04:45 PM	--- 05:00 PM	2	4	1	22	2	7	1	6	45
05:00 PM	--- 05:15 PM	3	5	3	26	4	10	3	6	60
05:15 PM	--- 05:30 PM	5	7	4	26	4	15	4	7	72
05:30 PM	--- 05:45 PM	9	10	9	27	4	16	6	11	92
05:45 PM	--- 06:00 PM	11	13	9	37	6	19	7	15	117
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	0	1	0	4	0	1	1	1	8
04:15 PM	--- 04:30 PM	1	2	0	6	1	3	0	0	13
04:30 PM	--- 04:45 PM	1	1	1	2	0	3	0	4	12
04:45 PM	--- 05:00 PM	0	0	0	10	1	0	0	1	12
05:00 PM	--- 05:15 PM	1	1	2	4	2	3	2	0	15
05:15 PM	--- 05:30 PM	2	2	1	0	0	5	1	1	12
05:30 PM	--- 05:45 PM	4	3	5	1	0	1	2	4	20
05:45 PM	--- 06:00 PM	2	3	0	10	2	3	1	4	25
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	2	4	1	22	2	7	1	6	45
04:15 PM	--- 05:15 PM	3	4	3	22	4	9	2	5	52
04:30 PM	--- 05:30 PM	4	4	4	16	3	11	3	6	51
04:45 PM	--- 05:45 PM	7	6	8	15	3	9	5	6	59
05:00 PM	--- 06:00 PM	9	9	8	15	4	12	6	9	72
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			18	16	23	15	72

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	LOS ALTOS AVENUE - CEZANO CT	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-15AM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
7:00 AM	to	7:15 AM	11	0	7	1	0	3	9	2	96	11	1	2	276	0	419
7:15 AM	to	7:30 AM	35	0	24	1	0	3	17	2	209	22	4	8	600	1	926
7:30 AM	to	7:45 AM	55	0	47	3	0	4	30	2	353	42	4	21	995	3	1559
7:45 AM	to	8:00 AM	83	0	84	4	1	8	42	2	493	71	5	41	1402	6	2242
8:00 AM	to	8:15 AM	119	0	125	10	1	9	48	2	696	107	6	70	1846	7	3046
8:15 AM	to	8:30 AM	163	0	184	12	2	10	56	2	946	156	11	113	2246	8	3909
8:30 AM	to	8:45 AM	196	0	242	15	3	10	61	4	1228	164	13	127	2724	9	4796
8:45 AM	to	9:00 AM	239	0	268	19	4	13	72	4	1472	180	20	138	3205	11	5645

TOTAL BY PERIOD																			
7:00 AM	to	7:15 AM	0	11	0	7	0	1	0	3	9	2	96	11	1	2	276	0	419
7:15 AM	to	7:30 AM	0	24	0	17	0	0	0	0	8	0	113	11	3	6	324	1	507
7:30 AM	to	7:45 AM	0	20	0	23	0	2	0	1	13	0	144	20	0	13	395	2	633
7:45 AM	to	8:00 AM	0	28	0	37	0	1	1	4	12	0	140	29	1	20	407	3	683
8:00 AM	to	8:15 AM	0	36	0	41	0	6	0	1	6	0	203	36	1	29	444	1	804
8:15 AM	to	8:30 AM	0	44	0	59	0	2	1	1	8	0	250	49	5	43	400	1	863
8:30 AM	to	8:45 AM	0	33	0	58	0	3	1	0	5	2	282	8	2	14	478	1	887
8:45 AM	to	9:00 AM	0	43	0	26	0	4	1	3	11	0	244	16	7	11	481	2	849

HOURLY TOTALS																			
7:00 AM	to	8:00 AM	0	83	0	84	0	4	1	8	42	2	493	71	5	41	1402	6	2242
7:15 AM	to	8:15 AM	0	108	0	118	0	9	1	6	39	0	600	96	5	68	1570	7	2627
7:30 AM	to	8:30 AM	0	128	0	160	0	11	2	7	39	0	737	134	7	105	1646	7	2983
7:45 AM	to	8:45 AM	0	141	0	195	0	12	3	6	31	2	875	122	9	106	1729	6	3237
8:00 AM	to	9:00 AM	0	156	0	184	0	15	3	5	30	2	979	109	15	97	1803	5	3403

PEAK HOUR SUMMARY																					
8:00 AM	to	9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR			
			VOLUME	0	156	0	184	0	15	3	5	30	2	979	109	15	97	1803	5	3403	
			PEDESTRIAN																		68
			BICYCLE																		19
			PHF BY MOVEMENT	0.00	0.89	0.00	0.78	0.00	0.63	0.75	0.42	0.68	0.25	0.87	0.56	0.54	0.56	0.94	0.63		OVERALL
			PHF BY APPROACH	0.83				0.72				0.91				0.96				0.96	

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: LOS ALTOS AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-15AM	

<p style="text-align: center;">PEAK HOUR 8:00 AM TO 9:00 AM</p> <div style="text-align: center;"> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">LOS ALTOS AVENUE</p> </div>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <div style="text-align: center;"> </div>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	1	0	0	0	0	0	0	0	1	1	1	0	4
7:15 AM	to 7:30 AM	1	0	0	0	0	0	0	0	1	1	2	0	5
7:30 AM	to 7:45 AM	1	0	0	0	0	0	0	0	1	3	3	0	8
7:45 AM	to 8:00 AM	1	0	0	0	0	0	0	2	1	4	3	0	11
8:00 AM	to 8:15 AM	6	0	0	0	0	0	0	3	1	4	4	1	19
8:15 AM	to 8:30 AM	6	0	0	0	0	0	0	3	2	4	4	1	20
8:30 AM	to 8:45 AM	6	0	1	0	1	0	0	5	2	5	4	1	25
8:45 AM	to 9:00 AM	7	0	2	0	1	0	0	7	2	5	5	1	30
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	1	0	0	0	0	0	0	0	1	1	1	0	4
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	to 7:45 AM	0	0	0	0	0	0	0	0	0	2	1	0	3
7:45 AM	to 8:00 AM	0	0	0	0	0	0	0	2	0	1	0	0	3
8:00 AM	to 8:15 AM	5	0	0	0	0	0	0	1	0	0	1	1	8
8:15 AM	to 8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	to 8:45 AM	0	0	1	0	1	0	0	2	0	1	0	0	5
8:45 AM	to 9:00 AM	1	0	1	0	0	0	0	2	0	0	1	0	5
HOURLY TOTALS														
7:00 AM	to 8:00 AM	1	0	0	0	0	0	0	2	1	4	3	0	11
7:15 AM	to 8:15 AM	5	0	0	0	0	0	0	3	0	3	3	1	15
7:30 AM	to 8:30 AM	5	0	0	0	0	0	0	3	1	3	2	1	15
7:45 AM	to 8:45 AM	5	0	1	0	1	0	0	5	1	2	1	1	17
8:00 AM	to 9:00 AM	6	0	2	0	1	0	0	5	1	1	2	1	19

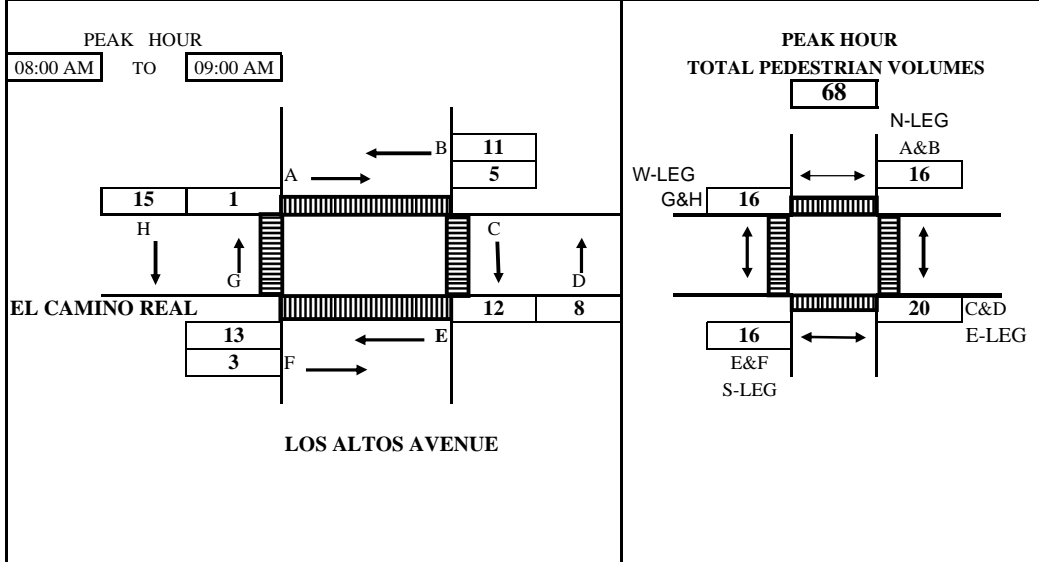
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM	to	9:00 AM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			8	1	6	4	19

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: LOS ALTOS AVENUE	DAY: THURSDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-15AM



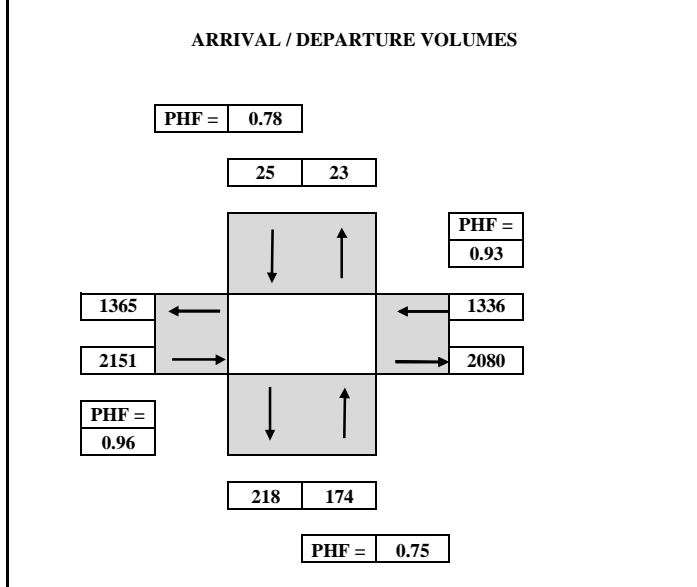
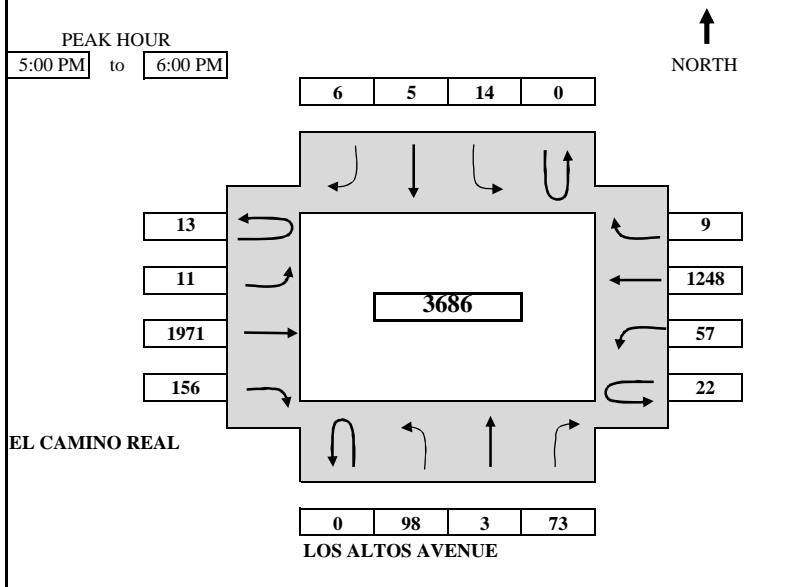
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	--- 07:15 AM	0	1	2	0	0	0	0	1	4
07:15 AM	--- 07:30 AM	0	3	6	1	5	0	0	1	16
07:30 AM	--- 07:45 AM	0	3	11	3	9	1	0	2	29
07:45 AM	--- 08:00 AM	2	6	19	5	14	2	0	2	50
08:00 AM	--- 08:15 AM	4	9	25	7	22	2	0	8	77
08:15 AM	--- 08:30 AM	4	10	28	9	25	4	1	13	94
08:30 AM	--- 08:45 AM	5	10	31	10	26	4	1	13	100
08:45 AM	--- 09:00 AM	7	17	31	13	27	5	1	17	118
TOTAL BY PERIOD										
07:00 AM	--- 07:15 AM	0	1	2	0	0	0	0	1	4
07:15 AM	--- 07:30 AM	0	2	4	1	5	0	0	0	12
07:30 AM	--- 07:45 AM	0	0	5	2	4	1	0	1	13
07:45 AM	--- 08:00 AM	2	3	8	2	5	1	0	0	21
08:00 AM	--- 08:15 AM	2	3	6	2	8	0	0	6	27
08:15 AM	--- 08:30 AM	0	1	3	2	3	2	1	5	17
08:30 AM	--- 08:45 AM	1	0	3	1	1	0	0	0	6
08:45 AM	--- 09:00 AM	2	7	0	3	1	1	0	4	18
HOURLY TOTALS										
07:00 AM	--- 08:00 AM	2	6	19	5	14	2	0	2	50
07:15 AM	--- 08:15 AM	4	8	23	7	22	2	0	7	73
07:30 AM	--- 08:30 AM	4	7	22	8	20	4	1	12	78
07:45 AM	--- 08:45 AM	5	7	20	7	17	3	1	11	71
08:00 AM	--- 09:00 AM	5	11	12	8	13	3	1	15	68
Tel : (510) 232-1271					Fax: (510) 232-1272					

8:00 AM	to	9:00 AM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			16	16	20	16	68

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	LOS ALTOS AVENUE	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-15PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
4:00 PM	to	4:15 PM	23	0	16	5	0	2	2	0	351	14	0	20	252	2	687
4:15 PM	to	4:30 PM	47	1	34	9	0	5	5	4	707	32	3	35	559	5	1446
4:30 PM	to	4:45 PM	64	1	51	13	0	6	9	6	1113	55	6	52	876	11	2263
4:45 PM	to	5:00 PM	88	2	67	18	0	8	12	10	1559	85	8	62	1171	16	3106
5:00 PM	to	5:15 PM	111	3	90	23	1	10	14	12	2032	119	10	75	1475	16	3991
5:15 PM	to	5:30 PM	147	4	111	27	3	10	17	15	2557	151	17	95	1803	19	4976
5:30 PM	to	5:45 PM	170	5	130	28	4	13	20	15	3059	197	19	108	2100	23	5891
5:45 PM	to	6:00 PM	186	5	140	32	5	14	25	21	3530	241	30	119	2419	25	6792

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	23	0	16	0	5	0	2	2	0	351	14	0	20	252	2	687
4:15 PM	to	4:30 PM	0	24	1	18	0	4	0	3	3	4	356	18	3	15	307	3	759
4:30 PM	to	4:45 PM	0	17	0	17	0	4	0	1	4	2	406	23	3	17	317	6	817
4:45 PM	to	5:00 PM	0	24	1	16	0	5	0	2	3	4	446	30	2	10	295	5	843
5:00 PM	to	5:15 PM	0	23	1	23	0	5	1	2	2	2	473	34	2	13	304	0	885
5:15 PM	to	5:30 PM	0	36	1	21	0	4	2	0	3	3	525	32	7	20	328	3	985
5:30 PM	to	5:45 PM	0	23	1	19	0	1	1	3	3	0	502	46	2	13	297	4	915
5:45 PM	to	6:00 PM	0	16	0	10	0	4	1	1	5	6	471	44	11	11	319	2	901

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	88	2	67	0	18	0	8	12	10	1559	85	8	62	1171	16	3106
4:15 PM	to	5:15 PM	0	88	3	74	0	18	1	8	12	12	1681	105	10	55	1223	14	3304
4:30 PM	to	5:30 PM	0	100	3	77	0	18	3	5	12	11	1850	119	14	60	1244	14	3530
4:45 PM	to	5:45 PM	0	106	4	79	0	15	4	7	11	9	1946	142	13	56	1224	12	3628
5:00 PM	to	6:00 PM	0	98	3	73	0	14	5	6	13	11	1971	156	22	57	1248	9	3686

PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	98	3	73	0	14	5	6	13	11	1971	156	22	57	1248	9	3686
			PEDESTRIAN																	39
			BICYCLE																	25
			PHF BY MOVEMENT	0.00	0.68	0.75	0.79	0.00	0.70	0.63	0.50	0.65	0.46	0.94	0.85	0.50	0.71	0.95	0.56	OVERALL
			PHF BY APPROACH	0.75				0.78				0.96				0.93				0.94

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/30/2013			DAY: THURSDAY		
N-S APPROACH: LOS ALTOS AVENUE			SURVEY TIME: 4:00 PM			TO 6:00 PM		
E-W APPROACH: EL CAMINO REAL			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-15PM		

<p>PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">LOS ALTOS AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p>N-LEG TOTAL 2</p> <p>0 2</p> <p>E-LEG TOTAL 21</p> <p>2 12 14</p> <p>W-LEG TOTAL 14</p> <p>2 11</p> <p>S-LEG TOTAL 13</p>
--	---

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL	
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT		
SURVEY DATA															
4:00 PM	to 4:15 PM	0	0	0	0	1	0	0	0	1	0	0	1	0	3
4:15 PM	to 4:30 PM	0	0	0	0	1	0	0	2	2	0	2	0	7	
4:30 PM	to 4:45 PM	0	0	0	0	1	0	0	5	2	0	2	0	10	
4:45 PM	to 5:00 PM	2	0	2	0	1	0	0	6	3	0	3	0	17	
5:00 PM	to 5:15 PM	2	0	2	0	1	0	0	9	4	1	4	0	23	
5:15 PM	to 5:30 PM	2	1	3	0	1	0	0	12	4	1	4	0	28	
5:30 PM	to 5:45 PM	3	1	7	0	1	0	0	14	4	1	4	0	35	
5:45 PM	to 6:00 PM	3	2	10	0	1	0	0	17	4	1	4	0	42	
TOTAL BY PERIOD															
4:00 PM	to 4:15 PM	0	0	0	0	1	0	0	0	1	0	1	0	3	
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	2	1	0	1	0	4	
4:30 PM	to 4:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	
4:45 PM	to 5:00 PM	2	0	2	0	0	0	0	1	1	0	1	0	7	
5:00 PM	to 5:15 PM	0	0	0	0	0	0	0	3	1	1	1	0	6	
5:15 PM	to 5:30 PM	0	1	1	0	0	0	0	3	0	0	0	0	5	
5:30 PM	to 5:45 PM	1	0	4	0	0	0	0	2	0	0	0	0	7	
5:45 PM	to 6:00 PM	0	1	3	0	0	0	0	3	0	0	0	0	7	
HOURLY TOTALS															
4:00 PM	to 5:00 PM	2	0	2	0	1	0	0	6	3	0	3	0	17	
4:15 PM	to 5:15 PM	2	0	2	0	0	0	0	9	3	1	3	0	20	
4:30 PM	to 5:30 PM	2	1	3	0	0	0	0	10	2	1	2	0	21	
4:45 PM	to 5:45 PM	3	1	7	0	0	0	0	9	2	1	2	0	25	
5:00 PM	to 6:00 PM	1	2	8	0	0	0	0	11	1	1	1	0	25	

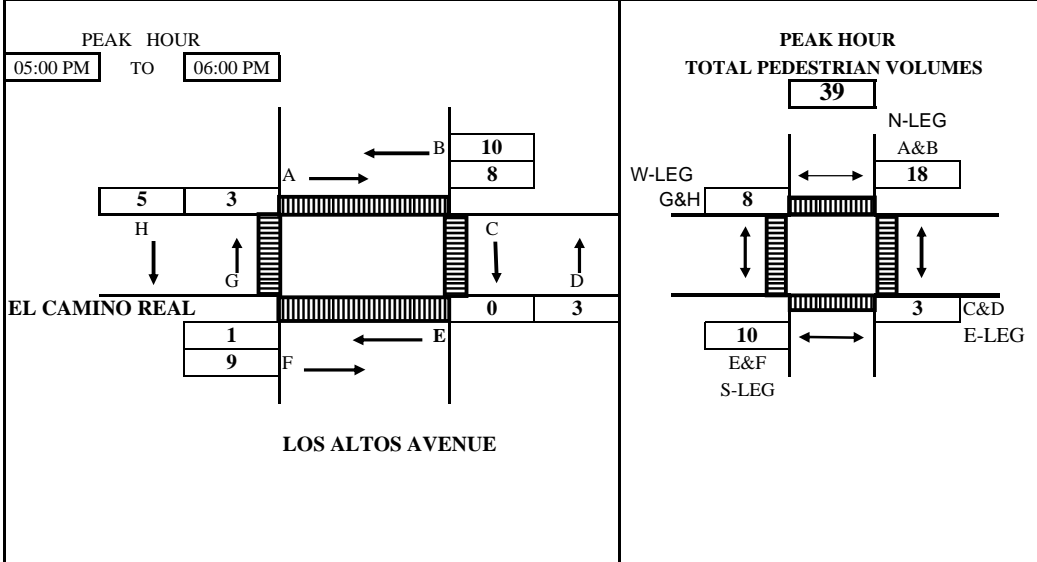
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			11	0	12	2	25

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013	
N-S APPROACH: LOS ALTOS AVENUE		DAY: THURSDAY	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD 4:00 PM TO 6:00 PM		FILE: 3305059-15PM	



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL	
From	To	A	B	C	D	E	F	G	H		
SURVEY DATA											
04:00 PM	---	04:15 PM	0	1	0	0	0	0	0	0	1
04:15 PM	---	04:30 PM	1	4	0	4	0	1	1	0	11
04:30 PM	---	04:45 PM	3	5	3	4	0	5	1	0	21
04:45 PM	---	05:00 PM	4	9	4	6	0	6	3	0	32
05:00 PM	---	05:15 PM	7	12	4	6	0	8	6	2	45
05:15 PM	---	05:30 PM	9	15	4	9	0	8	6	2	53
05:30 PM	---	05:45 PM	9	17	4	9	0	11	6	3	59
05:45 PM	---	06:00 PM	12	19	4	9	1	15	6	5	71
TOTAL BY PERIOD											
04:00 PM	---	04:15 PM	0	1	0	0	0	0	0	0	1
04:15 PM	---	04:30 PM	1	3	0	4	0	1	1	0	10
04:30 PM	---	04:45 PM	2	1	3	0	0	4	0	0	10
04:45 PM	---	05:00 PM	1	4	1	2	0	1	2	0	11
05:00 PM	---	05:15 PM	3	3	0	0	0	2	3	2	13
05:15 PM	---	05:30 PM	2	3	0	3	0	0	0	0	8
05:30 PM	---	05:45 PM	0	2	0	0	0	3	0	1	6
05:45 PM	---	06:00 PM	3	2	0	0	1	4	0	2	12
HOURLY TOTALS											
04:00 PM	---	05:00 PM	4	9	4	6	0	6	3	0	32
04:15 PM	---	05:15 PM	7	11	4	6	0	8	6	2	44
04:30 PM	---	05:30 PM	8	11	4	5	0	7	5	2	42
04:45 PM	---	05:45 PM	6	12	1	5	0	6	5	3	38
05:00 PM	---	06:00 PM	8	10	0	3	1	9	3	5	39

Tel : (510) 232-1271

Fax: (510) 232-1272

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			18	10	3	8	39

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: DEL MEDIO AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-6AM	

<p>PEAK HOUR 8:00 AM to 9:00 AM</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">DEL MEDIO AVENUE</p> <p style="text-align: center;">EL CAMINO REAL</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">PHF = 0.75</p>
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TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT		THRU	RIGHT
SURVEY DATA																			
7:00 AM to 7:15 AM			0	0	0	0	8	0	21	2	9	95	0	8	0	245	4	392	
7:15 AM to 7:30 AM			0	0	0	0	19	0	43	5	18	221	0	29	0	550	10	895	
7:30 AM to 7:45 AM			0	0	0	0	38	1	87	7	26	387	0	45	2	945	17	1555	
7:45 AM to 8:00 AM			0	0	0	0	67	1	133	9	36	604	1	67	3	1353	34	2308	
8:00 AM to 8:15 AM			0	0	1	1	87	1	217	12	60	845	3	88	11	1725	48	3098	
8:15 AM to 8:30 AM			0	0	2	2	104	1	318	15	90	1201	3	109	17	2126	67	4053	
8:30 AM to 8:45 AM			0	0	4	4	118	2	363	18	126	1515	5	128	18	2567	90	4954	
8:45 AM to 9:00 AM			0	0	4	4	132	6	419	21	134	1813	7	152	20	3004	113	5825	
TOTAL BY PERIOD																			
7:00 AM to 7:15 AM			0	0	0	0	0	8	0	21	2	9	95	0	8	0	245	4	392
7:15 AM to 7:30 AM			0	0	0	0	0	11	0	22	3	9	126	0	21	0	305	6	503
7:30 AM to 7:45 AM			0	0	0	0	0	19	1	44	2	8	166	0	16	2	395	7	660
7:45 AM to 8:00 AM			0	0	0	0	0	29	0	46	2	10	217	1	22	1	408	17	753
8:00 AM to 8:15 AM			0	0	0	1	0	20	0	84	3	24	241	2	21	8	372	14	790
8:15 AM to 8:30 AM			0	0	0	1	0	17	0	101	3	30	356	0	21	6	401	19	955
8:30 AM to 8:45 AM			0	0	0	2	0	14	1	45	3	36	314	2	19	1	441	23	901
8:45 AM to 9:00 AM			0	0	0	0	0	14	4	56	3	8	298	2	24	2	437	23	871
HOURLY TOTALS																			
7:00 AM to 8:00 AM			0	0	0	0	0	67	1	133	9	36	604	1	67	3	1353	34	2308
7:15 AM to 8:15 AM			0	0	0	1	0	79	1	196	10	51	750	3	80	11	1480	44	2706
7:30 AM to 8:30 AM			0	0	0	2	0	85	1	275	10	72	980	3	80	17	1576	57	3158
7:45 AM to 8:45 AM			0	0	0	4	0	80	1	276	11	100	1128	5	83	16	1622	73	3399
8:00 AM to 9:00 AM			0	0	0	4	0	65	5	286	12	98	1209	6	85	17	1651	79	3517
PEAK HOUR SUMMARY																			
8:00 AM to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL		
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR			
VOLUME		0	0	0	4	0	65	5	286	12	98	1209	6	85	17	1651	79	3517	
PEDESTRIAN																		41	
BICYCLE																		16	
PHF BY MOVEMENT		0.00	0.00	0.00	0.50	0.00	0.81	0.31	0.71	1.00	0.68	0.85	0.75	0.89	0.53	0.94	0.86	OVERALL	
PHF BY APPROACH		0.50				0.75				0.85				0.94				0.92	

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: DEL MEDIO AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-6AM	

<p style="text-align: center;">PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">NORTH ↑</p> <p style="text-align: center;">DEL MEDIO AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 9</p> <p style="text-align: center;">8 1</p> <p style="text-align: center;">E-LEG TOTAL 10</p> <p style="text-align: center;">7 2 6 8</p> <p style="text-align: center;">W-LEG TOTAL 13</p> <p style="text-align: center;">0 0</p> <p style="text-align: center;">S-LEG TOTAL 0</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	2	0	0	0	1	1	4
7:15 AM	to 7:30 AM	0	0	0	0	0	0	2	0	0	0	2	1	5
7:30 AM	to 7:45 AM	0	0	0	0	0	1	2	0	0	0	3	1	7
7:45 AM	to 8:00 AM	0	0	0	0	0	2	2	2	0	0	6	1	13
8:00 AM	to 8:15 AM	0	0	0	0	0	2	2	3	0	0	7	1	15
8:15 AM	to 8:30 AM	0	0	0	0	0	3	2	3	0	0	8	1	17
8:30 AM	to 8:45 AM	0	0	0	2	0	4	3	5	0	0	8	1	23
8:45 AM	to 9:00 AM	0	0	0	3	0	7	3	7	0	0	8	1	29
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	2	0	0	0	1	1	4
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	to 7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
7:45 AM	to 8:00 AM	0	0	0	0	0	1	0	2	0	0	3	0	6
8:00 AM	to 8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	to 8:30 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
8:30 AM	to 8:45 AM	0	0	0	2	0	1	1	2	0	0	0	0	6
8:45 AM	to 9:00 AM	0	0	0	1	0	3	0	2	0	0	0	0	6
HOURLY TOTALS														
7:00 AM	to 8:00 AM	0	0	0	0	0	2	2	2	0	0	6	1	13
7:15 AM	to 8:15 AM	0	0	0	0	0	2	0	3	0	0	6	0	11
7:30 AM	to 8:30 AM	0	0	0	0	0	3	0	3	0	0	6	0	12
7:45 AM	to 8:45 AM	0	0	0	2	0	3	1	5	0	0	5	0	16
8:00 AM	to 9:00 AM	0	0	0	3	0	5	1	5	0	0	2	0	16

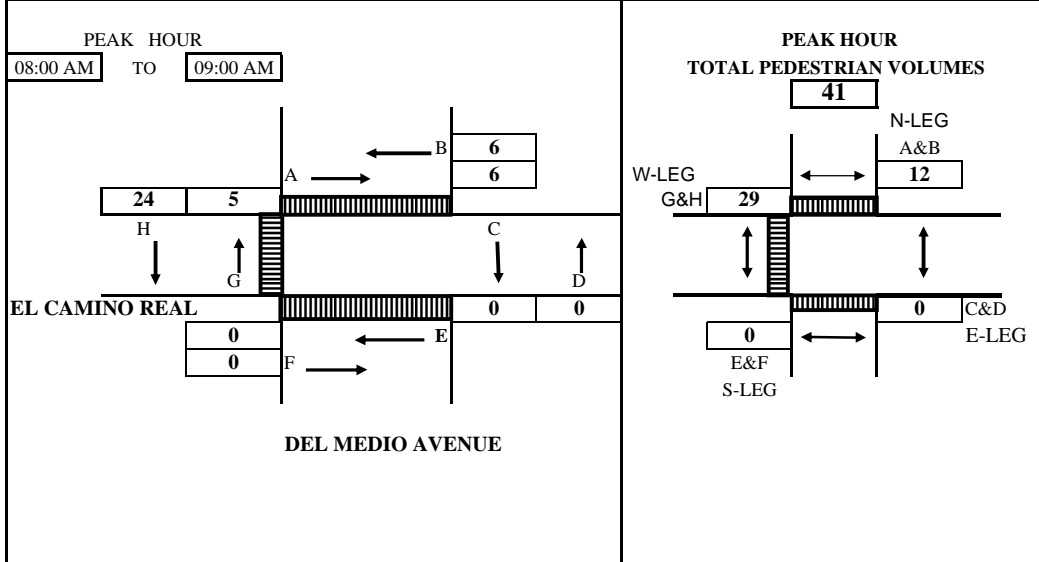
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM to 9:00 AM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	0	8	6	2	16

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: DEL MEDIO AVENUE	DAY: THURSDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-6AM



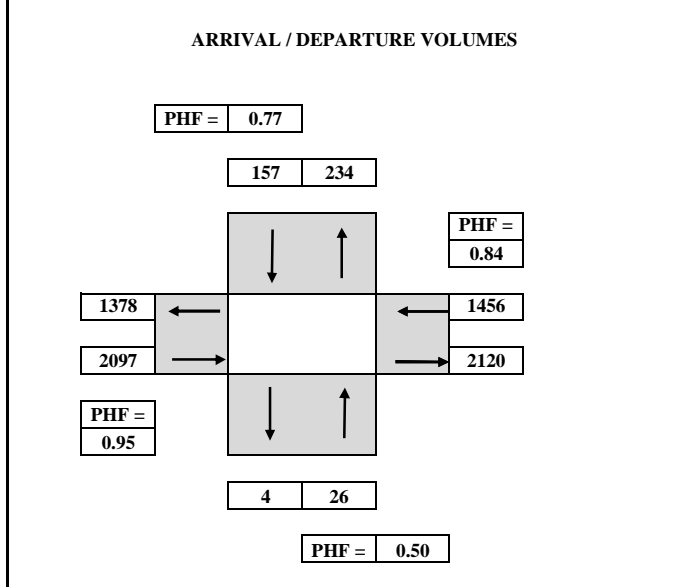
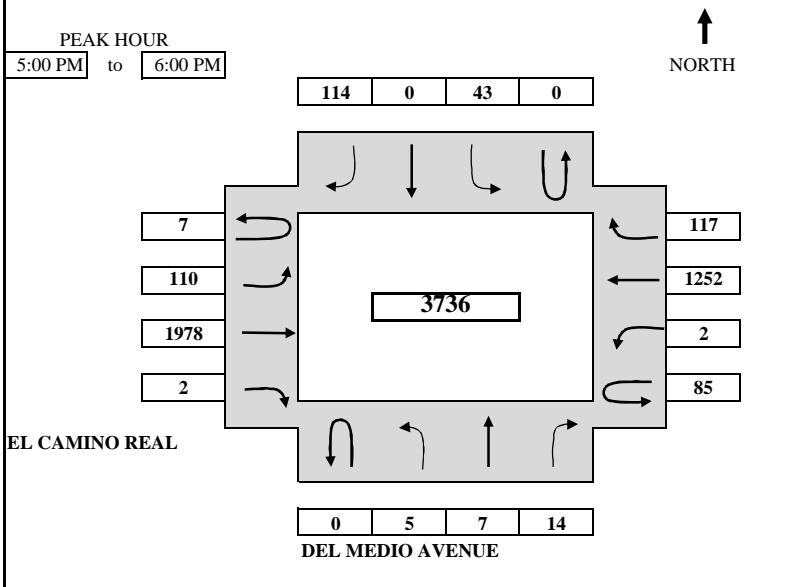
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	---	07:15 AM	0	0	0	0	0	0	2	2
07:15 AM	---	07:30 AM	0	1	0	0	0	0	4	5
07:30 AM	---	07:45 AM	0	2	0	0	0	0	10	12
07:45 AM	---	08:00 AM	1	5	0	0	0	0	23	29
08:00 AM	---	08:15 AM	2	9	0	0	0	2	32	45
08:15 AM	---	08:30 AM	3	10	0	0	0	3	40	56
08:30 AM	---	08:45 AM	4	10	0	0	0	5	43	62
08:45 AM	---	09:00 AM	7	11	0	0	0	5	47	70
TOTAL BY PERIOD										
07:00 AM	---	07:15 AM	0	0	0	0	0	0	2	2
07:15 AM	---	07:30 AM	0	1	0	0	0	0	2	3
07:30 AM	---	07:45 AM	0	1	0	0	0	0	6	7
07:45 AM	---	08:00 AM	1	3	0	0	0	0	13	17
08:00 AM	---	08:15 AM	1	4	0	0	0	2	9	16
08:15 AM	---	08:30 AM	1	1	0	0	0	1	8	11
08:30 AM	---	08:45 AM	1	0	0	0	0	2	3	6
08:45 AM	---	09:00 AM	3	1	0	0	0	0	4	8
HOURLY TOTALS										
07:00 AM	---	08:00 AM	1	5	0	0	0	0	23	29
07:15 AM	---	08:15 AM	2	9	0	0	0	2	30	43
07:30 AM	---	08:30 AM	3	9	0	0	0	3	36	51
07:45 AM	---	08:45 AM	4	8	0	0	0	5	33	50
08:00 AM	---	09:00 AM	6	6	0	0	0	5	24	41
			Tel : (510) 232-1271				Fax: (510) 232-1272			

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	12	0	0	29	41

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	DEL MEDIO AVENUE	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-6PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
4:00 PM	to	4:15 PM	2	0	3	6	0	14	0	15	353	1	30	0	237	30	691
4:15 PM	to	4:30 PM	2	0	4	21	0	37	1	39	757	1	52	0	549	62	1525
4:30 PM	to	4:45 PM	3	1	7	32	0	69	2	62	1216	3	71	0	857	95	2418
4:45 PM	to	5:00 PM	4	1	10	45	0	88	3	77	1679	4	90	0	1156	133	3290
5:00 PM	to	5:15 PM	8	5	15	55	0	122	6	103	2164	4	116	1	1445	170	4214
5:15 PM	to	5:30 PM	8	5	17	63	0	143	7	130	2655	4	138	1	1774	199	5144
5:30 PM	to	5:45 PM	9	6	20	76	0	163	9	161	3134	4	156	1	2024	220	5983
5:45 PM	to	6:00 PM	9	8	24	88	0	202	10	187	3657	6	175	2	2408	250	7026

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	2	0	3	0	6	0	14	0	15	353	1	30	0	237	30	691
4:15 PM	to	4:30 PM	0	0	0	1	0	15	0	23	1	24	404	0	22	0	312	32	834
4:30 PM	to	4:45 PM	0	1	1	3	0	11	0	32	1	23	459	2	19	0	308	33	893
4:45 PM	to	5:00 PM	0	1	0	3	0	13	0	19	1	15	463	1	19	0	299	38	872
5:00 PM	to	5:15 PM	0	4	4	5	0	10	0	34	3	26	485	0	26	1	289	37	924
5:15 PM	to	5:30 PM	0	0	0	2	0	8	0	21	1	27	491	0	22	0	329	29	930
5:30 PM	to	5:45 PM	0	1	1	3	0	13	0	20	2	31	479	0	18	0	250	21	839
5:45 PM	to	6:00 PM	0	0	2	4	0	12	0	39	1	26	523	2	19	1	384	30	1043

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	4	1	10	0	45	0	88	3	77	1679	4	90	0	1156	133	3290
4:15 PM	to	5:15 PM	0	6	5	12	0	49	0	108	6	88	1811	3	86	1	1208	140	3523
4:30 PM	to	5:30 PM	0	6	5	13	0	42	0	106	6	91	1898	3	86	1	1225	137	3619
4:45 PM	to	5:45 PM	0	6	5	13	0	44	0	94	7	99	1918	1	85	1	1167	125	3565
5:00 PM	to	6:00 PM	0	5	7	14	0	43	0	114	7	110	1978	2	85	2	1252	117	3736

PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	5	7	14	0	43	0	114	7	110	1978	2	85	2	1252	117	3736
			PEDESTRIAN																	60
			BICYCLE																	13
			PHF BY MOVEMENT	0.00	0.31	0.44	0.70	0.00	0.83	0.00	0.73	0.58	0.89	0.95	0.25	0.82	0.50	0.82	0.79	OVERALL
			PHF BY APPROACH	0.50				0.77				0.95				0.84				0.90

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: DEL MEDIO AVENUE		SURVEY TIME: 4:00 PM		TO 6:00 PM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-6PM	

<p>PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">DEL MEDIO AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 4</p> <p style="text-align: center;">2 2</p> <p style="text-align: center;">E-LEG TOTAL 10</p> <p style="text-align: center;">W-LEG TOTAL 12</p> <p style="text-align: center;">S-LEG TOTAL 0</p>
--	---

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	to 4:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	4
4:30 PM	to 4:45 PM	0	0	0	0	0	2	1	4	0	0	1	0	8
4:45 PM	to 5:00 PM	0	0	0	0	0	2	2	6	0	0	1	0	11
5:00 PM	to 5:15 PM	0	0	0	0	0	3	2	7	0	0	1	1	14
5:15 PM	to 5:30 PM	0	0	0	0	0	4	2	9	0	0	1	1	17
5:30 PM	to 5:45 PM	0	0	0	0	0	4	3	11	0	0	1	1	20
5:45 PM	to 6:00 PM	0	0	0	0	0	4	3	15	0	0	1	1	24
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:30 PM	to 4:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	4
4:45 PM	to 5:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
5:00 PM	to 5:15 PM	0	0	0	0	0	1	0	1	0	0	0	1	3
5:15 PM	to 5:30 PM	0	0	0	0	0	1	0	2	0	0	0	0	3
5:30 PM	to 5:45 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
5:45 PM	to 6:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	0	0	0	0	2	2	6	0	0	1	0	11
4:15 PM	to 5:15 PM	0	0	0	0	0	2	2	7	0	0	1	1	13
4:30 PM	to 5:30 PM	0	0	0	0	0	3	2	7	0	0	0	1	13
4:45 PM	to 5:45 PM	0	0	0	0	0	2	2	7	0	0	0	1	12
5:00 PM	to 6:00 PM	0	0	0	0	0	2	1	9	0	0	0	1	13

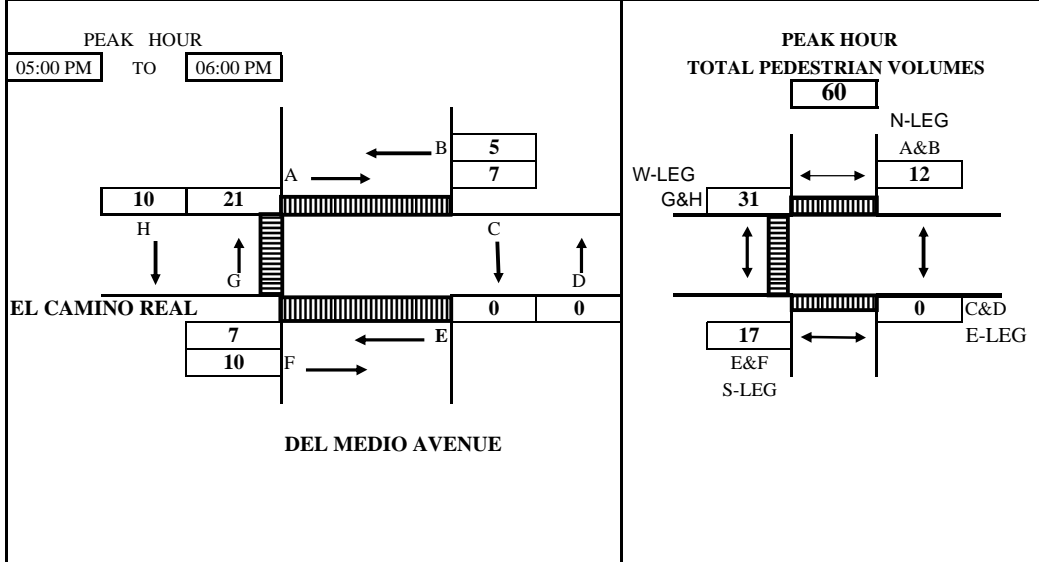
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			0	2	10	1	13

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: DEL MEDIO AVENUE	DAY: THURSDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 4:00 PM TO 6:00 PM	FILE: 3305059-6PM



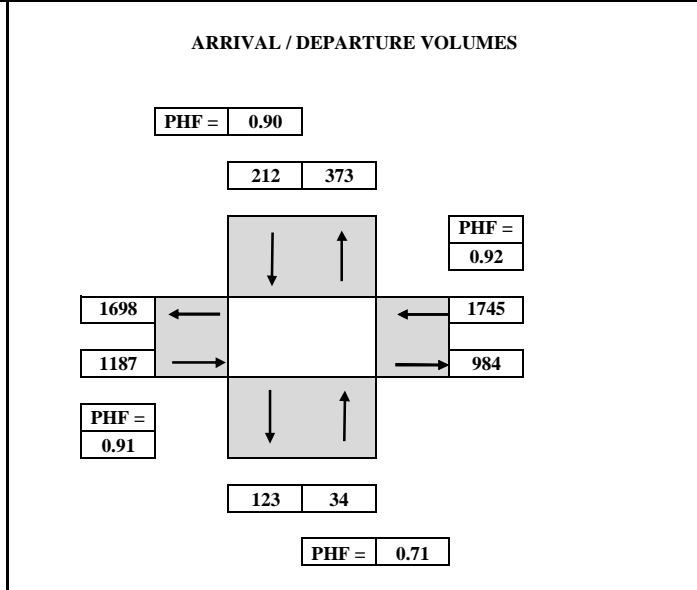
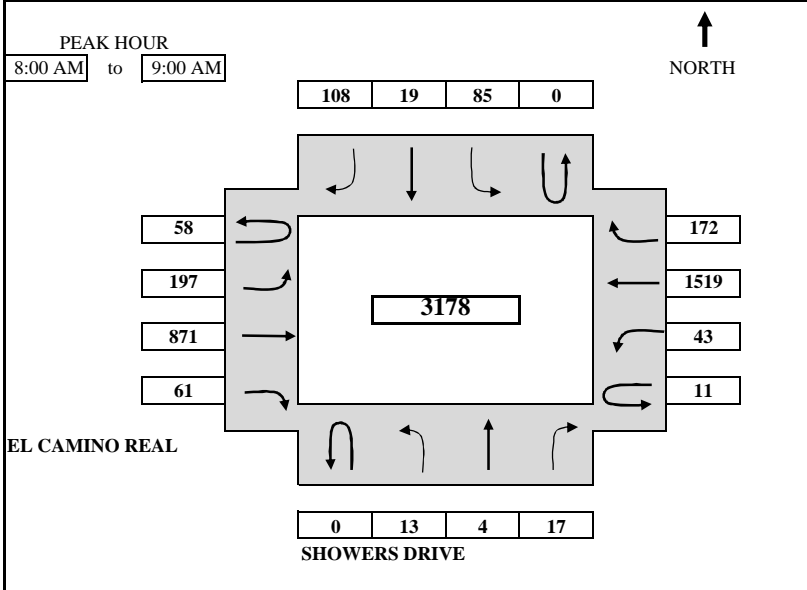
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	0	3	0	0	1	2	1	5	12
04:15 PM	--- 04:30 PM	1	5	0	0	4	3	4	8	25
04:30 PM	--- 04:45 PM	2	8	0	0	5	7	5	10	37
04:45 PM	--- 05:00 PM	2	11	0	0	5	8	6	16	48
05:00 PM	--- 05:15 PM	3	11	0	0	5	10	10	18	57
05:15 PM	--- 05:30 PM	8	11	0	0	7	12	13	20	71
05:30 PM	--- 05:45 PM	9	15	0	0	9	14	19	22	88
05:45 PM	--- 06:00 PM	9	16	0	0	12	18	27	26	108
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	0	3	0	0	1	2	1	5	12
04:15 PM	--- 04:30 PM	1	2	0	0	3	1	3	3	13
04:30 PM	--- 04:45 PM	1	3	0	0	1	4	1	2	12
04:45 PM	--- 05:00 PM	0	3	0	0	0	1	1	6	11
05:00 PM	--- 05:15 PM	1	0	0	0	0	2	4	2	9
05:15 PM	--- 05:30 PM	5	0	0	0	2	2	3	2	14
05:30 PM	--- 05:45 PM	1	4	0	0	2	2	6	2	17
05:45 PM	--- 06:00 PM	0	1	0	0	3	4	8	4	20
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	2	11	0	0	5	8	6	16	48
04:15 PM	--- 05:15 PM	3	8	0	0	4	8	9	13	45
04:30 PM	--- 05:30 PM	7	6	0	0	3	9	9	12	46
04:45 PM	--- 05:45 PM	7	7	0	0	4	7	14	12	51
05:00 PM	--- 06:00 PM	7	5	0	0	7	10	21	10	60
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			12	17	0	31	60

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	SHOWERS DRIVE	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-7AM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
7:00 AM	to	7:15 AM	1	0	0	13	2	12	5	18	73	5	0	4	230	15	378
7:15 AM	to	7:30 AM	2	1	0	30	3	24	10	42	182	8	1	10	530	36	879
7:30 AM	to	7:45 AM	2	1	0	46	4	60	20	67	321	16	2	13	888	64	1504
7:45 AM	to	8:00 AM	2	1	0	68	7	75	27	92	480	26	4	23	1261	87	2153
8:00 AM	to	8:15 AM	5	1	3	93	12	104	37	127	672	36	8	33	1654	134	2919
8:15 AM	to	8:30 AM	7	3	6	115	16	130	53	182	912	48	9	49	2061	184	3775
8:30 AM	to	8:45 AM	10	4	11	133	23	154	69	236	1145	70	14	57	2451	215	4592
8:45 AM	to	9:00 AM	15	5	17	153	26	183	85	289	1351	87	15	66	2780	259	5331

TOTAL BY PERIOD																		
7:00 AM	to	7:15 AM	0	1	0	0	13	2	12	5	18	73	5	0	4	230	15	378
7:15 AM	to	7:30 AM	0	1	1	0	17	1	12	5	24	109	3	1	6	300	21	501
7:30 AM	to	7:45 AM	0	0	0	0	16	1	36	10	25	139	8	1	3	358	28	625
7:45 AM	to	8:00 AM	0	0	0	0	22	3	15	7	25	159	10	2	10	373	23	649
8:00 AM	to	8:15 AM	0	3	0	3	25	5	29	10	35	192	10	4	10	393	47	766
8:15 AM	to	8:30 AM	0	2	2	3	22	4	26	16	55	240	12	1	16	407	50	856
8:30 AM	to	8:45 AM	0	3	1	5	18	7	24	16	54	233	22	5	8	390	31	817
8:45 AM	to	9:00 AM	0	5	1	6	20	3	29	16	53	206	17	1	9	329	44	739

HOURLY TOTALS																		
7:00 AM	to	8:00 AM	0	2	1	0	68	7	75	27	92	480	26	4	23	1261	87	2153
7:15 AM	to	8:15 AM	0	4	1	3	80	10	92	32	109	599	31	8	29	1424	119	2541
7:30 AM	to	8:30 AM	0	5	2	6	85	13	106	43	140	730	40	8	39	1531	148	2896
7:45 AM	to	8:45 AM	0	8	3	11	87	19	94	49	169	824	54	12	44	1563	151	3088
8:00 AM	to	9:00 AM	0	13	4	17	85	19	108	58	197	871	61	11	43	1519	172	3178

PEAK HOUR SUMMARY																			
8:00 AM	to	9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
			0	13	4	17	0	85	19	108	58	197	871	61	11	43	1519	172	3178
			PEDESTRIAN																79
			BICYCLE																10
			0.00	0.65	0.50	0.71	0.00	0.85	0.68	0.93	0.91	0.90	0.91	0.69	0.55	0.67	0.93	0.86	OVERALL
			0.71				0.90				0.91				0.92				0.93

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: SHOWERS DRIVE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-7AM	

<p>PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">↑ NORTH</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p>N-LEG TOTAL 3</p> <p>0 3</p> <p>E-LEG TOTAL 10</p> <p>2 5</p> <p>W-LEG TOTAL 7</p> <p>0 0</p> <p>S-LEG TOTAL 0</p>
--	--

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	0	0	0	0	1	1	0	0	0	0	1	3
7:15 AM	to 7:30 AM	0	0	0	0	0	1	1	0	0	0	4	1	7
7:30 AM	to 7:45 AM	0	0	0	0	0	1	1	0	0	0	4	1	7
7:45 AM	to 8:00 AM	0	0	0	0	0	1	1	0	0	0	6	1	9
8:00 AM	to 8:15 AM	0	0	0	0	0	1	1	1	0	0	7	2	12
8:15 AM	to 8:30 AM	0	0	0	0	0	1	1	1	0	0	8	2	13
8:30 AM	to 8:45 AM	0	0	0	0	0	1	1	3	0	0	8	3	16
8:45 AM	to 9:00 AM	0	0	0	0	0	1	1	5	0	0	8	4	19
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	0	0	0	0	1	1	0	0	0	0	1	3
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	4
7:30 AM	to 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	to 8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 AM	to 8:15 AM	0	0	0	0	0	0	0	1	0	0	1	1	3
8:15 AM	to 8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	to 8:45 AM	0	0	0	0	0	0	0	2	0	0	0	1	3
8:45 AM	to 9:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	3
HOURLY TOTALS														
7:00 AM	to 8:00 AM	0	0	0	0	0	1	1	0	0	0	6	1	9
7:15 AM	to 8:15 AM	0	0	0	0	0	0	0	1	0	0	7	1	9
7:30 AM	to 8:30 AM	0	0	0	0	0	0	0	1	0	0	4	1	6
7:45 AM	to 8:45 AM	0	0	0	0	0	0	0	3	0	0	4	2	9
8:00 AM	to 9:00 AM	0	0	0	0	0	0	0	5	0	0	2	3	10

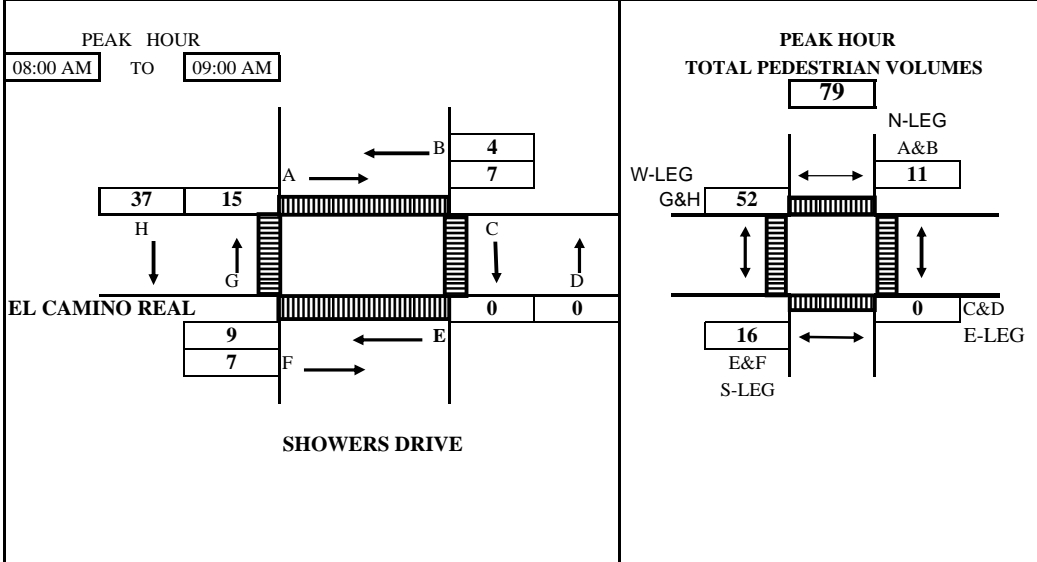
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM	to	9:00 AM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			0	0	5	5	10

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: SHOWERS DRIVE	DAY: THURSDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-7AM



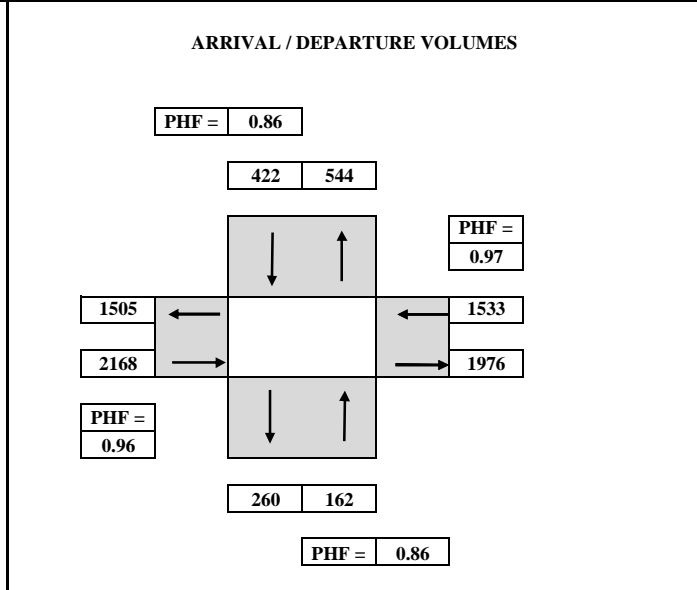
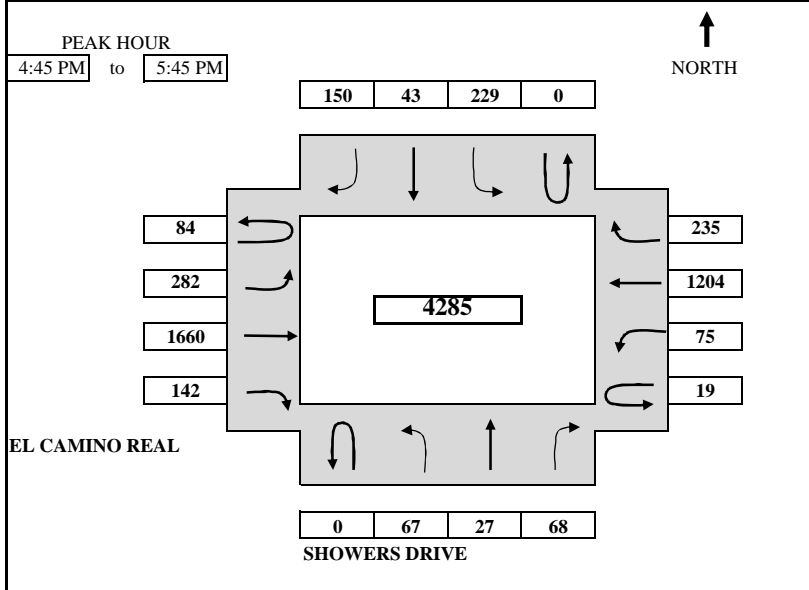
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL	
From	To	A	B	C	D	E	F	G	H		
SURVEY DATA											
07:00 AM	---	07:15 AM	2	2	0	0	3	1	1	4	13
07:15 AM	---	07:30 AM	3	4	0	0	4	2	6	8	27
07:30 AM	---	07:45 AM	3	5	0	0	10	9	12	23	62
07:45 AM	---	08:00 AM	4	8	0	0	11	12	14	34	83
08:00 AM	---	08:15 AM	5	9	0	0	13	18	17	44	106
08:15 AM	---	08:30 AM	5	10	0	0	16	18	22	48	119
08:30 AM	---	08:45 AM	6	10	0	0	18	18	25	55	132
08:45 AM	---	09:00 AM	11	12	0	0	20	19	29	71	162
TOTAL BY PERIOD											
07:00 AM	---	07:15 AM	2	2	0	0	3	1	1	4	13
07:15 AM	---	07:30 AM	1	2	0	0	1	1	5	4	14
07:30 AM	---	07:45 AM	0	1	0	0	6	7	6	15	35
07:45 AM	---	08:00 AM	1	3	0	0	1	3	2	11	21
08:00 AM	---	08:15 AM	1	1	0	0	2	6	3	10	23
08:15 AM	---	08:30 AM	0	1	0	0	3	0	5	4	13
08:30 AM	---	08:45 AM	1	0	0	0	2	0	3	7	13
08:45 AM	---	09:00 AM	5	2	0	0	2	1	4	16	30
HOURLY TOTALS											
07:00 AM	---	08:00 AM	4	8	0	0	11	12	14	34	83
07:15 AM	---	08:15 AM	3	7	0	0	10	17	16	40	93
07:30 AM	---	08:30 AM	2	6	0	0	12	16	16	40	92
07:45 AM	---	08:45 AM	3	5	0	0	8	9	13	32	70
08:00 AM	---	09:00 AM	7	4	0	0	9	7	15	37	79
			<i>Tel : (510) 232-1271</i>				<i>Fax: (510) 232-1272</i>				

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	11	16	0	52	79

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	SHOWERS DRIVE	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-7PM



TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	

SURVEY DATA																		
4:00 PM to 4:15 PM		15	5	9	28	9	32	13	57	320	19	4	12	260	46			829
4:15 PM to 4:30 PM		32	12	28	64	14	63	28	108	646	39	9	29	498	91			1661
4:30 PM to 4:45 PM		45	19	35	116	21	102	42	179	1026	76	11	46	776	134			2628
4:45 PM to 5:00 PM		54	29	54	167	35	133	74	262	1436	103	18	60	1073	193			3691
5:00 PM to 5:15 PM		68	35	69	233	42	183	87	324	1834	128	20	75	1385	252			4735
5:15 PM to 5:30 PM		90	40	84	292	54	230	107	398	2242	178	22	101	1692	314			5844
5:30 PM to 5:45 PM		112	46	103	345	64	252	126	461	2686	218	30	121	1980	369			6913
5:45 PM to 6:00 PM		123	49	117	399	71	284	150	547	3076	254	32	136	2238	417			7893

TOTAL BY PERIOD																		
4:00 PM to 4:15 PM	0	15	5	9	0	28	9	32	13	57	320	19	4	12	260	46		829
4:15 PM to 4:30 PM	0	17	7	19	0	36	5	31	15	51	326	20	5	17	238	45		832
4:30 PM to 4:45 PM	0	13	7	7	0	52	7	39	14	71	380	37	2	17	278	43		967
4:45 PM to 5:00 PM	0	9	10	19	0	51	14	31	32	83	410	27	7	14	297	59		1063
5:00 PM to 5:15 PM	0	14	6	15	0	66	7	50	13	62	398	25	2	15	312	59		1044
5:15 PM to 5:30 PM	0	22	5	15	0	59	12	47	20	74	408	50	2	26	307	62		1109
5:30 PM to 5:45 PM	0	22	6	19	0	53	10	22	19	63	444	40	8	20	288	55		1069
5:45 PM to 6:00 PM	0	11	3	14	0	54	7	32	24	86	390	36	2	15	258	48		980

HOURLY TOTALS																		
4:00 PM to 5:00 PM	0	54	29	54	0	167	35	133	74	262	1436	103	18	60	1073	193		3691
4:15 PM to 5:15 PM	0	53	30	60	0	205	33	151	74	267	1514	109	16	63	1125	206		3906
4:30 PM to 5:30 PM	0	58	28	56	0	228	40	167	79	290	1596	139	13	72	1194	223		4183
4:45 PM to 5:45 PM	0	67	27	68	0	229	43	150	84	282	1660	142	19	75	1204	235		4285
5:00 PM to 6:00 PM	0	69	20	63	0	232	36	151	76	285	1640	151	14	76	1165	224		4202

PEAK HOUR SUMMARY																		
4:45 PM to 5:45 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
VOLUME	0	67	27	68	0	229	43	150	84	282	1660	142	19	75	1204	235	4285	
PEDESTRIAN																	120	
BICYCLE																	8	
PHF BY MOVEMENT	0.00	0.76	0.68	0.89	0.00	0.87	0.77	0.75	0.66	0.85	0.93	0.71	0.59	0.72	0.96	0.95	OVERALL	
PHF BY APPROACH	0.86				0.86				0.96				0.97				0.97	

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: SHOWERS DRIVE		SURVEY TIME: 4:00 PM		TO 6:00 PM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-7PM	

<p>PEAK HOUR 4:45 PM TO 5:45 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">WEST - LEG EAST - LEG</p> <p style="text-align: center;">EL CAMINO REAL SHOWERS DRIVE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 1</p> <p style="text-align: center;">0 1</p> <p style="text-align: center;">E-LEG TOTAL 7</p> <p style="text-align: center;">0 0</p> <p style="text-align: center;">7 7</p> <p style="text-align: center;">W-LEG TOTAL 7</p> <p style="text-align: center;">0 1</p> <p style="text-align: center;">S-LEG TOTAL 1</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	to 4:45 PM	0	0	0	0	0	0	0	2	0	0	1	1	4
4:45 PM	to 5:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	4
5:00 PM	to 5:15 PM	0	0	0	0	0	0	0	3	0	0	1	1	5
5:15 PM	to 5:30 PM	0	0	0	0	0	0	0	5	0	0	1	1	7
5:30 PM	to 5:45 PM	0	1	0	0	0	0	0	9	0	0	1	1	12
5:45 PM	to 6:00 PM	0	1	0	0	0	0	0	15	0	0	2	1	19
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	to 4:45 PM	0	0	0	0	0	0	0	2	0	0	1	1	4
4:45 PM	to 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	to 5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	to 5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:30 PM	to 5:45 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
5:45 PM	to 6:00 PM	0	0	0	0	0	0	0	6	0	0	1	0	7
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	0	0	0	0	0	0	2	0	0	1	1	4
4:15 PM	to 5:15 PM	0	0	0	0	0	0	0	3	0	0	1	1	5
4:30 PM	to 5:30 PM	0	0	0	0	0	0	0	5	0	0	1	1	7
4:45 PM	to 5:45 PM	0	1	0	0	0	0	0	7	0	0	0	0	8
5:00 PM	to 6:00 PM	0	1	0	0	0	0	0	13	0	0	1	0	15

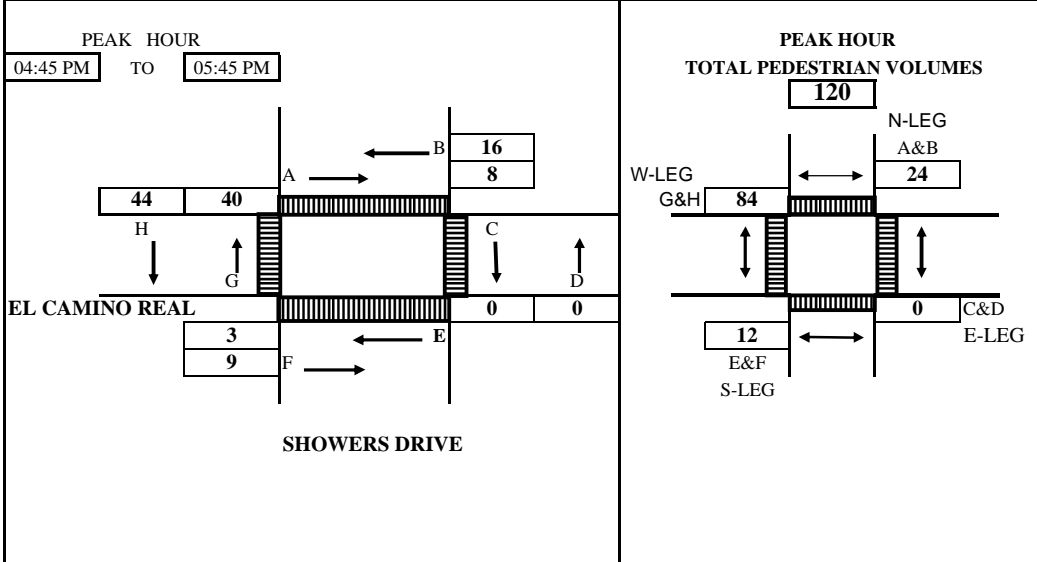
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

4:45 PM	to	5:45 PM				
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL	
BICYCLE	1	0	7	0	8	

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013	
N-S APPROACH: SHOWERS DRIVE		DAY: THURSDAY	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD 4:00 PM TO 6:00 PM		FILE: 3305059-7PM	



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	1	5	0	0	0	1	2	5	14
04:15 PM	--- 04:30 PM	2	12	0	0	0	2	8	13	37
04:30 PM	--- 04:45 PM	3	12	0	0	1	5	23	31	75
04:45 PM	--- 05:00 PM	5	14	0	0	4	6	30	50	109
05:00 PM	--- 05:15 PM	6	21	0	0	4	7	40	58	136
05:15 PM	--- 05:30 PM	7	23	0	0	4	12	50	66	162
05:30 PM	--- 05:45 PM	11	28	0	0	4	14	63	75	195
05:45 PM	--- 06:00 PM	11	28	0	0	4	15	67	84	209
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	1	5	0	0	0	1	2	5	14
04:15 PM	--- 04:30 PM	1	7	0	0	0	1	6	8	23
04:30 PM	--- 04:45 PM	1	0	0	0	1	3	15	18	38
04:45 PM	--- 05:00 PM	2	2	0	0	3	1	7	19	34
05:00 PM	--- 05:15 PM	1	7	0	0	0	1	10	8	27
05:15 PM	--- 05:30 PM	1	2	0	0	0	5	10	8	26
05:30 PM	--- 05:45 PM	4	5	0	0	0	2	13	9	33
05:45 PM	--- 06:00 PM	0	0	0	0	0	1	4	9	14
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	5	14	0	0	4	6	30	50	109
04:15 PM	--- 05:15 PM	5	16	0	0	4	6	38	53	122
04:30 PM	--- 05:30 PM	5	11	0	0	4	10	42	53	125
04:45 PM	--- 05:45 PM	8	16	0	0	3	9	40	44	120
05:00 PM	--- 06:00 PM	6	14	0	0	0	9	37	34	100
Tel : (510) 232-1271					Fax: (510) 232-1272					

4:45 PM to 5:45 PM						
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL	
PEDESTRIAN	24	12	0	84	120	

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS				SURVEY DATE: 5/30/2013				DAY: THURSDAY			
N-S APPROACH: ORTEGA AVENUE				SURVEY TIME: 7:00 AM				TO: 9:00 AM			
E-W APPROACH: EL CAMINO REAL				JURISDICTION: MOUNTAIN VIEW				FILE: 3305059-8AM			

<p>PEAK HOUR 7:45 AM to 8:45 AM</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">EL CAMINO REAL</p> <p style="text-align: center;">ORTEGA AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">PHF = 0.85</p> <p style="text-align: center;">149 123</p> <p style="text-align: center;">PHF = 0.94</p> <p style="text-align: center;">1747 1815</p> <p style="text-align: center;">940 1013</p> <p style="text-align: center;">PHF = 0.85</p> <p style="text-align: center;">23 2</p> <p style="text-align: center;">PHF = 0.25</p>
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TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT		THRU	RIGHT	
SURVEY DATA																				
7:00 AM	to	7:15 AM	0	0	0	11	0	5	2	2	72	1	7	1	257	18		376		
7:15 AM	to	7:30 AM	0	0	0	25	0	14	2	8	173	2	8	3	573	37		845		
7:30 AM	to	7:45 AM	0	0	0	36	1	25	3	13	321	2	10	3	958	62		1434		
7:45 AM	to	8:00 AM	0	0	0	52	1	43	6	17	511	5	14	5	1359	82		2095		
8:00 AM	to	8:15 AM	1	0	1	84	1	51	7	23	734	5	19	10	1808	105		2849		
8:15 AM	to	8:30 AM	1	0	1	111	3	66	8	29	961	6	22	10	2212	138		3568		
8:30 AM	to	8:45 AM	1	0	1	128	3	80	9	33	1228	9	23	17	2643	165		4340		
8:45 AM	to	9:00 AM	2	1	1	146	5	91	11	37	1423	9	24	22	3012	187		4971		
TOTAL BY PERIOD																				
7:00 AM	to	7:15 AM	0	0	0	0	11	0	5	2	2	72	1	7	1	257	18	376		
7:15 AM	to	7:30 AM	0	0	0	0	14	0	9	0	6	101	1	1	2	316	19	469		
7:30 AM	to	7:45 AM	0	0	0	0	11	1	11	1	5	148	0	2	0	385	25	589		
7:45 AM	to	8:00 AM	0	0	0	0	16	0	18	3	4	190	3	4	2	401	20	661		
8:00 AM	to	8:15 AM	0	1	0	1	32	0	8	1	6	223	0	5	5	449	23	754		
8:15 AM	to	8:30 AM	0	0	0	0	27	2	15	1	6	227	1	3	0	404	33	719		
8:30 AM	to	8:45 AM	0	0	0	0	17	0	14	1	4	267	3	1	7	431	27	772		
8:45 AM	to	9:00 AM	0	1	1	0	18	2	11	2	4	195	0	1	5	369	22	631		
HOURLY TOTALS																				
7:00 AM	to	8:00 AM	0	0	0	0	52	1	43	6	17	511	5	14	5	1359	82	2095		
7:15 AM	to	8:15 AM	0	1	0	1	73	1	46	5	21	662	4	12	9	1551	87	2473		
7:30 AM	to	8:30 AM	0	1	0	1	86	3	52	6	21	788	4	14	7	1639	101	2723		
7:45 AM	to	8:45 AM	0	1	0	1	92	2	55	6	20	907	7	13	14	1685	103	2906		
8:00 AM	to	9:00 AM	0	2	1	1	94	4	48	5	20	912	4	10	17	1653	105	2876		
PEAK HOUR SUMMARY																				
7:45 AM	to	8:45 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	1	0	1	0	92	2	55	6	20	907	7	13	14	1685	103	2906
			PEDESTRIAN																	34
			BICYCLE																	11
			PHF BY MOVEMENT	0.00	0.25	0.00	0.25	0.00	0.72	0.25	0.76	0.50	0.83	0.85	0.58	0.65	0.50	0.94	0.78	OVERALL
			PHF BY APPROACH	0.25				0.85				0.85				0.94				0.94

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: ORTEGA AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-8AM	

<p>PEAK HOUR 7:45 AM TO 8:45 AM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">NORTH - LEG 0 1 0</p> <p style="text-align: center;">WEST - LEG 0 2 0</p> <p style="text-align: center;">EAST - LEG 0 7 0</p> <p style="text-align: center;">SOUTH - LEG 0 1 0</p> <p style="text-align: center;">ORTEGA AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 2</p> <p style="text-align: center;">1 1</p> <p style="text-align: center;">E-LEG TOTAL 9</p> <p style="text-align: center;">7 2 7 2</p> <p style="text-align: center;">W-LEG TOTAL 9</p> <p style="text-align: center;">1 1</p> <p style="text-align: center;">S-LEG TOTAL 2</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	0	0	0	0	1	0	2	0	0	2	1	6
7:15 AM	to 7:30 AM	0	0	0	1	0	1	0	2	0	0	4	1	9
7:30 AM	to 7:45 AM	0	0	0	1	2	1	0	5	0	0	5	2	16
7:45 AM	to 8:00 AM	0	0	0	1	2	1	0	5	0	0	7	2	18
8:00 AM	to 8:15 AM	0	0	0	1	2	1	0	6	0	0	8	2	20
8:15 AM	to 8:30 AM	0	0	0	1	2	1	0	6	0	0	10	2	22
8:30 AM	to 8:45 AM	0	1	0	1	3	1	0	7	0	0	12	2	27
8:45 AM	to 9:00 AM	0	1	0	1	4	1	0	9	0	0	12	2	30
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	0	0	0	0	1	0	2	0	0	2	1	6
7:15 AM	to 7:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	3
7:30 AM	to 7:45 AM	0	0	0	0	2	0	0	3	0	0	1	1	7
7:45 AM	to 8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 AM	to 8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:15 AM	to 8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	to 8:45 AM	0	1	0	0	1	0	0	1	0	0	2	0	5
8:45 AM	to 9:00 AM	0	0	0	0	1	0	0	2	0	0	0	0	3
HOURLY TOTALS														
7:00 AM	to 8:00 AM	0	0	0	1	2	1	0	5	0	0	7	2	18
7:15 AM	to 8:15 AM	0	0	0	1	2	0	0	4	0	0	6	1	14
7:30 AM	to 8:30 AM	0	0	0	0	2	0	0	4	0	0	6	1	13
7:45 AM	to 8:45 AM	0	1	0	0	1	0	0	2	0	0	7	0	11
8:00 AM	to 9:00 AM	0	1	0	0	2	0	0	4	0	0	5	0	12

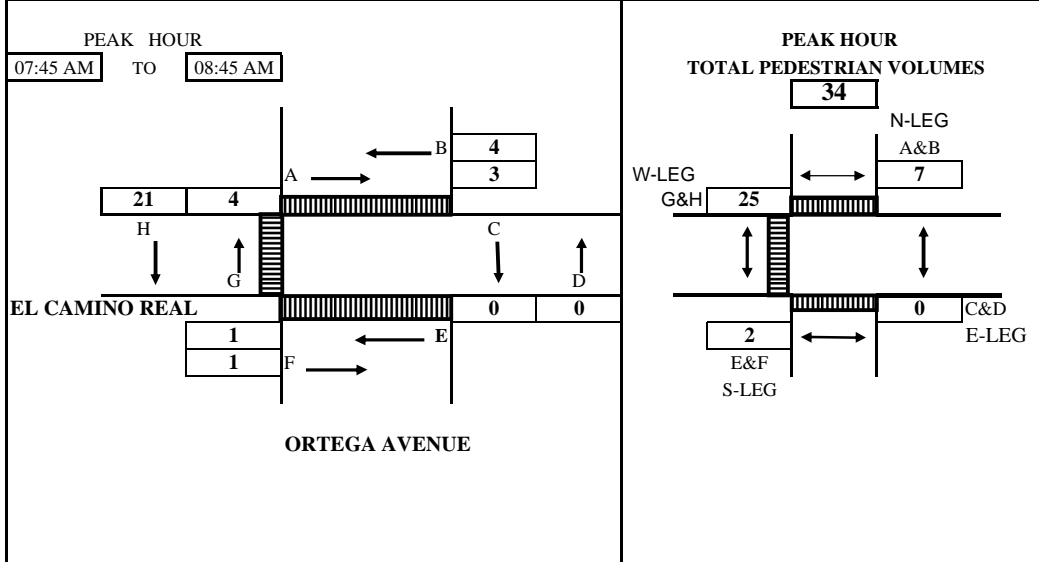
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

7:45 AM to 8:45 AM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	1	1	2	7	11

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: ORTEGA AVENUE	DAY: THURSDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-8AM



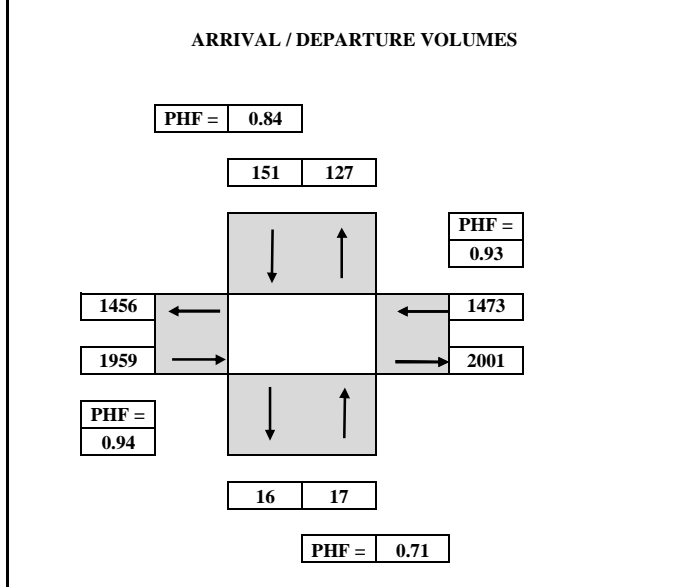
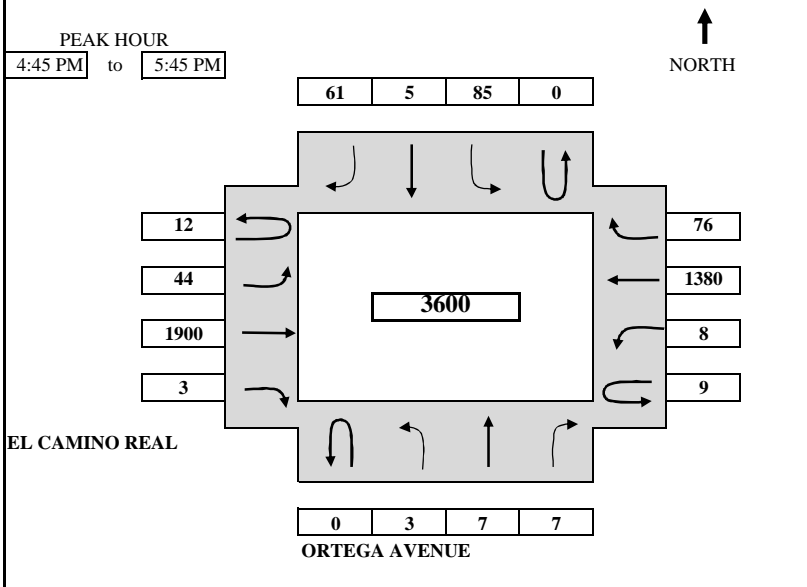
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	--- 07:15 AM	0	0	0	0	4	0	1	2	7
07:15 AM	--- 07:30 AM	2	0	0	0	4	1	2	6	15
07:30 AM	--- 07:45 AM	2	2	0	0	5	2	3	16	30
07:45 AM	--- 08:00 AM	3	3	0	0	5	3	3	24	41
08:00 AM	--- 08:15 AM	5	4	0	0	5	3	4	31	52
08:15 AM	--- 08:30 AM	5	5	0	0	5	3	6	33	57
08:30 AM	--- 08:45 AM	5	6	0	0	6	3	7	37	64
08:45 AM	--- 09:00 AM	5	7	0	0	6	4	7	39	68
TOTAL BY PERIOD										
07:00 AM	--- 07:15 AM	0	0	0	0	4	0	1	2	7
07:15 AM	--- 07:30 AM	2	0	0	0	0	1	1	4	8
07:30 AM	--- 07:45 AM	0	2	0	0	1	1	1	10	15
07:45 AM	--- 08:00 AM	1	1	0	0	0	1	0	8	11
08:00 AM	--- 08:15 AM	2	1	0	0	0	0	1	7	11
08:15 AM	--- 08:30 AM	0	1	0	0	0	0	2	2	5
08:30 AM	--- 08:45 AM	0	1	0	0	1	0	1	4	7
08:45 AM	--- 09:00 AM	0	1	0	0	0	1	0	2	4
HOURLY TOTALS										
07:00 AM	--- 08:00 AM	3	3	0	0	5	3	3	24	41
07:15 AM	--- 08:15 AM	5	4	0	0	1	3	3	29	45
07:30 AM	--- 08:30 AM	3	5	0	0	1	2	4	27	42
07:45 AM	--- 08:45 AM	3	4	0	0	1	1	4	21	34
08:00 AM	--- 09:00 AM	2	4	0	0	1	1	4	15	27
Tel : (510) 232-1271					Fax: (510) 232-1272					

7:45 AM to 8:45 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	7	2	0	25	34

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	ORTEGA AVENUE	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-8PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
4:00 PM	to	4:15 PM	2	0	2	13	0	9	0	6	393	0	0	3	285	9	722
4:15 PM	to	4:30 PM	4	1	4	30	0	27	3	16	821	1	1	4	600	20	1532
4:30 PM	to	4:45 PM	8	4	5	57	1	38	6	23	1232	1	3	8	932	41	2359
4:45 PM	to	5:00 PM	8	5	7	82	2	57	9	33	1698	3	6	11	1279	60	3260
5:00 PM	to	5:15 PM	9	6	11	102	5	76	12	47	2180	3	11	15	1646	78	4201
5:15 PM	to	5:30 PM	11	10	11	114	5	93	18	51	2630	3	12	15	1989	99	5061
5:30 PM	to	5:45 PM	11	11	12	142	6	99	18	67	3132	4	12	16	2312	117	5959
5:45 PM	to	6:00 PM	12	13	14	154	8	108	21	79	3531	4	14	20	2582	126	6686

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	2	0	2	0	13	0	9	0	6	393	0	0	3	285	9	722
4:15 PM	to	4:30 PM	0	2	1	2	0	17	0	18	3	10	428	1	1	1	315	11	810
4:30 PM	to	4:45 PM	0	4	3	1	0	27	1	11	3	7	411	0	2	4	332	21	827
4:45 PM	to	5:00 PM	0	0	1	2	0	25	1	19	3	10	466	2	3	3	347	19	901
5:00 PM	to	5:15 PM	0	1	1	4	0	20	3	19	3	14	482	0	5	4	367	18	941
5:15 PM	to	5:30 PM	0	2	4	0	0	12	0	17	6	4	450	0	1	0	343	21	860
5:30 PM	to	5:45 PM	0	0	1	1	0	28	1	6	0	16	502	1	0	1	323	18	898
5:45 PM	to	6:00 PM	0	1	2	2	0	12	2	9	3	12	399	0	2	4	270	9	727

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	8	5	7	0	82	2	57	9	33	1698	3	6	11	1279	60	3260
4:15 PM	to	5:15 PM	0	7	6	9	0	89	5	67	12	41	1787	3	11	12	1361	69	3479
4:30 PM	to	5:30 PM	0	7	9	7	0	84	5	66	15	35	1809	2	11	11	1389	79	3529
4:45 PM	to	5:45 PM	0	3	7	7	0	85	5	61	12	44	1900	3	9	8	1380	76	3600
5:00 PM	to	6:00 PM	0	4	8	7	0	72	6	51	12	46	1833	1	8	9	1303	66	3426

PEAK HOUR SUMMARY																				
4:45 PM	to	5:45 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	3	7	7	0	85	5	61	12	44	1900	3	9	8	1380	76	3600
			PEDESTRIAN																	47
			BICYCLE																	18
			PHF BY MOVEMENT	0.00	0.38	0.44	0.44	0.00	0.76	0.42	0.80	0.50	0.69	0.95	0.38	0.45	0.50	0.94	0.90	OVERALL
			PHF BY APPROACH	0.71				0.84				0.94				0.93				0.96

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/30/2013			DAY: THURSDAY		
N-S APPROACH: ORTEGA AVENUE			SURVEY TIME: 4:00 PM			TO 6:00 PM		
E-W APPROACH: EL CAMINO REAL			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-8PM		

<p>PEAK HOUR 4:45 PM TO 5:45 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">WEST - LEG EAST - LEG</p> <p style="text-align: center;">EL CAMINO REAL ORTEGA AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 6</p> <p style="text-align: center;">3 3</p> <p style="text-align: center;">E-LEG TOTAL 13</p> <p style="text-align: center;">6 4 9 9</p> <p style="text-align: center;">W-LEG TOTAL 15</p> <p style="text-align: center;">0 2</p> <p style="text-align: center;">S-LEG TOTAL 2</p>
---	---

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	to 4:45 PM	0	0	0	0	0	0	1	4	0	0	2	0	7
4:45 PM	to 5:00 PM	0	0	0	0	0	2	1	7	0	0	3	0	13
5:00 PM	to 5:15 PM	0	1	0	0	0	2	1	8	0	0	6	0	18
5:15 PM	to 5:30 PM	0	2	0	0	0	2	2	10	0	0	6	0	22
5:30 PM	to 5:45 PM	0	2	0	1	0	2	2	12	0	0	6	0	25
5:45 PM	to 6:00 PM	0	2	0	2	1	2	2	15	1	0	6	0	31
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	to 4:45 PM	0	0	0	0	0	0	1	2	0	0	2	0	5
4:45 PM	to 5:00 PM	0	0	0	0	0	2	0	3	0	0	1	0	6
5:00 PM	to 5:15 PM	0	1	0	0	0	0	0	1	0	0	3	0	5
5:15 PM	to 5:30 PM	0	1	0	0	0	0	1	2	0	0	0	0	4
5:30 PM	to 5:45 PM	0	0	0	1	0	0	0	2	0	0	0	0	3
5:45 PM	to 6:00 PM	0	0	0	1	1	0	0	3	1	0	0	0	6
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	0	0	0	0	2	1	7	0	0	3	0	13
4:15 PM	to 5:15 PM	0	1	0	0	0	2	1	8	0	0	6	0	18
4:30 PM	to 5:30 PM	0	2	0	0	0	2	2	8	0	0	6	0	20
4:45 PM	to 5:45 PM	0	2	0	1	0	2	1	8	0	0	4	0	18
5:00 PM	to 6:00 PM	0	2	0	2	1	0	1	8	1	0	3	0	18

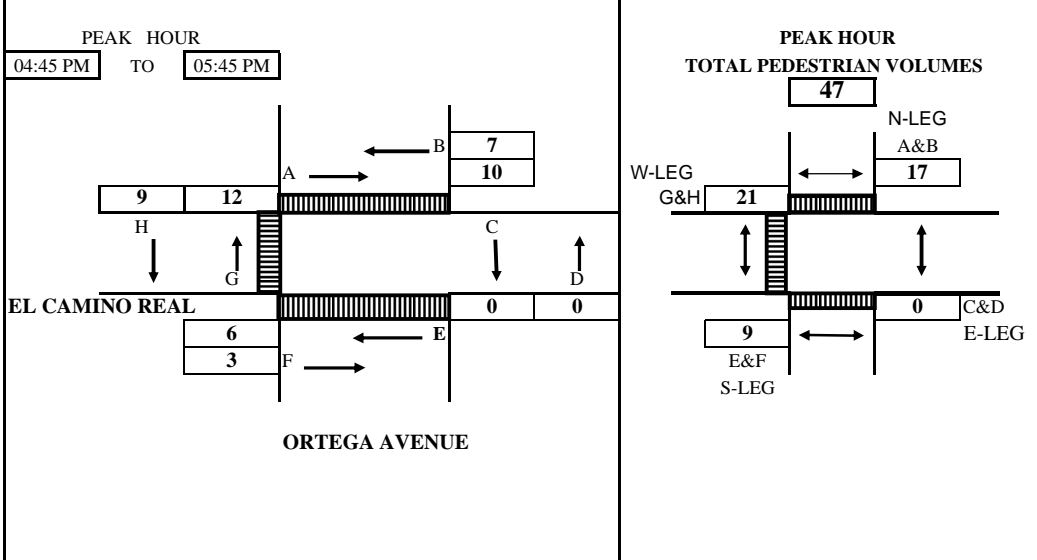
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

4:45 PM	to	5:45 PM				
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL	
BICYCLE	2	3	9	4	18	

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013	
N-S APPROACH: ORTEGA AVENUE		DAY: THURSDAY	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD	4:00 PM TO 6:00 PM	FILE:	3305059-8PM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	0	1	0	0	0	0	1	0	2
04:15 PM	--- 04:30 PM	1	2	0	0	0	1	2	1	7
04:30 PM	--- 04:45 PM	1	2	0	0	2	1	2	2	10
04:45 PM	--- 05:00 PM	3	3	0	0	6	1	5	4	22
05:00 PM	--- 05:15 PM	8	4	0	0	6	3	8	5	34
05:15 PM	--- 05:30 PM	9	6	0	0	6	4	10	7	42
05:30 PM	--- 05:45 PM	11	9	0	0	8	4	14	11	57
05:45 PM	--- 06:00 PM	12	12	0	0	10	4	17	17	72
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	0	1	0	0	0	0	1	0	2
04:15 PM	--- 04:30 PM	1	1	0	0	0	1	1	1	5
04:30 PM	--- 04:45 PM	0	0	0	0	2	0	0	1	3
04:45 PM	--- 05:00 PM	2	1	0	0	4	0	3	2	12
05:00 PM	--- 05:15 PM	5	1	0	0	0	2	3	1	12
05:15 PM	--- 05:30 PM	1	2	0	0	0	1	2	2	8
05:30 PM	--- 05:45 PM	2	3	0	0	2	0	4	4	15
05:45 PM	--- 06:00 PM	1	3	0	0	2	0	3	6	15
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	3	3	0	0	6	1	5	4	22
04:15 PM	--- 05:15 PM	8	3	0	0	6	3	7	5	32
04:30 PM	--- 05:30 PM	8	4	0	0	6	3	8	6	35
04:45 PM	--- 05:45 PM	10	7	0	0	6	3	12	9	47
05:00 PM	--- 06:00 PM	9	9	0	0	4	3	12	13	50

Tel : (510) 232-1271

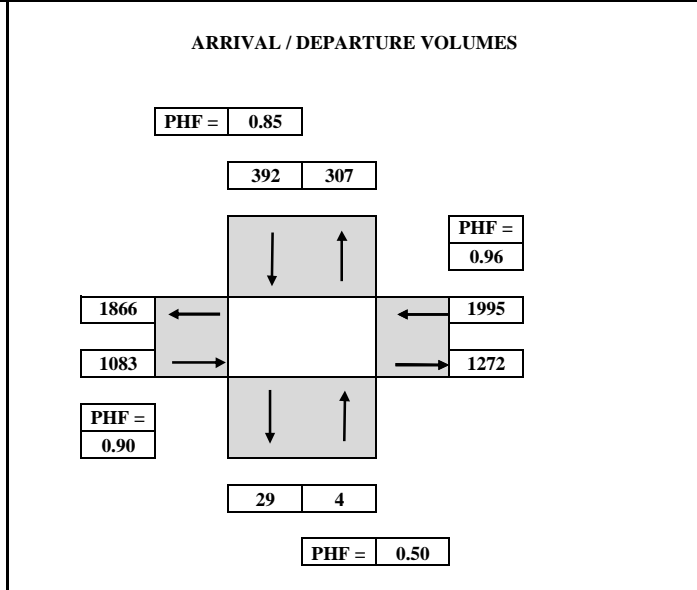
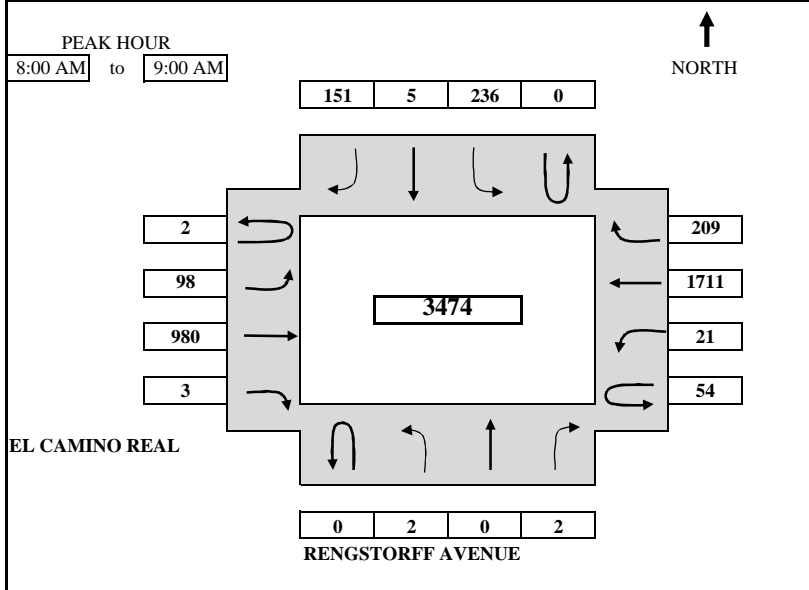
Fax: (510) 232-1272

4:45 PM to 5:45 PM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	17	9	0	21	47

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	RENGSTORFF AVENUE	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	EL CAMINO REAL	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-9AM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT		
SURVEY DATA																			
7:00 AM	to 7:15 AM	0	0	0	0	36	1	24	0	6	75	0	3	2	264	21	432		
7:15 AM	to 7:30 AM	0	0	0	0	74	2	47	0	13	200	0	4	2	580	43	965		
7:30 AM	to 7:45 AM	0	0	1	1	143	3	83	1	21	355	0	8	6	960	83	1664		
7:45 AM	to 8:00 AM	1	0	1	1	198	3	122	3	35	526	0	13	12	1362	119	2395		
8:00 AM	to 8:15 AM	1	0	1	1	270	6	162	3	59	739	2	29	14	1778	170	3234		
8:15 AM	to 8:30 AM	1	0	2	2	319	7	193	3	80	1018	2	37	17	2244	215	4138		
8:30 AM	to 8:45 AM	2	0	2	2	379	7	233	3	103	1269	3	51	22	2667	268	5009		
8:45 AM	to 9:00 AM	3	0	3	3	434	8	273	5	133	1506	3	67	33	3073	328	5869		
TOTAL BY PERIOD																			
7:00 AM	to 7:15 AM	0	0	0	0	0	36	1	24	0	6	75	0	3	2	264	21	432	
7:15 AM	to 7:30 AM	0	0	0	0	0	38	1	23	0	7	125	0	1	0	316	22	533	
7:30 AM	to 7:45 AM	0	0	0	1	0	69	1	36	1	8	155	0	4	4	380	40	699	
7:45 AM	to 8:00 AM	0	1	0	0	0	55	0	39	2	14	171	0	5	6	402	36	731	
8:00 AM	to 8:15 AM	0	0	0	0	0	72	3	40	0	24	213	2	16	2	416	51	839	
8:15 AM	to 8:30 AM	0	0	0	1	0	49	1	31	0	21	279	0	8	3	466	45	904	
8:30 AM	to 8:45 AM	0	1	0	0	0	60	0	40	0	23	251	1	14	5	423	53	871	
8:45 AM	to 9:00 AM	0	1	0	1	0	55	1	40	2	30	237	0	16	11	406	60	860	
HOURLY TOTALS																			
7:00 AM	to 8:00 AM	0	1	0	1	0	198	3	122	3	35	526	0	13	12	1362	119	2395	
7:15 AM	to 8:15 AM	0	1	0	1	0	234	5	138	3	53	664	2	26	12	1514	149	2802	
7:30 AM	to 8:30 AM	0	1	0	2	0	245	5	146	3	67	818	2	33	15	1664	172	3173	
7:45 AM	to 8:45 AM	0	2	0	1	0	236	4	150	2	82	914	3	43	16	1707	185	3345	
8:00 AM	to 9:00 AM	0	2	0	2	0	236	5	151	2	98	980	3	54	21	1711	209	3474	
PEAK HOUR SUMMARY																			
8:00 AM	to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
		NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
		VOLUME	0	2	0	2	0	236	5	151	2	98	980	3	54	21	1711	209	3474
		PEDESTRIAN																	43
		BICYCLE																	10
		PHF BY MOVEMENT	0.00	0.50	0.00	0.50	0.00	0.82	0.42	0.94	0.25	0.82	0.88	0.38	0.84	0.48	0.92	0.87	OVERALL
		PHF BY APPROACH	0.50				0.85				0.90				0.96				0.96

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: RENGSTORFF AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-9AM	

<p>PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">↑ NORTH</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p>N-LEG TOTAL 4</p> <p>2 2</p> <p>E-LEG TOTAL 6</p> <p>5 ← 3 5 → 3</p> <p>W-LEG TOTAL 10</p> <p>0 0</p> <p>S-LEG TOTAL 0</p>
--	--

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
7:30 AM	to 7:45 AM	0	0	0	1	0	0	0	0	0	0	4	1	6
7:45 AM	to 8:00 AM	0	0	0	1	0	0	0	0	0	0	5	1	7
8:00 AM	to 8:15 AM	0	0	0	1	0	0	0	0	0	0	6	1	8
8:15 AM	to 8:30 AM	0	0	0	1	0	0	1	0	0	0	7	1	10
8:30 AM	to 8:45 AM	0	0	0	1	0	1	2	1	0	0	8	1	14
8:45 AM	to 9:00 AM	0	0	0	1	0	2	2	3	0	0	8	1	17
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	to 7:45 AM	0	0	0	1	0	0	0	0	0	0	2	1	4
7:45 AM	to 8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	to 8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	to 8:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
8:30 AM	to 8:45 AM	0	0	0	0	0	1	1	1	0	0	1	0	4
8:45 AM	to 9:00 AM	0	0	0	0	0	1	0	2	0	0	0	0	3
HOURLY TOTALS														
7:00 AM	to 8:00 AM	0	0	0	1	0	0	0	0	0	0	5	1	7
7:15 AM	to 8:15 AM	0	0	0	1	0	0	0	0	0	0	5	1	7
7:30 AM	to 8:30 AM	0	0	0	1	0	0	1	0	0	0	5	1	8
7:45 AM	to 8:45 AM	0	0	0	0	0	1	2	1	0	0	4	0	8
8:00 AM	to 9:00 AM	0	0	0	0	0	2	2	3	0	0	3	0	10

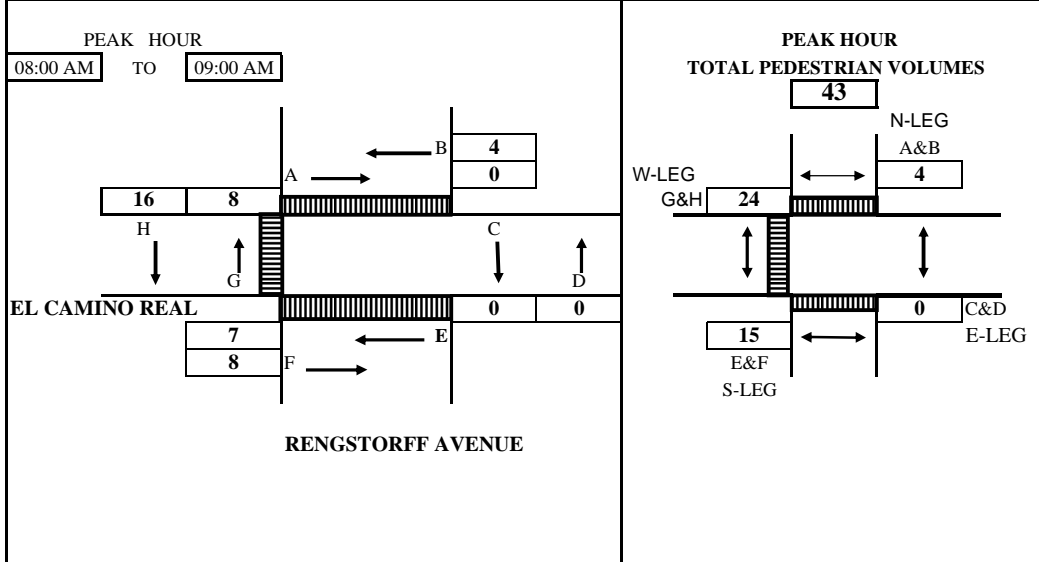
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM to 9:00 AM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	0	2	5	3	10

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: RENGSTORFF AVENUE	DAY: THURSDAY
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-9AM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	--- 07:15 AM	0	1	0	0	4	4	1	5	15
07:15 AM	--- 07:30 AM	1	2	0	0	6	12	3	15	39
07:30 AM	--- 07:45 AM	1	5	0	0	8	18	5	22	59
07:45 AM	--- 08:00 AM	1	5	0	0	9	20	7	27	69
08:00 AM	--- 08:15 AM	1	5	0	0	14	20	13	29	82
08:15 AM	--- 08:30 AM	1	6	0	0	15	25	13	35	95
08:30 AM	--- 08:45 AM	1	7	0	0	16	27	15	39	105
08:45 AM	--- 09:00 AM	1	9	0	0	16	28	15	43	112
TOTAL BY PERIOD										
07:00 AM	--- 07:15 AM	0	1	0	0	4	4	1	5	15
07:15 AM	--- 07:30 AM	1	1	0	0	2	8	2	10	24
07:30 AM	--- 07:45 AM	0	3	0	0	2	6	2	7	20
07:45 AM	--- 08:00 AM	0	0	0	0	1	2	2	5	10
08:00 AM	--- 08:15 AM	0	0	0	0	5	0	6	2	13
08:15 AM	--- 08:30 AM	0	1	0	0	1	5	0	6	13
08:30 AM	--- 08:45 AM	0	1	0	0	1	2	2	4	10
08:45 AM	--- 09:00 AM	0	2	0	0	0	1	0	4	7
HOURLY TOTALS										
07:00 AM	--- 08:00 AM	1	5	0	0	9	20	7	27	69
07:15 AM	--- 08:15 AM	1	4	0	0	10	16	12	24	67
07:30 AM	--- 08:30 AM	0	4	0	0	9	13	10	20	56
07:45 AM	--- 08:45 AM	0	2	0	0	8	9	10	17	46
08:00 AM	--- 09:00 AM	0	4	0	0	7	8	8	16	43
Tel : (510) 232-1271					Fax: (510) 232-1272					

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	4	15	0	24	43

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS				SURVEY DATE: 5/30/2013				DAY: THURSDAY			
N-S APPROACH: RENGSTORFF AVENUE				SURVEY TIME: 4:00 PM				TO 6:00 PM			
E-W APPROACH: EL CAMINO REAL				JURISDICTION: MOUNTAIN VIEW				FILE: 3305059-9PM			

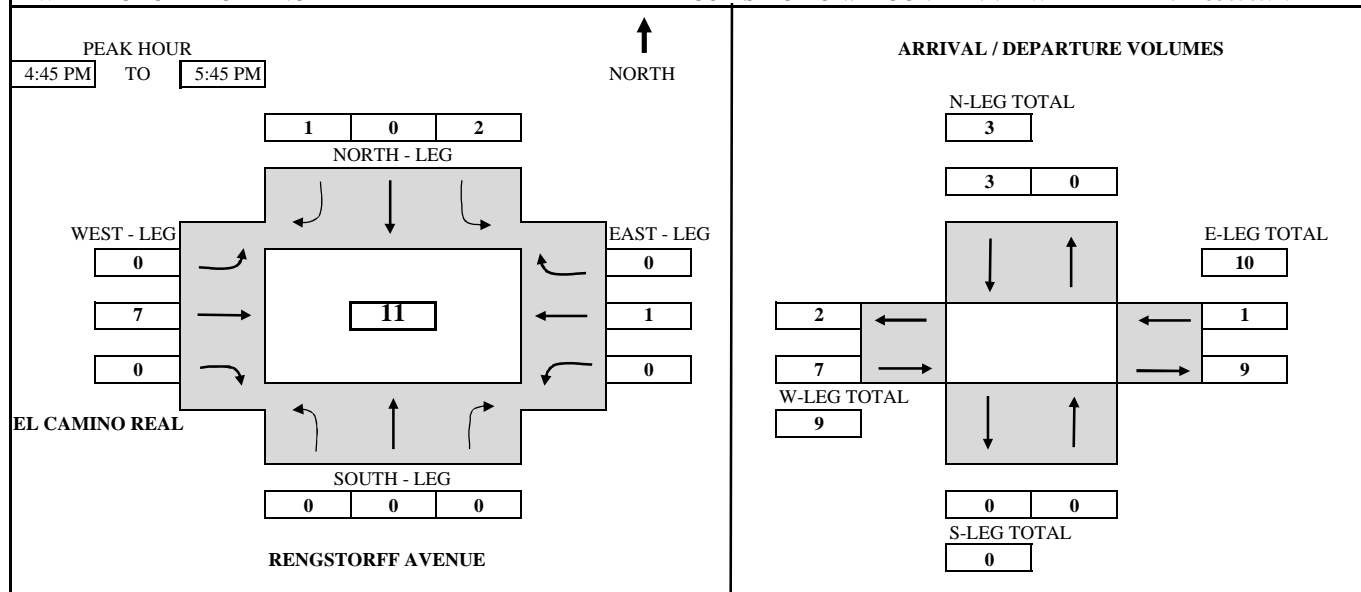
<p>PEAK HOUR 4:45 PM to 5:45 PM</p>	<p>ARRIVAL / DEPARTURE VOLUMES</p> <p>PHF = 0.98</p> <p>377 359</p> <p>PHF = 0.97</p> <p>1470 1542</p> <p>2046 2157</p> <p>PHF = 0.93</p> <p>15 36</p> <p>PHF = 0.82</p>
---	--

TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT		THRU	RIGHT	
SURVEY DATA																				
4:00 PM	to	4:15 PM	2	0	2	51	0	25	0	21	371	0	21	3	229	39	764			
4:15 PM	to	4:30 PM	4	0	3	121	0	53	2	56	769	2	25	6	511	76	1628			
4:30 PM	to	4:45 PM	6	1	5	166	0	73	7	92	1201	2	44	9	855	138	2599			
4:45 PM	to	5:00 PM	8	6	8	226	1	108	10	130	1653	2	51	10	1172	176	3561			
5:00 PM	to	5:15 PM	16	8	9	288	2	140	11	173	2155	4	57	12	1513	223	4611			
5:15 PM	to	5:30 PM	21	8	9	352	3	168	13	213	2578	4	71	14	1835	271	5560			
5:30 PM	to	5:45 PM	27	12	9	403	3	210	15	255	3074	4	87	19	2159	323	6600			
5:45 PM	to	6:00 PM	30	14	9	454	3	236	24	296	3506	4	100	26	2484	364	7550			
TOTAL BY PERIOD																				
4:00 PM	to	4:15 PM	0	2	0	2	0	51	0	25	0	21	371	0	21	3	229	39	764	
4:15 PM	to	4:30 PM	0	2	0	1	0	70	0	28	2	35	398	2	4	3	282	37	864	
4:30 PM	to	4:45 PM	0	2	1	2	0	45	0	20	5	36	432	0	19	3	344	62	971	
4:45 PM	to	5:00 PM	0	2	5	3	0	60	1	35	3	38	452	0	7	1	317	38	962	
5:00 PM	to	5:15 PM	0	8	2	1	0	62	1	32	1	43	502	2	6	2	341	47	1050	
5:15 PM	to	5:30 PM	0	5	0	0	0	64	1	28	2	40	423	0	14	2	322	48	949	
5:30 PM	to	5:45 PM	0	6	4	0	0	51	0	42	2	42	496	0	16	5	324	52	1040	
5:45 PM	to	6:00 PM	0	3	2	0	0	51	0	26	9	41	432	0	13	7	325	41	950	
HOURLY TOTALS																				
4:00 PM	to	5:00 PM	0	8	6	8	0	226	1	108	10	130	1653	2	51	10	1172	176	3561	
4:15 PM	to	5:15 PM	0	14	8	7	0	237	2	115	11	152	1784	4	36	9	1284	184	3847	
4:30 PM	to	5:30 PM	0	17	8	6	0	231	3	115	11	157	1809	2	46	8	1324	195	3932	
4:45 PM	to	5:45 PM	0	21	11	4	0	237	3	137	8	163	1873	2	43	10	1304	185	4001	
5:00 PM	to	6:00 PM	0	22	8	1	0	228	2	128	14	166	1853	2	49	16	1312	188	3989	
PEAK HOUR SUMMARY																				
4:45 PM	to	5:45 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	21	11	4	0	237	3	137	8	163	1873	2	43	10	1304	185	4001
			PEDESTRIAN																	50
			BICYCLE																	11
			PHF BY MOVEMENT	0.00	0.66	0.55	0.33	0.00	0.93	0.75	0.82	0.67	0.95	0.93	0.25	0.67	0.50	0.96	0.89	OVERALL
			PHF BY APPROACH	0.82				0.98				0.93				0.97				0.95

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013	DAY: THURSDAY
N-S APPROACH: RENGSTORFF AVENUE	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W APPROACH: EL CAMINO REAL	JURISDICTION: MOUNTAIN VIEW	FILE: 3305059-9PM



TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	

SURVEY DATA															
4:00 PM	to	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	to	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	to	4:45 PM	0	0	0	1	0	0	0	3	0	0	1	0	5
4:45 PM	to	5:00 PM	0	0	0	2	0	0	0	4	0	0	1	0	7
5:00 PM	to	5:15 PM	0	0	0	2	0	0	0	8	0	0	1	0	11
5:15 PM	to	5:30 PM	0	0	0	2	0	0	0	9	0	0	2	0	13
5:30 PM	to	5:45 PM	0	0	0	3	0	1	0	10	0	0	2	0	16
5:45 PM	to	6:00 PM	0	0	0	3	0	1	0	13	0	0	2	0	19

TOTAL BY PERIOD															
4:00 PM	to	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	to	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	to	4:45 PM	0	0	0	1	0	0	0	2	0	0	0	0	3
4:45 PM	to	5:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
5:00 PM	to	5:15 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
5:15 PM	to	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:30 PM	to	5:45 PM	0	0	0	1	0	1	0	1	0	0	0	0	3
5:45 PM	to	6:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3

HOURLY TOTALS															
4:00 PM	to	5:00 PM	0	0	0	2	0	0	0	4	0	0	1	0	7
4:15 PM	to	5:15 PM	0	0	0	2	0	0	0	7	0	0	1	0	10
4:30 PM	to	5:30 PM	0	0	0	2	0	0	0	8	0	0	1	0	11
4:45 PM	to	5:45 PM	0	0	0	2	0	1	0	7	0	0	1	0	11
5:00 PM	to	6:00 PM	0	0	0	1	0	1	0	9	0	0	1	0	12

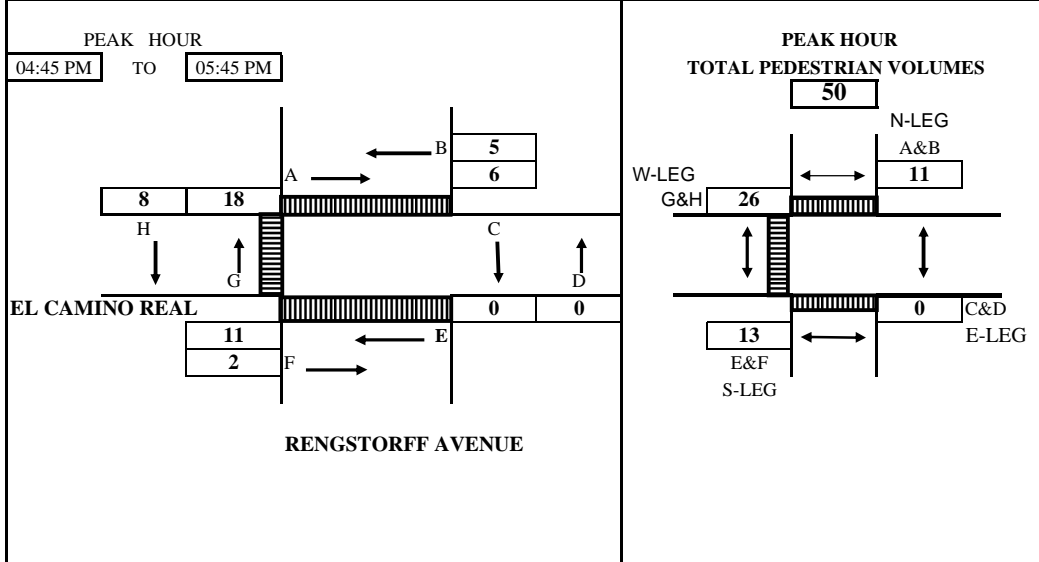
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

4:45 PM to 5:45 PM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	0	3	7	1	11

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013	
N-S APPROACH: RENGSTORFF AVENUE		DAY: THURSDAY	
E-W APPROACH: EL CAMINO REAL		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD 4:00 PM TO 6:00 PM		FILE: 3305059-9PM	



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	0	0	0	0	1	0	2	0	3
04:15 PM	--- 04:30 PM	1	0	0	0	1	2	3	2	9
04:30 PM	--- 04:45 PM	3	0	0	0	1	5	6	6	21
04:45 PM	--- 05:00 PM	5	1	0	0	1	5	11	9	32
05:00 PM	--- 05:15 PM	5	3	0	0	4	5	15	12	44
05:15 PM	--- 05:30 PM	6	4	0	0	8	5	19	13	55
05:30 PM	--- 05:45 PM	9	5	0	0	12	7	24	14	71
05:45 PM	--- 06:00 PM	10	6	0	0	12	7	26	17	78
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	0	0	0	0	1	0	2	0	3
04:15 PM	--- 04:30 PM	1	0	0	0	0	2	1	2	6
04:30 PM	--- 04:45 PM	2	0	0	0	0	3	3	4	12
04:45 PM	--- 05:00 PM	2	1	0	0	0	0	5	3	11
05:00 PM	--- 05:15 PM	0	2	0	0	3	0	4	3	12
05:15 PM	--- 05:30 PM	1	1	0	0	4	0	4	1	11
05:30 PM	--- 05:45 PM	3	1	0	0	4	2	5	1	16
05:45 PM	--- 06:00 PM	1	1	0	0	0	0	2	3	7
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	5	1	0	0	1	5	11	9	32
04:15 PM	--- 05:15 PM	5	3	0	0	3	5	13	12	41
04:30 PM	--- 05:30 PM	5	4	0	0	7	3	16	11	46
04:45 PM	--- 05:45 PM	6	5	0	0	11	2	18	8	50
05:00 PM	--- 06:00 PM	5	5	0	0	11	2	15	8	46
Tel : (510) 232-1271					Fax: (510) 232-1272					

4:45 PM to 5:45 PM						
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL	
PEDESTRIAN	11	13	0	26	50	

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: DEL MEDIO AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-10AM	

<p>PEAK HOUR 7:45 AM to 8:45 AM</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">609</p> <p style="text-align: center;">CALIFORNIA STREET</p> <p style="text-align: center;">DEL MEDIO AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">PHF = 0.78</p> <p style="text-align: center;">217 67</p> <p style="text-align: center;">PHF = 0.96</p> <p style="text-align: center;">2 219</p> <p style="text-align: center;">7 256</p> <p style="text-align: center;">PHF = 0.58</p> <p style="text-align: center;">284 166</p> <p style="text-align: center;">PHF = 0.92</p>
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TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT		THRU	RIGHT	
SURVEY DATA																				
7:00 AM	to	7:15 AM	0	1	33	18	6	0	0	0	0	24	0	4	86					
7:15 AM	to	7:30 AM	0	3	48	34	9	0	0	0	0	50	0	12	156					
7:30 AM	to	7:45 AM	0	4	73	66	22	0	0	0	0	91	0	19	275					
7:45 AM	to	8:00 AM	0	9	105	102	41	0	0	1	2	138	0	29	427					
8:00 AM	to	8:15 AM	1	19	139	139	74	0	0	1	3	184	0	33	593					
8:15 AM	to	8:30 AM	1	30	172	159	99	0	0	1	4	234	0	40	740					
8:30 AM	to	8:45 AM	2	42	199	194	111	0	0	2	5	281	0	48	884					
8:45 AM	to	9:00 AM	2	44	226	221	122	0	0	3	5	325	0	53	1001					
TOTAL BY PERIOD																				
7:00 AM	to	7:15 AM	0	0	1	33	0	18	6	0	0	0	0	4	86					
7:15 AM	to	7:30 AM	0	0	2	15	0	16	3	0	0	0	0	8	70					
7:30 AM	to	7:45 AM	0	0	1	25	0	32	13	0	0	0	0	7	119					
7:45 AM	to	8:00 AM	0	0	5	32	0	36	19	0	0	0	1	10	152					
8:00 AM	to	8:15 AM	0	1	10	34	0	37	33	0	0	0	0	4	166					
8:15 AM	to	8:30 AM	0	0	11	33	0	20	25	0	0	0	0	7	147					
8:30 AM	to	8:45 AM	0	1	12	27	0	35	12	0	0	0	1	8	144					
8:45 AM	to	9:00 AM	0	0	2	27	0	27	11	0	0	0	1	5	117					
HOURLY TOTALS																				
7:00 AM	to	8:00 AM	0	0	9	105	0	102	41	0	0	0	1	2	427					
7:15 AM	to	8:15 AM	0	1	18	106	0	121	68	0	0	0	1	3	507					
7:30 AM	to	8:30 AM	0	1	27	124	0	125	90	0	0	0	1	4	584					
7:45 AM	to	8:45 AM	0	2	38	126	0	128	89	0	0	0	2	5	609					
8:00 AM	to	9:00 AM	0	2	35	121	0	119	81	0	0	0	2	3	574					
PEAK HOUR SUMMARY																				
7:45 AM	to	8:45 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	2	38	126	0	128	89	0	0	0	2	5	0	190	0	29	609
			PEDESTRIAN																	15
			BICYCLE																	45
			PHF BY MOVEMENT	0.00	0.50	0.79	0.93	0.00	0.86	0.67	0.00	0.00	0.00	0.50	0.63	0.00	0.95	0.00	0.73	OVERALL
			PHF BY APPROACH	0.92				0.78				0.58				0.96				0.92

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: DEL MEDIO AVENUE			SURVEY TIME: 7:00 AM		TO 9:00 AM
E-W APPROACH: CALIFORNIA STREET			JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-10AM

<p>PEAK HOUR 7:45 AM TO 8:45 AM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">DEL MEDIO AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p>N-LEG TOTAL 23</p> <p>7 16</p> <p>E-LEG TOTAL 32</p> <p>0 7</p> <p>0 25</p> <p>0 7</p> <p>W-LEG TOTAL 0</p> <p>22 13</p> <p>S-LEG TOTAL 35</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	4
7:15 AM	to 7:30 AM	2	0	2	1	1	0	0	0	0	5	0	0	11
7:30 AM	to 7:45 AM	2	0	2	2	3	0	0	0	0	6	0	1	16
7:45 AM	to 8:00 AM	2	1	2	2	3	0	0	0	0	9	0	1	20
8:00 AM	to 8:15 AM	2	2	2	3	5	0	0	0	0	18	0	3	35
8:15 AM	to 8:30 AM	2	4	4	3	7	0	0	0	0	19	0	4	43
8:30 AM	to 8:45 AM	2	9	6	5	7	0	0	0	0	24	0	8	61
8:45 AM	to 9:00 AM	2	12	11	9	8	0	0	0	0	31	0	8	81
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	4
7:15 AM	to 7:30 AM	2	0	2	1	1	0	0	0	0	1	0	0	7
7:30 AM	to 7:45 AM	0	0	0	1	2	0	0	0	0	1	0	1	5
7:45 AM	to 8:00 AM	0	1	0	0	0	0	0	0	0	3	0	0	4
8:00 AM	to 8:15 AM	0	1	0	1	2	0	0	0	0	9	0	2	15
8:15 AM	to 8:30 AM	0	2	2	0	2	0	0	0	0	1	0	1	8
8:30 AM	to 8:45 AM	0	5	2	2	0	0	0	0	0	5	0	4	18
8:45 AM	to 9:00 AM	0	3	5	4	1	0	0	0	0	7	0	0	20
HOURLY TOTALS														
7:00 AM	to 8:00 AM	2	1	2	2	3	0	0	0	0	9	0	1	20
7:15 AM	to 8:15 AM	2	2	2	3	5	0	0	0	0	14	0	3	31
7:30 AM	to 8:30 AM	0	4	2	2	6	0	0	0	0	14	0	4	32
7:45 AM	to 8:45 AM	0	9	4	3	4	0	0	0	0	18	0	7	45
8:00 AM	to 9:00 AM	0	11	9	7	5	0	0	0	0	22	0	7	61

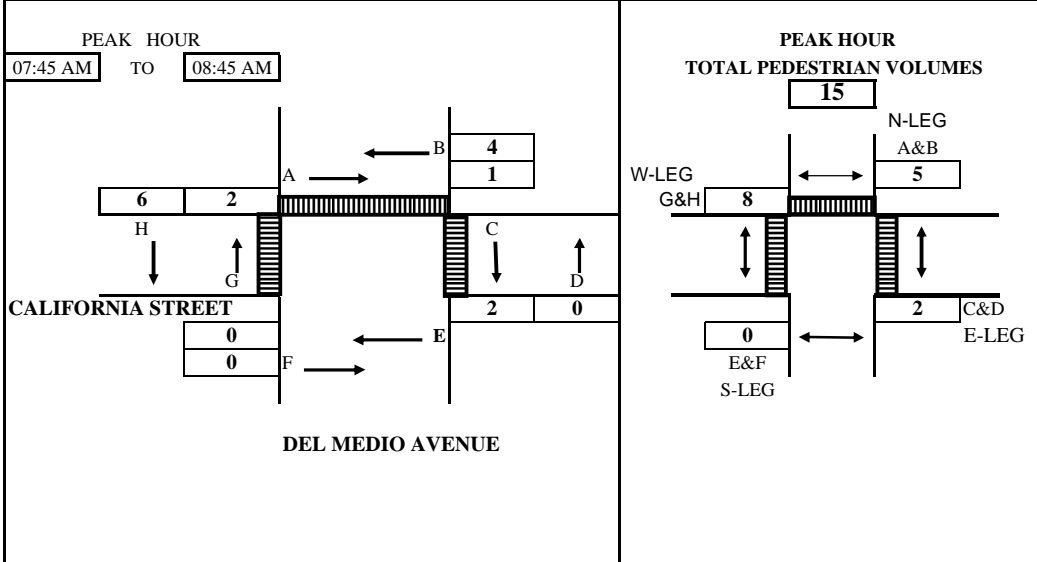
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

7:45 AM	to	8:45 AM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			13	7	0	25	45

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: DEL MEDIO AVENUE	DAY: THURSDAY
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-10AM



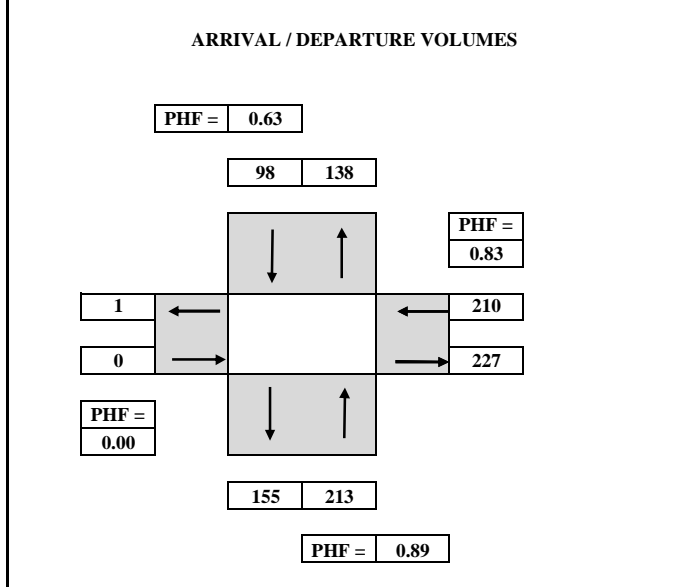
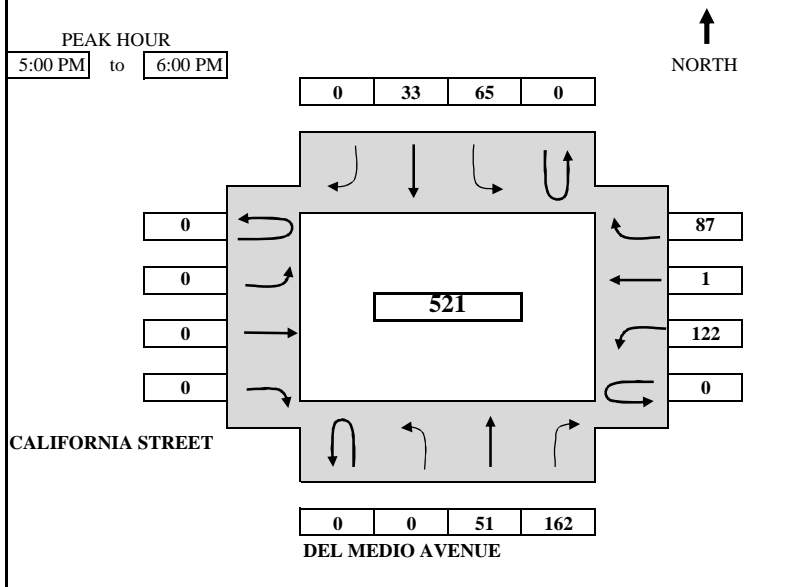
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	---	07:15 AM	0	0	0	0	0	0	2	2
07:15 AM	---	07:30 AM	0	0	0	0	0	7	5	12
07:30 AM	---	07:45 AM	0	0	0	0	0	11	7	18
07:45 AM	---	08:00 AM	0	1	1	0	0	12	9	23
08:00 AM	---	08:15 AM	0	1	2	0	0	12	10	25
08:15 AM	---	08:30 AM	0	1	2	0	0	12	11	26
08:30 AM	---	08:45 AM	1	4	2	0	0	13	13	33
08:45 AM	---	09:00 AM	1	6	2	0	0	17	16	42
TOTAL BY PERIOD										
07:00 AM	---	07:15 AM	0	0	0	0	0	0	2	2
07:15 AM	---	07:30 AM	0	0	0	0	0	7	3	10
07:30 AM	---	07:45 AM	0	0	0	0	0	4	2	6
07:45 AM	---	08:00 AM	0	1	1	0	0	1	2	5
08:00 AM	---	08:15 AM	0	0	1	0	0	0	1	2
08:15 AM	---	08:30 AM	0	0	0	0	0	0	1	1
08:30 AM	---	08:45 AM	1	3	0	0	0	1	2	7
08:45 AM	---	09:00 AM	0	2	0	0	0	4	3	9
HOURLY TOTALS										
07:00 AM	---	08:00 AM	0	1	1	0	0	12	9	23
07:15 AM	---	08:15 AM	0	1	2	0	0	12	8	23
07:30 AM	---	08:30 AM	0	1	2	0	0	5	6	14
07:45 AM	---	08:45 AM	1	4	2	0	0	2	6	15
08:00 AM	---	09:00 AM	1	5	1	0	0	5	7	19
			Tel : (510) 232-1271				Fax: (510) 232-1272			

7:45 AM to 8:45 AM	
VOLUME BY LEG	N-LEG S-LEG E-LEG W-LEG TOTAL
PEDESTRIAN	5 0 2 8 15

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	DEL MEDIO AVENUE	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	CALIFORNIA STREET	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-10PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
4:00 PM	to	4:15 PM	0	12	33	27	13	0	0	0	0	29	0	14	128		
4:15 PM	to	4:30 PM	0	20	70	50	30	0	0	0	0	51	0	29	250		
4:30 PM	to	4:45 PM	0	27	102	68	40	0	0	0	0	87	0	42	366		
4:45 PM	to	5:00 PM	0	36	127	89	53	0	0	2	0	116	0	66	489		
5:00 PM	to	5:15 PM	0	48	160	100	60	0	0	2	0	141	0	82	593		
5:15 PM	to	5:30 PM	0	62	201	128	71	0	0	2	0	172	1	101	738		
5:30 PM	to	5:45 PM	0	73	243	139	77	0	0	2	0	200	1	128	863		
5:45 PM	to	6:00 PM	0	87	289	154	86	0	0	2	0	238	1	153	1010		

TOTAL BY PERIOD																		
4:00 PM	to	4:15 PM	0	0	12	33	0	27	13	0	0	0	0	0	29	0	14	128
4:15 PM	to	4:30 PM	0	0	8	37	0	23	17	0	0	0	0	0	22	0	15	122
4:30 PM	to	4:45 PM	0	0	7	32	0	18	10	0	0	0	0	0	36	0	13	116
4:45 PM	to	5:00 PM	0	0	9	25	0	21	13	0	0	0	2	0	29	0	24	123
5:00 PM	to	5:15 PM	0	0	12	33	0	11	7	0	0	0	0	0	25	0	16	104
5:15 PM	to	5:30 PM	0	0	14	41	0	28	11	0	0	0	0	0	31	1	19	145
5:30 PM	to	5:45 PM	0	0	11	42	0	11	6	0	0	0	0	0	28	0	27	125
5:45 PM	to	6:00 PM	0	0	14	46	0	15	9	0	0	0	0	0	38	0	25	147

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	0	36	127	0	89	53	0	0	0	2	0	0	116	0	66	489
4:15 PM	to	5:15 PM	0	0	36	127	0	73	47	0	0	0	2	0	0	112	0	68	465
4:30 PM	to	5:30 PM	0	0	42	131	0	78	41	0	0	0	2	0	0	121	1	72	488
4:45 PM	to	5:45 PM	0	0	46	141	0	71	37	0	0	0	2	0	0	113	1	86	497
5:00 PM	to	6:00 PM	0	0	51	162	0	65	33	0	0	0	0	0	0	122	1	87	521

PEAK HOUR SUMMARY																			
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
VOLUME			0	0	51	162	0	65	33	0	0	0	0	0	0	122	1	87	521
PEDESTRIAN																		42	
BICYCLE																		28	
PHF BY MOVEMENT			0.00	0.00	0.91	0.88	0.00	0.58	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.25	0.81	OVERALL
PHF BY APPROACH			0.89				0.63				0.00				0.83				0.89

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/30/2013			DAY: THURSDAY		
N-S APPROACH: DEL MEDIO AVENUE			SURVEY TIME: 4:00 PM			TO 6:00 PM		
E-W APPROACH: CALIFORNIA STREET			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-10PM		

<p>PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">NORTH - LEG 0 0 7</p> <p style="text-align: center;">WEST - LEG 0 0 0</p> <p style="text-align: center;">EAST - LEG 1 0 12</p> <p style="text-align: center;">SOUTH - LEG 0 0 8</p> <p style="text-align: center;">DEL MEDIO AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 8</p> <p style="text-align: center;">7 1</p> <p style="text-align: center;">E-LEG TOTAL 28</p> <p style="text-align: center;">13 15</p> <p style="text-align: center;">W-LEG TOTAL 0</p> <p style="text-align: center;">12 8</p> <p style="text-align: center;">S-LEG TOTAL 20</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	to 4:30 PM	0	0	2	2	0	0	0	0	0	4	0	1	9
4:30 PM	to 4:45 PM	0	0	2	2	0	0	0	0	0	8	0	1	13
4:45 PM	to 5:00 PM	0	0	4	3	0	0	0	0	0	10	0	3	20
5:00 PM	to 5:15 PM	0	0	7	6	0	0	0	0	0	13	0	4	30
5:15 PM	to 5:30 PM	0	0	8	7	0	0	0	0	0	13	0	4	32
5:30 PM	to 5:45 PM	0	0	10	10	0	0	0	0	0	15	0	4	39
5:45 PM	to 6:00 PM	0	0	12	10	0	0	0	0	0	22	0	4	48
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	to 4:30 PM	0	0	2	2	0	0	0	0	0	4	0	1	9
4:30 PM	to 4:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	4
4:45 PM	to 5:00 PM	0	0	2	1	0	0	0	0	0	2	0	2	7
5:00 PM	to 5:15 PM	0	0	3	3	0	0	0	0	0	3	0	1	10
5:15 PM	to 5:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	2
5:30 PM	to 5:45 PM	0	0	2	3	0	0	0	0	0	2	0	0	7
5:45 PM	to 6:00 PM	0	0	2	0	0	0	0	0	0	7	0	0	9
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	0	4	3	0	0	0	0	0	10	0	3	20
4:15 PM	to 5:15 PM	0	0	7	6	0	0	0	0	0	13	0	4	30
4:30 PM	to 5:30 PM	0	0	6	5	0	0	0	0	0	9	0	3	23
4:45 PM	to 5:45 PM	0	0	8	8	0	0	0	0	0	7	0	3	26
5:00 PM	to 6:00 PM	0	0	8	7	0	0	0	0	0	12	0	1	28

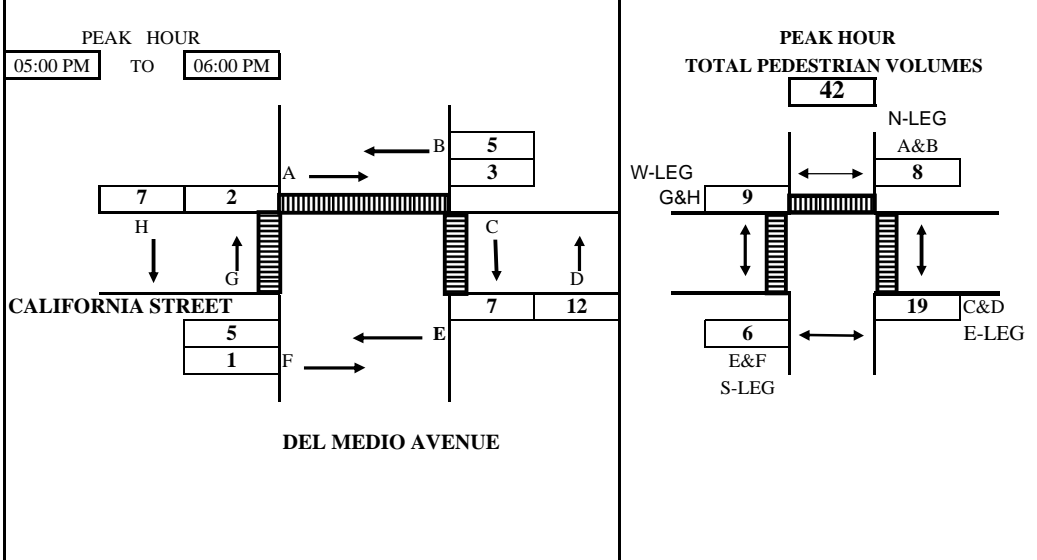
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			8	7	0	13	28

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: DEL MEDIO AVENUE	DAY: THURSDAY
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 4:00 PM TO 6:00 PM	FILE: 3305059-10PM



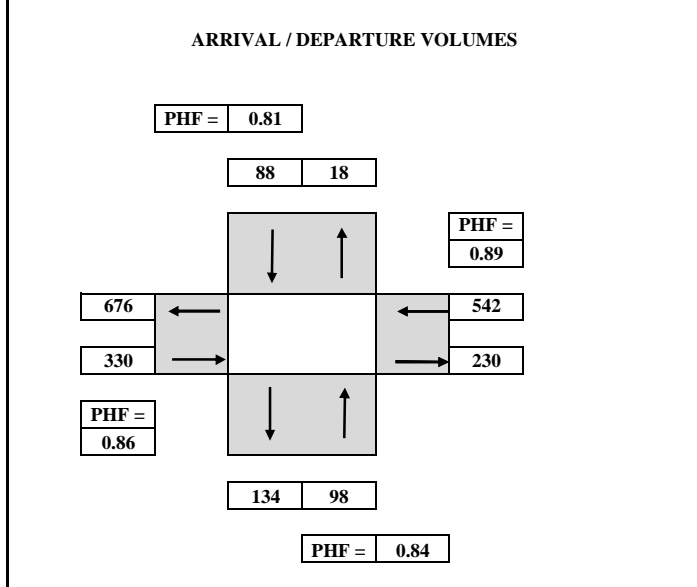
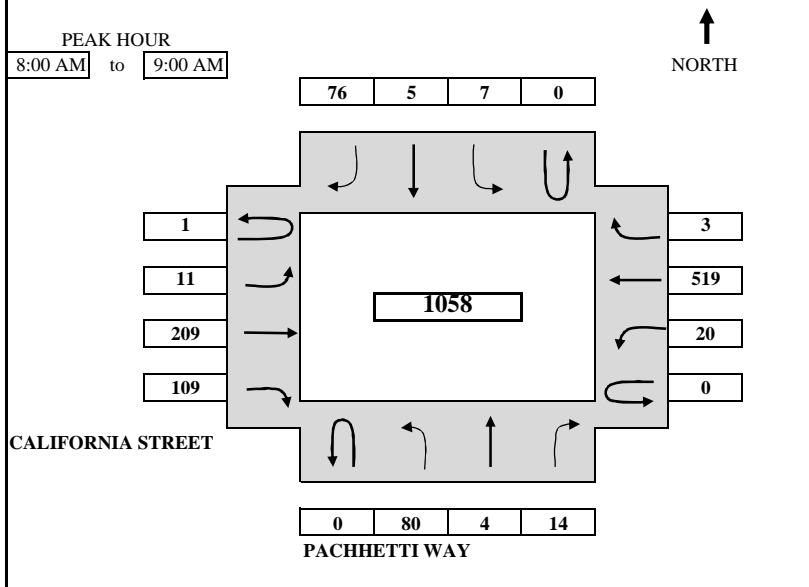
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	0	3	0	4	0	0	0	0	7
04:15 PM	--- 04:30 PM	2	3	1	5	0	0	0	0	11
04:30 PM	--- 04:45 PM	3	3	1	5	0	0	0	0	12
04:45 PM	--- 05:00 PM	3	3	1	5	0	0	0	1	13
05:00 PM	--- 05:15 PM	3	3	1	6	0	0	0	1	14
05:15 PM	--- 05:30 PM	3	5	3	7	0	0	1	4	23
05:30 PM	--- 05:45 PM	6	7	8	8	3	0	1	5	38
05:45 PM	--- 06:00 PM	6	8	8	17	5	1	2	8	55
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	0	3	0	4	0	0	0	0	7
04:15 PM	--- 04:30 PM	2	0	1	1	0	0	0	0	4
04:30 PM	--- 04:45 PM	1	0	0	0	0	0	0	0	1
04:45 PM	--- 05:00 PM	0	0	0	0	0	0	0	1	1
05:00 PM	--- 05:15 PM	0	0	0	1	0	0	0	0	1
05:15 PM	--- 05:30 PM	0	2	2	1	0	0	1	3	9
05:30 PM	--- 05:45 PM	3	2	5	1	3	0	0	1	15
05:45 PM	--- 06:00 PM	0	1	0	9	2	1	1	3	17
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	3	3	1	5	0	0	0	1	13
04:15 PM	--- 05:15 PM	3	0	1	2	0	0	0	1	7
04:30 PM	--- 05:30 PM	1	2	2	2	0	0	1	4	12
04:45 PM	--- 05:45 PM	3	4	7	3	3	0	1	5	26
05:00 PM	--- 06:00 PM	3	5	7	12	5	1	2	7	42
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			8	6	19	9	42

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	PACHHETTI WAY	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	CALIFORNIA STREET	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-11AM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																		
7:00 AM	to	7:15 AM	16	0	2	0	1	2	0	0	29	19	3	64	1	137		
7:15 AM	to	7:30 AM	42	0	6	0	1	10	0	0	62	33	4	134	1	293		
7:30 AM	to	7:45 AM	60	0	9	0	2	20	0	1	94	60	5	242	2	495		
7:45 AM	to	8:00 AM	72	0	11	4	3	44	0	2	136	82	6	365	3	728		
8:00 AM	to	8:15 AM	88	1	13	4	3	69	0	5	174	110	11	476	4	958		
8:15 AM	to	8:30 AM	108	1	15	7	4	84	0	7	225	132	14	604	4	1205		
8:30 AM	to	8:45 AM	128	3	22	8	5	99	0	12	289	159	22	748	4	1499		
8:45 AM	to	9:00 AM	152	4	25	11	8	120	1	13	345	191	26	884	6	1786		

TOTAL BY PERIOD																			
7:00 AM	to	7:15 AM	0	16	0	2	0	0	1	2	0	0	29	19	0	3	64	1	137
7:15 AM	to	7:30 AM	0	26	0	4	0	0	0	8	0	0	33	14	0	1	70	0	156
7:30 AM	to	7:45 AM	0	18	0	3	0	0	1	10	0	1	32	27	0	1	108	1	202
7:45 AM	to	8:00 AM	0	12	0	2	0	4	1	24	0	1	42	22	0	1	123	1	233
8:00 AM	to	8:15 AM	0	16	1	2	0	0	0	25	0	3	38	28	0	5	111	1	230
8:15 AM	to	8:30 AM	0	20	0	2	0	3	1	15	0	2	51	22	0	3	128	0	247
8:30 AM	to	8:45 AM	0	20	2	7	0	1	1	15	0	5	64	27	0	8	144	0	294
8:45 AM	to	9:00 AM	0	24	1	3	0	3	3	21	1	1	56	32	0	4	136	2	287

HOURLY TOTALS																			
7:00 AM	to	8:00 AM	0	72	0	11	0	4	3	44	0	2	136	82	0	6	365	3	728
7:15 AM	to	8:15 AM	0	72	1	11	0	4	2	67	0	5	145	91	0	8	412	3	821
7:30 AM	to	8:30 AM	0	66	1	9	0	7	3	74	0	7	163	99	0	10	470	3	912
7:45 AM	to	8:45 AM	0	68	3	13	0	8	3	79	0	11	195	99	0	17	506	2	1004
8:00 AM	to	9:00 AM	0	80	4	14	0	7	5	76	1	11	209	109	0	20	519	3	1058

PEAK HOUR SUMMARY																			
8:00 AM	to	9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	
			0	80	4	14	0	7	5	76	1	11	209	109	0	20	519	3	1058
			PEDESTRIAN																39
			BICYCLE																54
			0.00	0.83	0.50	0.50	0.00	0.58	0.42	0.76	0.25	0.55	0.82	0.85	0.00	0.63	0.90	0.38	OVERALL
			0.84				0.81				0.86				0.89				0.90

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: PACHHETTI WAY		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-11AM	

<p>PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">CALIFORNIA STREET</p> <p style="text-align: center;">PACHHETTI WAY</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 7</p> <p style="text-align: center;">4 3</p> <p style="text-align: center;">E-LEG TOTAL 47</p> <p style="text-align: center;">34 ← ← 32</p> <p style="text-align: center;">18 → → 15</p> <p style="text-align: center;">W-LEG TOTAL 52</p> <p style="text-align: center;">2 0</p> <p style="text-align: center;">S-LEG TOTAL 2</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	1	0	0	5	0	6
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	4	0	0	7	0	11
7:30 AM	to 7:45 AM	0	0	0	0	1	1	0	4	0	0	14	0	20
7:45 AM	to 8:00 AM	0	0	0	0	1	1	0	9	0	0	21	0	32
8:00 AM	to 8:15 AM	0	0	0	0	1	1	0	11	0	0	28	0	41
8:15 AM	to 8:30 AM	0	0	0	0	2	1	1	15	0	0	35	0	54
8:30 AM	to 8:45 AM	0	0	0	0	3	2	2	19	0	0	47	0	73
8:45 AM	to 9:00 AM	0	0	0	0	3	3	3	24	0	0	53	0	86
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	1	0	0	5	0	6
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
7:30 AM	to 7:45 AM	0	0	0	0	1	1	0	0	0	0	7	0	9
7:45 AM	to 8:00 AM	0	0	0	0	0	0	0	5	0	0	7	0	12
8:00 AM	to 8:15 AM	0	0	0	0	0	0	0	2	0	0	7	0	9
8:15 AM	to 8:30 AM	0	0	0	0	1	0	1	4	0	0	7	0	13
8:30 AM	to 8:45 AM	0	0	0	0	1	1	1	4	0	0	12	0	19
8:45 AM	to 9:00 AM	0	0	0	0	0	1	1	5	0	0	6	0	13
HOURLY TOTALS														
7:00 AM	to 8:00 AM	0	0	0	0	1	1	0	9	0	0	21	0	32
7:15 AM	to 8:15 AM	0	0	0	0	1	1	0	10	0	0	23	0	35
7:30 AM	to 8:30 AM	0	0	0	0	2	1	1	11	0	0	28	0	43
7:45 AM	to 8:45 AM	0	0	0	0	2	1	2	15	0	0	33	0	53
8:00 AM	to 9:00 AM	0	0	0	0	2	2	3	15	0	0	32	0	54

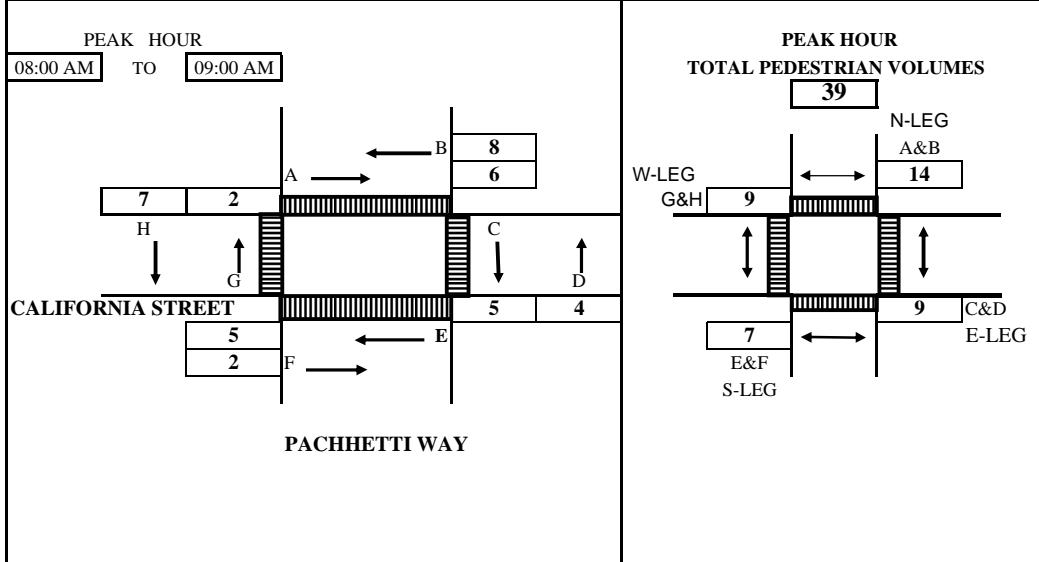
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM	to	9:00 AM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			0	4	18	32	54

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: PACHHETTI WAY	DAY: THURSDAY
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-11AM



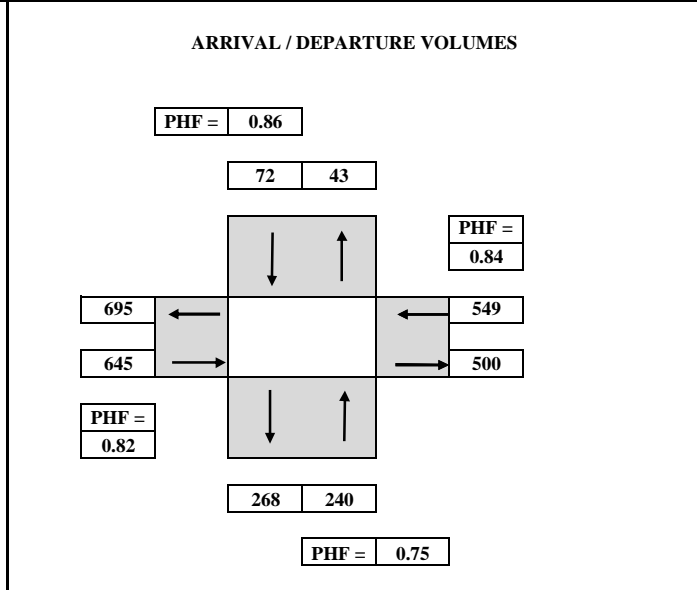
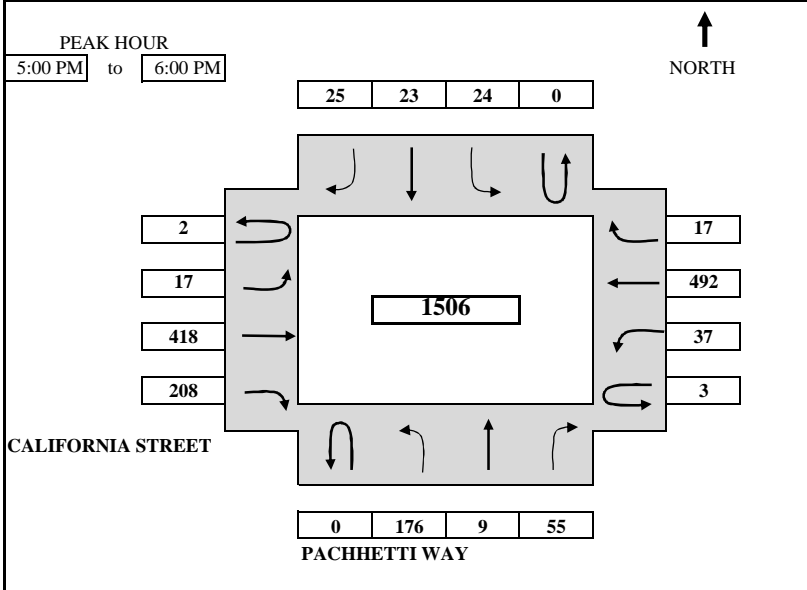
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	---	07:15 AM	1	0	0	0	0	0	1	2
07:15 AM	---	07:30 AM	1	0	2	0	0	0	1	4
07:30 AM	---	07:45 AM	1	1	2	1	0	1	4	10
07:45 AM	---	08:00 AM	1	5	2	1	0	2	4	15
08:00 AM	---	08:15 AM	2	5	3	1	1	2	4	18
08:15 AM	---	08:30 AM	3	6	3	1	3	2	4	22
08:30 AM	---	08:45 AM	7	11	5	3	4	4	8	44
08:45 AM	---	09:00 AM	7	13	7	5	5	4	11	54
TOTAL BY PERIOD										
07:00 AM	---	07:15 AM	1	0	0	0	0	0	1	2
07:15 AM	---	07:30 AM	0	0	2	0	0	0	0	2
07:30 AM	---	07:45 AM	0	1	0	1	0	1	3	6
07:45 AM	---	08:00 AM	0	4	0	0	0	1	0	5
08:00 AM	---	08:15 AM	1	0	1	0	1	0	0	3
08:15 AM	---	08:30 AM	1	1	0	0	2	0	0	4
08:30 AM	---	08:45 AM	4	5	2	2	1	2	4	22
08:45 AM	---	09:00 AM	0	2	2	2	1	0	3	10
HOURLY TOTALS										
07:00 AM	---	08:00 AM	1	5	2	1	0	2	4	15
07:15 AM	---	08:15 AM	1	5	3	1	1	2	3	16
07:30 AM	---	08:30 AM	2	6	1	1	3	2	3	18
07:45 AM	---	08:45 AM	6	10	3	2	4	3	4	34
08:00 AM	---	09:00 AM	6	8	5	4	5	2	7	39
Tel : (510) 232-1271			Fax: (510) 232-1272							

8:00 AM	to	9:00 AM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			14	7	9	9	39

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	PACHHETTI WAY	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	CALIFORNIA STREET	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-10PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
4:00 PM	to	4:15 PM	40	3	13	4	6	7	1	2	95	31	0	12	80	2	296
4:15 PM	to	4:30 PM	83	5	27	7	10	14	1	5	182	75	0	25	173	3	610
4:30 PM	to	4:45 PM	130	5	44	8	20	25	1	10	273	115	0	39	294	3	967
4:45 PM	to	5:00 PM	171	7	55	11	23	33	2	14	368	144	0	53	392	5	1278
5:00 PM	to	5:15 PM	200	9	63	17	28	39	2	18	446	205	0	60	521	9	1617
5:15 PM	to	5:30 PM	250	13	83	25	33	44	2	22	550	251	1	70	635	13	1992
5:30 PM	to	5:45 PM	290	14	89	31	38	49	2	27	648	299	1	78	740	17	2323
5:45 PM	to	6:00 PM	347	16	110	35	46	58	4	31	786	352	3	90	884	22	2784

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	40	3	13	0	4	6	7	1	2	95	31	0	12	80	2	296
4:15 PM	to	4:30 PM	0	43	2	14	0	3	4	7	0	3	87	44	0	13	93	1	314
4:30 PM	to	4:45 PM	0	47	0	17	0	1	10	11	0	5	91	40	0	14	121	0	357
4:45 PM	to	5:00 PM	0	41	2	11	0	3	3	8	1	4	95	29	0	14	98	2	311
5:00 PM	to	5:15 PM	0	29	2	8	0	6	5	6	0	4	78	61	0	7	129	4	339
5:15 PM	to	5:30 PM	0	50	4	20	0	8	5	5	0	4	104	46	1	10	114	4	375
5:30 PM	to	5:45 PM	0	40	1	6	0	6	5	5	0	5	98	48	0	8	105	4	331
5:45 PM	to	6:00 PM	0	57	2	21	0	4	8	9	2	4	138	53	2	12	144	5	461

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	171	7	55	0	11	23	33	2	14	368	144	0	53	392	5	1278
4:15 PM	to	5:15 PM	0	160	6	50	0	13	22	32	1	16	351	174	0	48	441	7	1321
4:30 PM	to	5:30 PM	0	167	8	56	0	18	23	30	1	17	368	176	1	45	462	10	1382
4:45 PM	to	5:45 PM	0	160	9	45	0	23	18	24	1	17	375	184	1	39	446	14	1356
5:00 PM	to	6:00 PM	0	176	9	55	0	24	23	25	2	17	418	208	3	37	492	17	1506

PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	176	9	55	0	24	23	25	2	17	418	208	3	37	492	17	1506
			PEDESTRIAN																	48
			BICYCLE																	37
			PHF BY MOVEMENT	0.00	0.77	0.56	0.65	0.00	0.75	0.72	0.69	0.25	0.85	0.76	0.85	0.38	0.77	0.85	0.85	OVERALL
			PHF BY APPROACH	0.75				0.86				0.82				0.84				0.82

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS			SURVEY DATE: 5/30/2013			DAY: THURSDAY		
N-S APPROACH: PACHHETTI WAY			SURVEY TIME: 4:00 PM			TO 6:00 PM		
E-W APPROACH: CALIFORNIA STREET			JURISDICTION: MOUNTAIN VIEW			FILE: 3305059-10PM		

<p>PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">↑ NORTH</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p>N-LEG TOTAL 7</p> <p>4 3</p> <p>E-LEG TOTAL 31</p> <p>8 8</p> <p>24 23</p> <p>W-LEG TOTAL 32</p> <p>3 1</p> <p>S-LEG TOTAL 4</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
4:30 PM	to 4:45 PM	0	1	0	0	1	1	0	5	0	0	3	0	11
4:45 PM	to 5:00 PM	0	2	0	0	1	1	0	11	0	0	5	0	20
5:00 PM	to 5:15 PM	0	3	0	1	1	1	1	14	1	0	6	0	28
5:15 PM	to 5:30 PM	0	3	0	1	1	1	1	21	1	0	6	0	35
5:30 PM	to 5:45 PM	0	3	0	2	1	1	1	25	2	0	11	0	46
5:45 PM	to 6:00 PM	0	3	0	3	2	1	2	31	2	0	13	0	57
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
4:30 PM	to 4:45 PM	0	1	0	0	1	1	0	3	0	0	0	0	6
4:45 PM	to 5:00 PM	0	1	0	0	0	0	0	6	0	0	2	0	9
5:00 PM	to 5:15 PM	0	1	0	1	0	0	1	3	1	0	1	0	8
5:15 PM	to 5:30 PM	0	0	0	0	0	0	0	7	0	0	0	0	7
5:30 PM	to 5:45 PM	0	0	0	1	0	0	0	4	1	0	5	0	11
5:45 PM	to 6:00 PM	0	0	0	1	1	0	1	6	0	0	2	0	11
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	2	0	0	1	1	0	11	0	0	5	0	20
4:15 PM	to 5:15 PM	0	3	0	1	1	1	1	13	1	0	6	0	27
4:30 PM	to 5:30 PM	0	3	0	1	1	1	1	19	1	0	3	0	30
4:45 PM	to 5:45 PM	0	2	0	2	0	0	1	20	2	0	8	0	35
5:00 PM	to 6:00 PM	0	1	0	3	1	0	2	20	2	0	8	0	37

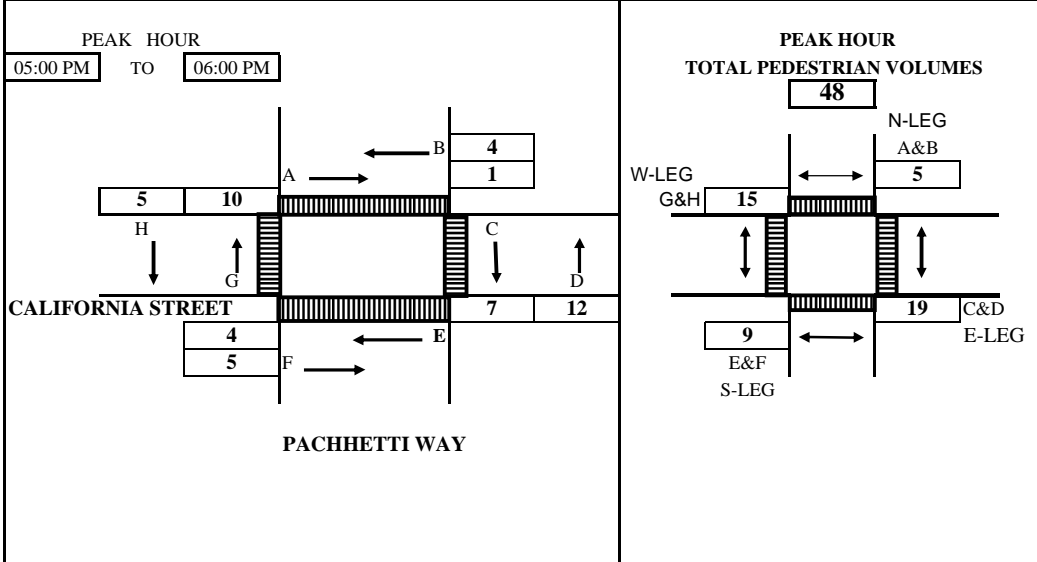
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			1	4	24	8	37

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013	
N-S APPROACH: PACHHETTI WAY		DAY: THURSDAY	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD	4:00 PM TO 6:00 PM	FILE:	3305059-10PM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	0	1	1	3	2	2	0	0	9
04:15 PM	--- 04:30 PM	1	1	7	7	3	6	2	0	27
04:30 PM	--- 04:45 PM	1	2	9	9	3	7	2	0	33
04:45 PM	--- 05:00 PM	3	2	9	9	4	9	3	2	41
05:00 PM	--- 05:15 PM	3	3	9	11	7	10	6	3	52
05:15 PM	--- 05:30 PM	3	4	10	15	7	11	7	4	61
05:30 PM	--- 05:45 PM	4	5	10	18	7	13	11	5	73
05:45 PM	--- 06:00 PM	4	6	16	21	8	14	13	7	89
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	0	1	1	3	2	2	0	0	9
04:15 PM	--- 04:30 PM	1	0	6	4	1	4	2	0	18
04:30 PM	--- 04:45 PM	0	1	2	2	0	1	0	0	6
04:45 PM	--- 05:00 PM	2	0	0	0	1	2	1	2	8
05:00 PM	--- 05:15 PM	0	1	0	2	3	1	3	1	11
05:15 PM	--- 05:30 PM	0	1	1	4	0	1	1	1	9
05:30 PM	--- 05:45 PM	1	1	0	3	0	2	4	1	12
05:45 PM	--- 06:00 PM	0	1	6	3	1	1	2	2	16
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	3	2	9	9	4	9	3	2	41
04:15 PM	--- 05:15 PM	3	2	8	8	5	8	6	3	43
04:30 PM	--- 05:30 PM	2	3	3	8	4	5	5	4	34
04:45 PM	--- 05:45 PM	3	3	1	9	4	6	9	5	40
05:00 PM	--- 06:00 PM	1	4	7	12	4	5	10	5	48
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			5	9	19	15	48

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: SHOWERS DRIVE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-12AM	

<p>PEAK HOUR 8:00 AM to 9:00 AM</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">CALIFORNIA STREET</p> <p style="text-align: center;">SHOWERS DRIVE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">PHF = 0.81</p> <p style="text-align: center;">174 58</p> <p style="text-align: center;">PHF = 0.95</p> <p style="text-align: center;">565 474</p> <p style="text-align: center;">256 253</p> <p style="text-align: center;">PHF = 0.90</p> <p style="text-align: center;">249 221</p> <p style="text-align: center;">PHF = 0.92</p>
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TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT		
SURVEY DATA																			
7:00 AM	to 7:15 AM	6	7	15	6	7	5	2	29	12	11	52	3	155					
7:15 AM	to 7:30 AM	18	14	26	10	14	15	3	64	20	23	117	4	328					
7:30 AM	to 7:45 AM	44	16	36	14	28	25	4	84	31	41	214	7	544					
7:45 AM	to 8:00 AM	57	17	42	19	42	30	5	102	49	55	303	9	730					
8:00 AM	to 8:15 AM	86	19	58	27	65	53	6	139	68	72	401	11	1005					
8:15 AM	to 8:30 AM	123	31	67	36	84	68	11	181	81	92	485	18	1277					
8:30 AM	to 8:45 AM	157	38	82	46	106	84	12	226	106	118	580	22	1577					
8:45 AM	to 9:00 AM	192	48	97	54	116	95	14	265	133	146	668	27	1855					
TOTAL BY PERIOD																			
7:00 AM	to 7:15 AM	0	6	7	15	0	6	7	5	0	2	29	12	0	11	52	3	155	
7:15 AM	to 7:30 AM	0	12	7	11	0	4	7	10	0	1	35	8	0	12	65	1	173	
7:30 AM	to 7:45 AM	0	26	2	10	0	4	14	10	0	1	20	11	0	18	97	3	216	
7:45 AM	to 8:00 AM	0	13	1	6	0	5	14	5	0	1	18	18	0	14	89	2	186	
8:00 AM	to 8:15 AM	0	29	2	16	0	8	23	23	0	1	37	19	0	17	98	2	275	
8:15 AM	to 8:30 AM	0	37	12	9	0	9	19	15	0	5	42	13	0	20	84	7	272	
8:30 AM	to 8:45 AM	0	34	7	15	0	10	22	16	0	1	45	25	0	26	95	4	300	
8:45 AM	to 9:00 AM	0	35	10	15	0	8	10	11	0	2	39	27	0	28	88	5	278	
HOURLY TOTALS																			
7:00 AM	to 8:00 AM	0	57	17	42	0	19	42	30	0	5	102	49	0	55	303	9	730	
7:15 AM	to 8:15 AM	0	80	12	43	0	21	58	48	0	4	110	56	0	61	349	8	850	
7:30 AM	to 8:30 AM	0	105	17	41	0	26	70	53	0	8	117	61	0	69	368	14	949	
7:45 AM	to 8:45 AM	0	113	22	46	0	32	78	59	0	8	142	75	0	77	366	15	1033	
8:00 AM	to 9:00 AM	0	135	31	55	0	35	74	65	0	9	163	84	0	91	365	18	1125	
PEAK HOUR SUMMARY																			
8:00 AM	to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
		NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
		VOLUME	0	135	31	55	0	35	74	65	0	9	163	84	0	91	365	18	1125
		PEDESTRIAN																	46
		BICYCLE																	64
		PHF BY MOVEMENT	0.00	0.91	0.65	0.86	0.00	0.88	0.80	0.71	0.00	0.45	0.91	0.78	0.00	0.81	0.93	0.64	OVERALL
		PHF BY APPROACH	0.92				0.81				0.90				0.95				0.94

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: SHOWERS DRIVE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-12AM	

<p>PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">NORTH - LEG 1 1 1</p> <p style="text-align: center;">WEST - LEG 0 21 0</p> <p style="text-align: center;">EAST - LEG 4 33 0</p> <p style="text-align: center;">SOUTH - LEG 1 2 0</p> <p style="text-align: center;">SHOWERS DRIVE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 9</p> <p style="text-align: center;">3 6</p> <p style="text-align: center;">E-LEG TOTAL 59</p> <p style="text-align: center;">35 21 56</p> <p style="text-align: center;">W-LEG TOTAL 56</p> <p style="text-align: center;">1 3</p> <p style="text-align: center;">S-LEG TOTAL 4</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	1	0	0	7	2	10
7:15 AM	to 7:30 AM	0	0	0	0	1	0	0	5	0	1	11	5	23
7:30 AM	to 7:45 AM	1	0	0	0	2	0	0	10	0	1	17	5	36
7:45 AM	to 8:00 AM	1	1	0	0	3	1	0	15	0	3	27	8	59
8:00 AM	to 8:15 AM	1	1	0	1	3	1	0	17	0	3	32	9	68
8:15 AM	to 8:30 AM	2	2	0	1	3	1	0	22	0	3	43	9	86
8:30 AM	to 8:45 AM	2	3	0	1	4	2	0	34	0	3	52	10	111
8:45 AM	to 9:00 AM	2	3	0	1	4	2	0	36	0	3	60	12	123
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	0	0	0	0	0	0	1	0	0	7	2	10
7:15 AM	to 7:30 AM	0	0	0	0	1	0	0	4	0	1	4	3	13
7:30 AM	to 7:45 AM	1	0	0	0	1	0	0	5	0	0	6	0	13
7:45 AM	to 8:00 AM	0	1	0	0	1	1	0	5	0	2	10	3	23
8:00 AM	to 8:15 AM	0	0	0	1	0	0	0	2	0	0	5	1	9
8:15 AM	to 8:30 AM	1	1	0	0	0	0	0	5	0	0	11	0	18
8:30 AM	to 8:45 AM	0	1	0	0	1	1	0	12	0	0	9	1	25
8:45 AM	to 9:00 AM	0	0	0	0	0	0	0	2	0	0	8	2	12
HOURLY TOTALS														
7:00 AM	to 8:00 AM	1	1	0	0	3	1	0	15	0	3	27	8	59
7:15 AM	to 8:15 AM	1	1	0	1	3	1	0	16	0	3	25	7	58
7:30 AM	to 8:30 AM	2	2	0	1	2	1	0	17	0	2	32	4	63
7:45 AM	to 8:45 AM	1	3	0	1	2	2	0	24	0	2	35	5	75
8:00 AM	to 9:00 AM	1	2	0	1	1	1	0	21	0	0	33	4	64

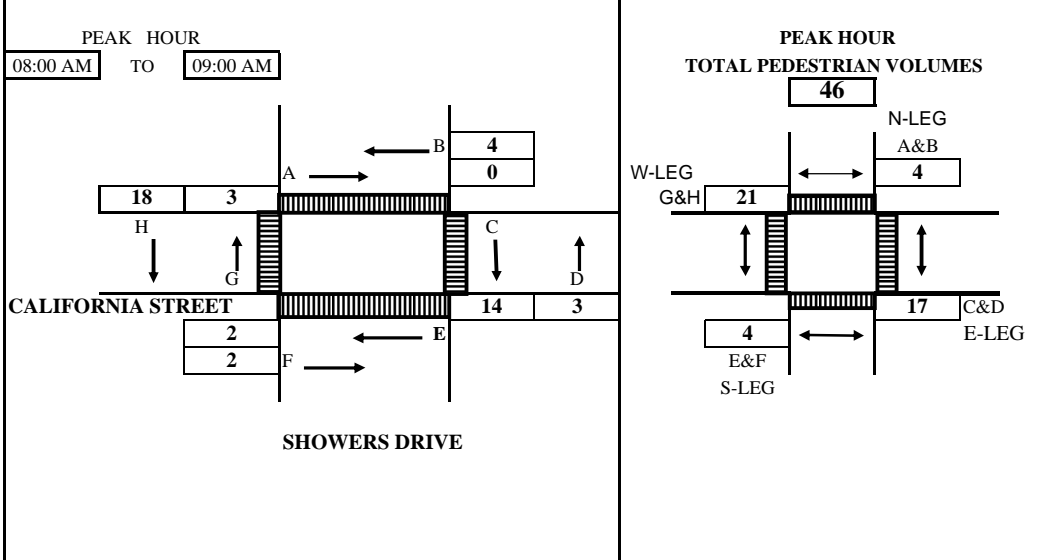
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM	to	9:00 AM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			3	3	21	37	64

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: SHOWERS DRIVE	DAY: THURSDAY
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-12AM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL	
From	To	A	B	C	D	E	F	G	H		
SURVEY DATA											
07:00 AM	---	07:15 AM	1	2	1	1	0	1	0	2	8
07:15 AM	---	07:30 AM	1	2	1	3	0	1	0	4	12
07:30 AM	---	07:45 AM	1	2	2	3	2	1	0	19	30
07:45 AM	---	08:00 AM	2	2	2	3	3	1	0	19	32
08:00 AM	---	08:15 AM	2	2	2	4	3	1	0	26	40
08:15 AM	---	08:30 AM	2	2	3	4	4	1	2	29	47
08:30 AM	---	08:45 AM	2	3	9	5	5	3	3	33	63
08:45 AM	---	09:00 AM	2	6	16	6	5	3	3	37	78
TOTAL BY PERIOD											
07:00 AM	---	07:15 AM	1	2	1	1	0	1	0	2	8
07:15 AM	---	07:30 AM	0	0	0	2	0	0	0	2	4
07:30 AM	---	07:45 AM	0	0	1	0	2	0	0	15	18
07:45 AM	---	08:00 AM	1	0	0	0	1	0	0	0	2
08:00 AM	---	08:15 AM	0	0	0	1	0	0	0	7	8
08:15 AM	---	08:30 AM	0	0	1	0	1	0	2	3	7
08:30 AM	---	08:45 AM	0	1	6	1	1	2	1	4	16
08:45 AM	---	09:00 AM	0	3	7	1	0	0	0	4	15
HOURLY TOTALS											
07:00 AM	---	08:00 AM	2	2	2	3	3	1	0	19	32
07:15 AM	---	08:15 AM	1	0	1	3	3	0	0	24	32
07:30 AM	---	08:30 AM	1	0	2	1	4	0	2	25	35
07:45 AM	---	08:45 AM	1	1	7	2	3	2	3	14	33
08:00 AM	---	09:00 AM	0	4	14	3	2	2	3	18	46
			Tel : (510) 232-1271				Fax: (510) 232-1272				

8:00 AM to 9:00 AM					
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN	4	4	17	21	46

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: SHOWERS DRIVE		SURVEY TIME: 4:00 PM		TO 6:00 PM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-12PM	

<p>PEAK HOUR 5:00 PM to 6:00 PM</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">CALIFORNIA STREET</p> <p style="text-align: center;">SHOWERS DRIVE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">PHF = 0.78</p> <p style="text-align: center;">171 86</p> <p style="text-align: center;">PHF = 0.87</p> <p style="text-align: center;">575 503</p> <p style="text-align: center;">511 660</p> <p style="text-align: center;">PHF = 0.93</p> <p style="text-align: center;">270 406</p> <p style="text-align: center;">PHF = 0.82</p>
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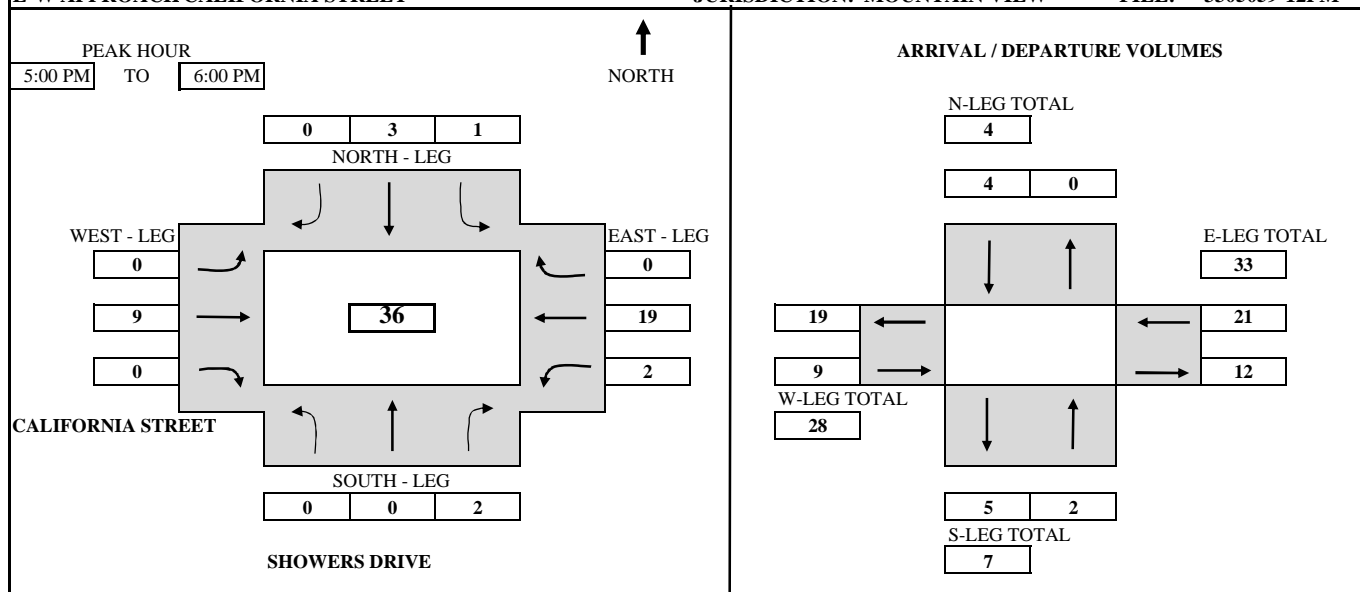
TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT		THRU	RIGHT	
SURVEY DATA																				
4:00 PM	to	4:15 PM	40	8	42	9	15	5	0	87	31	33	67	4	341					
4:15 PM	to	4:30 PM	87	13	81	20	30	12	4	163	52	56	138	10	666					
4:30 PM	to	4:45 PM	144	27	135	49	38	21	6	256	76	87	223	18	1080					
4:45 PM	to	5:00 PM	183	36	169	53	67	27	7	359	101	118	286	22	1428					
5:00 PM	to	5:15 PM	246	52	214	64	77	37	9	448	122	153	350	28	1800					
5:15 PM	to	5:30 PM	292	60	249	92	94	47	15	553	140	182	440	36	2200					
5:30 PM	to	5:45 PM	340	63	283	114	103	49	18	662	165	219	538	46	2600					
5:45 PM	to	6:00 PM	386	77	331	132	128	58	20	778	180	248	627	54	3019					
TOTAL BY PERIOD																				
4:00 PM	to	4:15 PM	0	40	8	42	0	9	15	5	0	0	87	31	0	33	67	4	341	
4:15 PM	to	4:30 PM	0	47	5	39	0	11	15	7	0	4	76	21	0	23	71	6	325	
4:30 PM	to	4:45 PM	0	57	14	54	0	29	8	9	0	2	93	24	0	31	85	8	414	
4:45 PM	to	5:00 PM	0	39	9	34	0	4	29	6	0	1	103	25	0	31	63	4	348	
5:00 PM	to	5:15 PM	0	63	16	45	0	11	10	10	0	2	89	21	0	35	64	6	372	
5:15 PM	to	5:30 PM	0	46	8	35	0	28	17	10	0	6	105	18	0	29	90	8	400	
5:30 PM	to	5:45 PM	0	48	3	34	0	22	9	2	0	3	109	25	0	37	98	10	400	
5:45 PM	to	6:00 PM	0	46	14	48	0	18	25	9	0	2	116	15	0	29	89	8	419	
HOURLY TOTALS																				
4:00 PM	to	5:00 PM	0	183	36	169	0	53	67	27	0	7	359	101	0	118	286	22	1428	
4:15 PM	to	5:15 PM	0	206	44	172	0	55	62	32	0	9	361	91	0	120	283	24	1459	
4:30 PM	to	5:30 PM	0	205	47	168	0	72	64	35	0	11	390	88	0	126	302	26	1534	
4:45 PM	to	5:45 PM	0	196	36	148	0	65	65	28	0	12	406	89	0	132	315	28	1520	
5:00 PM	to	6:00 PM	0	203	41	162	0	79	61	31	0	13	419	79	0	130	341	32	1591	
PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	203	41	162	0	79	61	31	0	13	419	79	0	130	341	32	1591
			PEDESTRIAN																	83
			BICYCLE																	36
			PHF BY MOVEMENT	0.00	0.81	0.64	0.84	0.00	0.71	0.61	0.78	0.00	0.54	0.90	0.79	0.00	0.88	0.87	0.80	OVERALL
			PHF BY APPROACH	0.82				0.78				0.93				0.87				0.95

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013	DAY: THURSDAY
N-S APPROACH: SHOWERS DRIVE	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW	FILE: 3305059-12PM



TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	

SURVEY DATA															
4:00 PM	to	4:15 PM	0	2	0	0	0	1	0	1	1	1	5	1	12
4:15 PM	to	4:30 PM	1	2	0	0	0	1	0	2	1	1	11	1	20
4:30 PM	to	4:45 PM	1	2	0	0	0	1	0	4	2	1	14	1	26
4:45 PM	to	5:00 PM	1	2	0	1	0	1	0	8	2	1	17	1	34
5:00 PM	to	5:15 PM	1	2	0	2	1	1	0	8	2	1	21	1	40
5:15 PM	to	5:30 PM	1	2	1	2	1	1	0	11	2	3	23	1	48
5:30 PM	to	5:45 PM	1	2	2	2	2	1	0	15	2	3	29	1	60
5:45 PM	to	6:00 PM	1	2	2	2	3	1	0	17	2	3	36	1	70

TOTAL BY PERIOD

4:00 PM	to	4:15 PM	0	2	0	0	0	1	0	1	1	1	5	1	12
4:15 PM	to	4:30 PM	1	0	0	0	0	0	0	1	0	0	6	0	8
4:30 PM	to	4:45 PM	0	0	0	0	0	0	0	2	1	0	3	0	6
4:45 PM	to	5:00 PM	0	0	0	1	0	0	0	4	0	0	3	0	8
5:00 PM	to	5:15 PM	0	0	0	1	1	0	0	0	0	0	4	0	6
5:15 PM	to	5:30 PM	0	0	1	0	0	0	0	3	0	2	2	0	8
5:30 PM	to	5:45 PM	0	0	1	0	1	0	0	4	0	0	6	0	12
5:45 PM	to	6:00 PM	0	0	0	0	1	0	0	2	0	0	7	0	10

HOURLY TOTALS

4:00 PM	to	5:00 PM	1	2	0	1	0	1	0	8	2	1	17	1	34
4:15 PM	to	5:15 PM	1	0	0	2	1	0	0	7	1	0	16	0	28
4:30 PM	to	5:30 PM	0	0	1	2	1	0	0	9	1	2	12	0	28
4:45 PM	to	5:45 PM	0	0	2	2	2	0	0	11	0	2	15	0	34
5:00 PM	to	6:00 PM	0	0	2	1	3	0	0	9	0	2	19	0	36

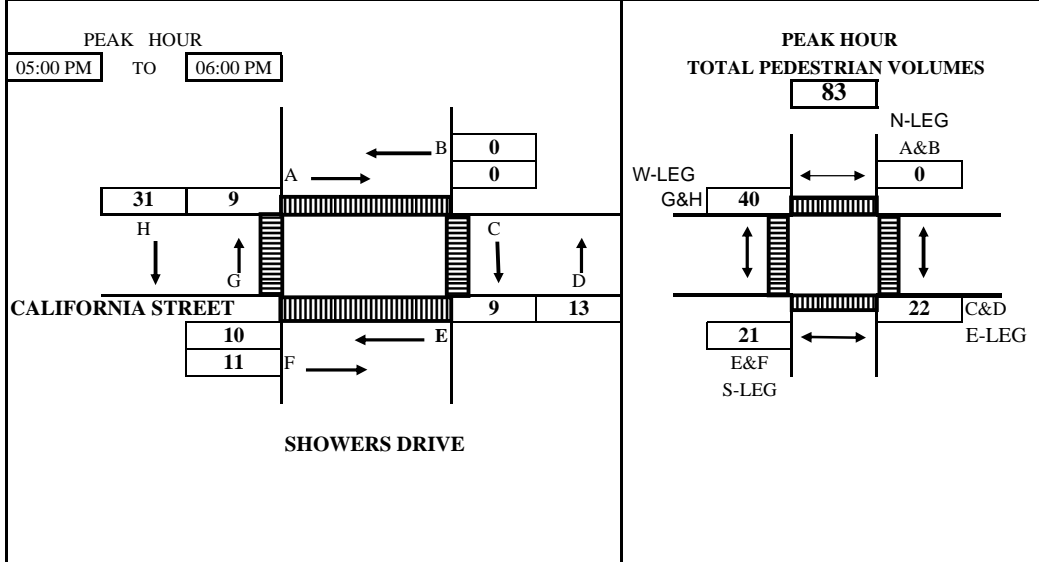
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			2	4	9	21	36

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013	
N-S APPROACH: SHOWERS DRIVE		DAY: THURSDAY	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD 4:00 PM TO 6:00 PM		FILE: 3305059-12PM	



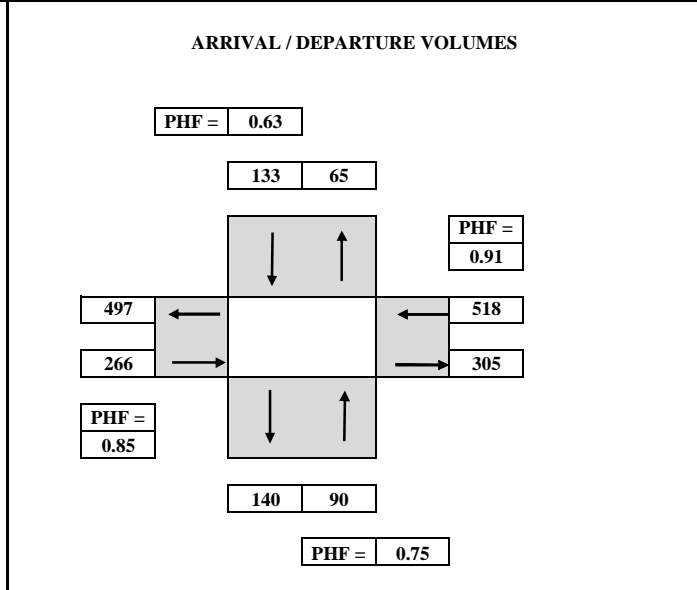
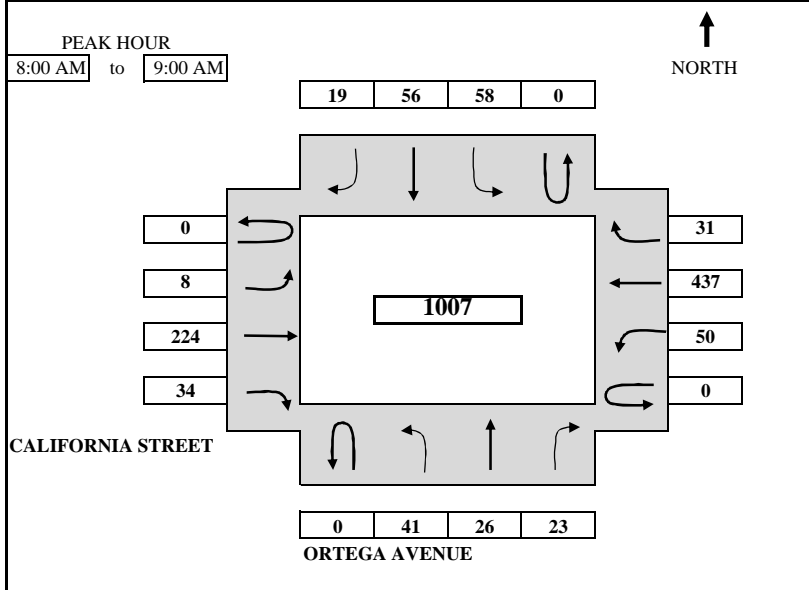
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	0	0	1	0	4	3	7	4	19
04:15 PM	--- 04:30 PM	0	0	4	4	4	10	8	6	36
04:30 PM	--- 04:45 PM	0	0	5	6	5	15	9	12	52
04:45 PM	--- 05:00 PM	0	0	5	13	5	16	9	15	63
05:00 PM	--- 05:15 PM	0	0	5	15	7	22	11	26	86
05:15 PM	--- 05:30 PM	0	0	6	16	11	22	12	32	99
05:30 PM	--- 05:45 PM	0	0	9	20	15	26	15	37	122
05:45 PM	--- 06:00 PM	0	0	14	26	15	27	18	46	146
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	0	0	1	0	4	3	7	4	19
04:15 PM	--- 04:30 PM	0	0	3	4	0	7	1	2	17
04:30 PM	--- 04:45 PM	0	0	1	2	1	5	1	6	16
04:45 PM	--- 05:00 PM	0	0	0	7	0	1	0	3	11
05:00 PM	--- 05:15 PM	0	0	0	2	2	6	2	11	23
05:15 PM	--- 05:30 PM	0	0	1	1	4	0	1	6	13
05:30 PM	--- 05:45 PM	0	0	3	4	4	4	3	5	23
05:45 PM	--- 06:00 PM	0	0	5	6	0	1	3	9	24
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	0	0	5	13	5	16	9	15	63
04:15 PM	--- 05:15 PM	0	0	4	15	3	19	4	22	67
04:30 PM	--- 05:30 PM	0	0	2	12	7	12	4	26	63
04:45 PM	--- 05:45 PM	0	0	4	14	10	11	6	25	70
05:00 PM	--- 06:00 PM	0	0	9	13	10	11	9	31	83
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM to 6:00 PM						
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL	
PEDESTRIAN	0	21	22	40	83	

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	ORTEGA AVENUE	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W APPROACH:	CALIFORNIA STREET	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-13AM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
7:00 AM	to	7:15 AM	7	7	8	7	8	2	0	41	4	6	57	8	155		
7:15 AM	to	7:30 AM	15	10	14	15	14	11	2	82	10	15	108	14	310		
7:30 AM	to	7:45 AM	25	14	20	27	25	18	2	113	17	22	196	19	498		
7:45 AM	to	8:00 AM	31	23	26	39	30	24	3	141	26	31	310	26	710		
8:00 AM	to	8:15 AM	37	27	31	57	58	31	7	184	30	43	395	33	933		
8:15 AM	to	8:30 AM	50	32	36	70	73	34	7	239	44	59	500	42	1186		
8:30 AM	to	8:45 AM	64	41	43	83	81	38	9	306	53	69	626	48	1461		
8:45 AM	to	9:00 AM	72	49	49	97	86	43	11	365	60	81	747	57	1717		

TOTAL BY PERIOD																	
7:00 AM	to	7:15 AM	0	7	7	8	0	7	8	2	0	0	41	6	57	8	151
7:15 AM	to	7:30 AM	0	8	3	6	0	8	6	9	0	2	41	9	51	6	155
7:30 AM	to	7:45 AM	0	10	4	6	0	12	11	7	0	0	31	7	88	5	188
7:45 AM	to	8:00 AM	0	6	9	6	0	12	5	6	0	1	28	9	114	7	212
8:00 AM	to	8:15 AM	0	6	4	5	0	18	28	7	0	4	43	4	85	7	223
8:15 AM	to	8:30 AM	0	13	5	5	0	13	15	3	0	0	55	14	105	9	253
8:30 AM	to	8:45 AM	0	14	9	7	0	13	8	4	0	2	67	9	126	6	275
8:45 AM	to	9:00 AM	0	8	8	6	0	14	5	5	0	2	59	7	121	9	256

HOURLY TOTALS																		
7:00 AM	to	8:00 AM	0	31	23	26	0	39	30	24	0	3	141	22	31	310	26	706
7:15 AM	to	8:15 AM	0	30	20	23	0	50	50	29	0	7	143	26	37	338	25	778
7:30 AM	to	8:30 AM	0	35	22	22	0	55	59	23	0	5	157	34	44	392	28	876
7:45 AM	to	8:45 AM	0	39	27	23	0	56	56	20	0	7	193	36	47	430	29	963
8:00 AM	to	9:00 AM	0	41	26	23	0	58	56	19	0	8	224	34	50	437	31	1007

PEAK HOUR SUMMARY																				
8:00 AM	to	9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	41	26	23	0	58	56	19	0	8	224	34	0	50	437	31	1007
			PEDESTRIAN																	77
			BICYCLE																	65
			PHF BY MOVEMENT	0.00	0.73	0.72	0.82	0.00	0.81	0.50	0.68	0.00	0.50	0.84	0.61	0.00	0.78	0.87	0.86	OVERALL
			PHF BY APPROACH	0.75				0.63				0.85				0.91				0.92

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: ORTEGA AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-13AM	

<p>PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">WEST - LEG EAST - LEG</p> <p style="text-align: center;">CALIFORNIA STREET ORTEGA AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 7</p> <p style="text-align: center;">2 5</p> <p style="text-align: center;">E-LEG TOTAL 56</p> <p style="text-align: center;">36 ← 37</p> <p style="text-align: center;">22 → 19</p> <p style="text-align: center;">W-LEG TOTAL 58</p> <p style="text-align: center;">5 4</p> <p style="text-align: center;">S-LEG TOTAL 9</p>
--	--

TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	2	0	1	0	0	0	0	1	0	1	6	1	12
7:15 AM	to 7:30 AM	2	0	1	0	2	0	0	3	0	1	12	1	22
7:30 AM	to 7:45 AM	2	0	1	0	3	0	0	6	0	1	18	2	33
7:45 AM	to 8:00 AM	3	0	1	0	6	0	0	13	0	1	30	2	56
8:00 AM	to 8:15 AM	4	0	1	0	7	0	0	18	1	1	35	3	70
8:15 AM	to 8:30 AM	6	0	1	0	7	0	0	22	1	1	47	4	89
8:30 AM	to 8:45 AM	6	0	2	0	7	1	0	27	4	1	56	4	108
8:45 AM	to 9:00 AM	6	0	2	0	7	1	0	31	4	1	62	7	121
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	2	0	1	0	0	0	0	1	0	1	6	1	12
7:15 AM	to 7:30 AM	0	0	0	0	2	0	0	2	0	0	6	0	10
7:30 AM	to 7:45 AM	0	0	0	0	1	0	0	3	0	0	6	1	11
7:45 AM	to 8:00 AM	1	0	0	0	3	0	0	7	0	0	12	0	23
8:00 AM	to 8:15 AM	1	0	0	0	1	0	0	5	1	0	5	1	14
8:15 AM	to 8:30 AM	2	0	0	0	0	0	0	4	0	0	12	1	19
8:30 AM	to 8:45 AM	0	0	1	0	0	1	0	5	3	0	9	0	19
8:45 AM	to 9:00 AM	0	0	0	0	0	0	0	4	0	0	6	3	13
HOURLY TOTALS														
7:00 AM	to 8:00 AM	3	0	1	0	6	0	0	13	0	1	30	2	56
7:15 AM	to 8:15 AM	2	0	0	0	7	0	0	17	1	0	29	2	58
7:30 AM	to 8:30 AM	4	0	0	0	5	0	0	19	1	0	35	3	67
7:45 AM	to 8:45 AM	4	0	1	0	4	1	0	21	4	0	38	2	75
8:00 AM	to 9:00 AM	3	0	1	0	1	1	0	18	4	0	32	5	65

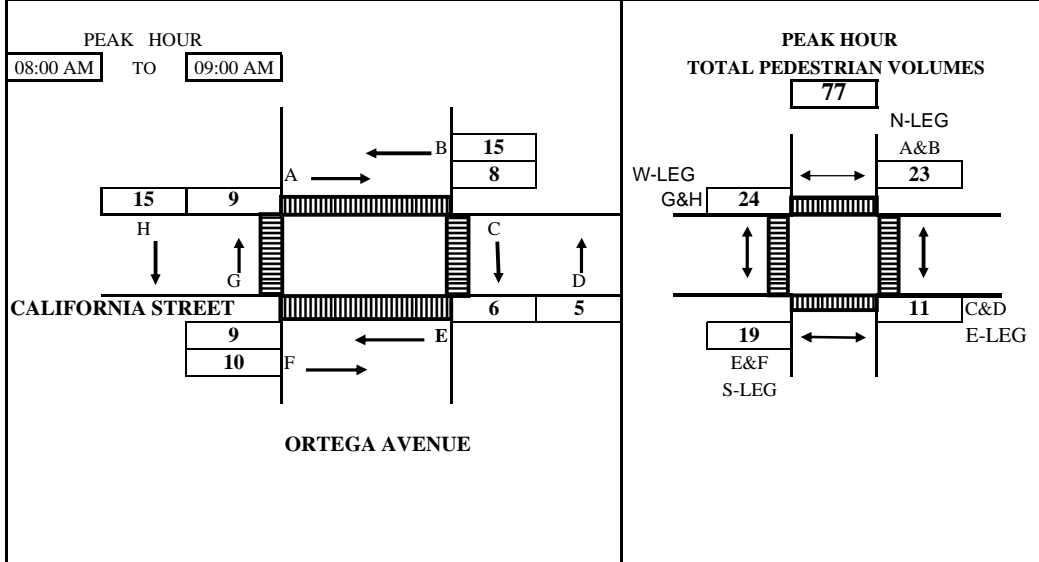
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM	to	9:00 AM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			4	2	22	37	65

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: ORTEGA AVENUE	DAY: THURSDAY
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-13AM



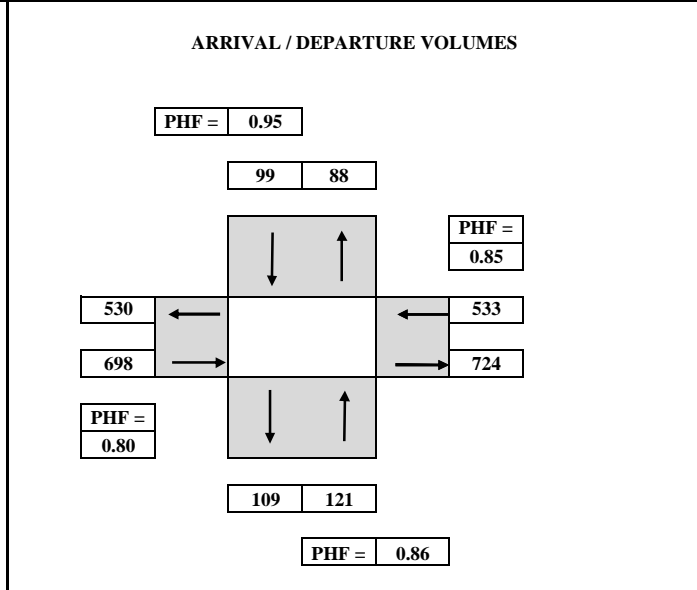
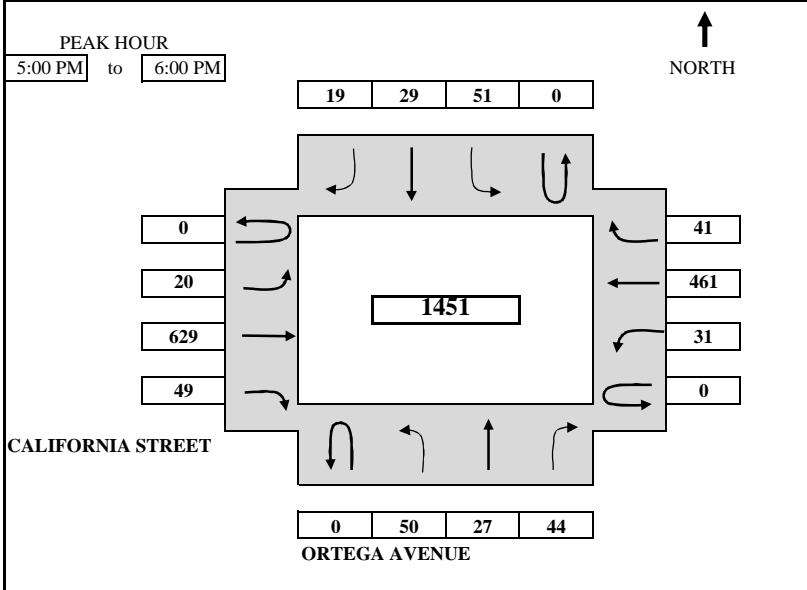
TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL	
From	To	A	B	C	D	E	F	G	H		
SURVEY DATA											
07:00 AM	---	07:15 AM	1	3	2	1	0	0	0	0	7
07:15 AM	---	07:30 AM	3	7	2	1	1	2	1	2	19
07:30 AM	---	07:45 AM	3	8	5	2	1	2	1	9	31
07:45 AM	---	08:00 AM	3	10	6	3	4	4	1	23	54
08:00 AM	---	08:15 AM	5	12	7	3	5	4	5	28	69
08:15 AM	---	08:30 AM	6	19	7	4	9	4	5	32	86
08:30 AM	---	08:45 AM	8	22	7	6	12	8	7	37	107
08:45 AM	---	09:00 AM	11	25	12	8	13	14	10	38	131
TOTAL BY PERIOD											
07:00 AM	---	07:15 AM	1	3	2	1	0	0	0	0	7
07:15 AM	---	07:30 AM	2	4	0	0	1	2	1	2	12
07:30 AM	---	07:45 AM	0	1	3	1	0	0	0	7	12
07:45 AM	---	08:00 AM	0	2	1	1	3	2	0	14	23
08:00 AM	---	08:15 AM	2	2	1	0	1	0	4	5	15
08:15 AM	---	08:30 AM	1	7	0	1	4	0	0	4	17
08:30 AM	---	08:45 AM	2	3	0	2	3	4	2	5	21
08:45 AM	---	09:00 AM	3	3	5	2	1	6	3	1	24
HOURLY TOTALS											
07:00 AM	---	08:00 AM	3	10	6	3	4	4	1	23	54
07:15 AM	---	08:15 AM	4	9	5	2	5	4	5	28	62
07:30 AM	---	08:30 AM	3	12	5	3	8	2	4	30	67
07:45 AM	---	08:45 AM	5	14	2	4	11	6	6	28	76
08:00 AM	---	09:00 AM	8	15	6	5	9	10	9	15	77
			Tel : (510) 232-1271				Fax: (510) 232-1272				

8:00 AM	to	9:00 AM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			23	19	11	24	77

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE:	5/30/2013	DAY:	THURSDAY
N-S APPROACH:	ORTEGA AVENUE	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W APPROACH:	CALIFORNIA STREET	JURISDICTION:	MOUNTAIN VIEW	FILE:	3305059-13PM



TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	

SURVEY DATA																	
4:00 PM	to	4:15 PM	6	4	14	12	5	3	5	126	11	6	98	6	296		
4:15 PM	to	4:30 PM	18	9	27	22	18	7	5	239	18	14	194	8	579		
4:30 PM	to	4:45 PM	32	16	41	31	20	11	11	380	36	21	297	24	920		
4:45 PM	to	5:00 PM	40	27	58	47	27	14	14	528	44	26	394	33	1252		
5:00 PM	to	5:15 PM	50	34	69	59	37	17	19	670	52	33	490	44	1574		
5:15 PM	to	5:30 PM	64	43	81	73	42	24	26	823	66	41	610	48	1941		
5:30 PM	to	5:45 PM	82	50	90	87	50	26	31	959	77	46	725	59	2282		
5:45 PM	to	6:00 PM	90	54	102	98	56	33	34	1157	93	57	855	74	2703		

TOTAL BY PERIOD																			
4:00 PM	to	4:15 PM	0	6	4	14	0	12	5	3	0	5	126	11	0	6	98	6	296
4:15 PM	to	4:30 PM	0	12	5	13	0	10	13	4	0	0	113	7	0	8	96	2	283
4:30 PM	to	4:45 PM	0	14	7	14	0	9	2	4	0	6	141	18	0	7	103	16	341
4:45 PM	to	5:00 PM	0	8	11	17	0	16	7	3	0	3	148	8	0	5	97	9	332
5:00 PM	to	5:15 PM	0	10	7	11	0	12	10	3	0	5	142	8	0	7	96	11	322
5:15 PM	to	5:30 PM	0	14	9	12	0	14	5	7	0	7	153	14	0	8	120	4	367
5:30 PM	to	5:45 PM	0	18	7	9	0	14	8	2	0	5	136	11	0	5	115	11	341
5:45 PM	to	6:00 PM	0	8	4	12	0	11	6	7	0	3	198	16	0	11	130	15	421

HOURLY TOTALS																			
4:00 PM	to	5:00 PM	0	40	27	58	0	47	27	14	0	14	528	44	0	26	394	33	1252
4:15 PM	to	5:15 PM	0	44	30	55	0	47	32	14	0	14	544	41	0	27	392	38	1278
4:30 PM	to	5:30 PM	0	46	34	54	0	51	24	17	0	21	584	48	0	27	416	40	1362
4:45 PM	to	5:45 PM	0	50	34	49	0	56	30	15	0	20	579	41	0	25	428	35	1362
5:00 PM	to	6:00 PM	0	50	27	44	0	51	29	19	0	20	629	49	0	31	461	41	1451

PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	0	50	27	44	0	51	29	19	0	20	629	49	0	31	461	41	1451
			PEDESTRIAN																	92
			BICYCLE																	56
			PHF BY MOVEMENT	0.00	0.69	0.75	0.92	0.00	0.91	0.73	0.68	0.00	0.71	0.79	0.77	0.00	0.70	0.89	0.68	OVERALL
			PHF BY APPROACH	0.86				0.95				0.80				0.85				0.86

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: ORTEGA AVENUE		SURVEY TIME: 4:00 PM		TO 6:00 PM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-13PM	

<p>PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">WEST - LEG EAST - LEG</p> <p style="text-align: center;">CALIFORNIA STREET</p> <p style="text-align: center;">SOUTH - LEG</p> <p style="text-align: center;">ORTEGA AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 6</p> <p style="text-align: center;">1 5</p> <p style="text-align: center;">E-LEG TOTAL 55</p> <p style="text-align: center;">21 ← 26</p> <p style="text-align: center;">23 → 29</p> <p style="text-align: center;">W-LEG TOTAL 44</p> <p style="text-align: center;">1 6</p> <p style="text-align: center;">S-LEG TOTAL 7</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		From	To	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	2	0	1	4	1	8
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	6	0	1	10	1	18
4:30 PM	to 4:45 PM	0	0	0	0	0	0	0	8	0	1	13	1	23
4:45 PM	to 5:00 PM	0	0	1	0	0	0	0	13	1	1	15	1	32
5:00 PM	to 5:15 PM	0	0	3	0	0	0	0	19	1	1	23	3	50
5:15 PM	to 5:30 PM	0	0	5	1	0	0	0	23	1	1	28	4	63
5:30 PM	to 5:45 PM	0	0	5	1	0	0	0	29	1	1	34	5	76
5:45 PM	to 6:00 PM	0	0	7	1	0	0	0	35	2	1	36	6	88
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	0	0	0	0	0	0	2	0	1	4	1	8
4:15 PM	to 4:30 PM	0	0	0	0	0	0	0	4	0	0	6	0	10
4:30 PM	to 4:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
4:45 PM	to 5:00 PM	0	0	1	0	0	0	0	5	1	0	2	0	9
5:00 PM	to 5:15 PM	0	0	2	0	0	0	0	6	0	0	8	2	18
5:15 PM	to 5:30 PM	0	0	2	1	0	0	0	4	0	0	5	1	13
5:30 PM	to 5:45 PM	0	0	0	0	0	0	0	6	0	0	6	1	13
5:45 PM	to 6:00 PM	0	0	2	0	0	0	0	6	1	0	2	1	12
HOURLY TOTALS														
4:00 PM	to 5:00 PM	0	0	1	0	0	0	0	13	1	1	15	1	32
4:15 PM	to 5:15 PM	0	0	3	0	0	0	0	17	1	0	19	2	42
4:30 PM	to 5:30 PM	0	0	5	1	0	0	0	17	1	0	18	3	45
4:45 PM	to 5:45 PM	0	0	5	1	0	0	0	21	1	0	21	4	53
5:00 PM	to 6:00 PM	0	0	6	1	0	0	0	22	1	0	21	5	56

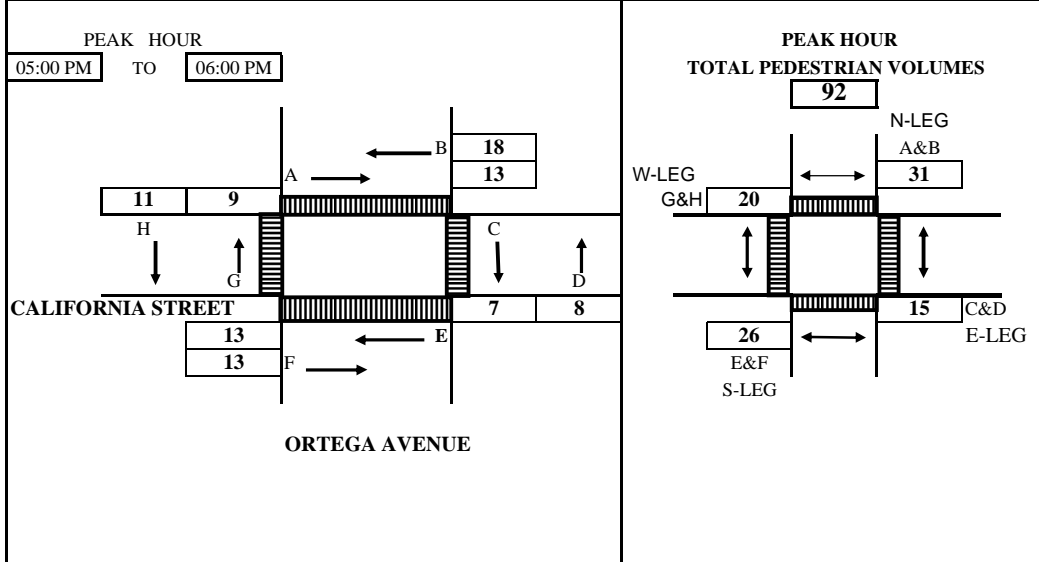
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			6	1	23	26	56

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013	
N-S APPROACH: ORTEGA AVENUE		DAY: THURSDAY	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW	
SURVEY PERIOD 4:00 PM TO 6:00 PM		FILE: 3305059-13PM	



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	4	2	0	0	0	4	2	1	13
04:15 PM	--- 04:30 PM	5	12	3	1	1	10	2	2	36
04:30 PM	--- 04:45 PM	7	14	4	2	6	13	6	3	55
04:45 PM	--- 05:00 PM	10	20	5	4	9	16	6	3	73
05:00 PM	--- 05:15 PM	14	26	7	5	14	17	8	4	95
05:15 PM	--- 05:30 PM	17	29	7	8	18	19	9	6	113
05:30 PM	--- 05:45 PM	21	31	8	9	20	23	12	7	131
05:45 PM	--- 06:00 PM	23	38	12	12	22	29	15	14	165
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	4	2	0	0	0	4	2	1	13
04:15 PM	--- 04:30 PM	1	10	3	1	1	6	0	1	23
04:30 PM	--- 04:45 PM	2	2	1	1	5	3	4	1	19
04:45 PM	--- 05:00 PM	3	6	1	2	3	3	0	0	18
05:00 PM	--- 05:15 PM	4	6	2	1	5	1	2	1	22
05:15 PM	--- 05:30 PM	3	3	0	3	4	2	1	2	18
05:30 PM	--- 05:45 PM	4	2	1	1	2	4	3	1	18
05:45 PM	--- 06:00 PM	2	7	4	3	2	6	3	7	34
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	10	20	5	4	9	16	6	3	73
04:15 PM	--- 05:15 PM	10	24	7	5	14	13	6	3	82
04:30 PM	--- 05:30 PM	12	17	4	7	17	9	7	4	77
04:45 PM	--- 05:45 PM	14	17	4	7	14	10	6	4	76
05:00 PM	--- 06:00 PM	13	18	7	8	13	13	9	11	92
Tel : (510) 232-1271					Fax: (510) 232-1272					

5:00 PM to 6:00 PM						
VOLUME BY LEG	N-LEG	S-LEG	E-LEG	W-LEG	TOTAL	
PEDESTRIAN	31	26	15	20	92	

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: RENGSTORFF AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-14AM	

<p>PEAK HOUR 8:00 AM to 9:00 AM</p> <p style="text-align: center;">NORTH</p> <p style="text-align: center;">CALIFORNIA STREET</p> <p style="text-align: center;">RENGSTORFF AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">PHF = 0.92</p> <p style="text-align: center;">462 585</p> <p style="text-align: center;">PHF = 0.90</p> <p style="text-align: center;">512 520</p> <p style="text-align: center;">374 314</p> <p style="text-align: center;">PHF = 0.86</p> <p style="text-align: center;">366 421</p> <p style="text-align: center;">PHF = 0.97</p>
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TIME	PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	
SURVEY DATA																		
7:00 AM	to 7:15 AM	0	5	28	3	0	7	45	19	31	34	12	3	35	18	240		
7:15 AM	to 7:30 AM	1	12	63	5	2	12	70	34	50	74	24	12	81	45	485		
7:30 AM	to 7:45 AM	2	17	118	16	3	25	122	58	76	112	40	18	164	69	840		
7:45 AM	to 8:00 AM	3	29	192	18	3	42	190	87	89	152	49	27	229	102	1212		
8:00 AM	to 8:15 AM	3	38	272	26	3	58	261	121	117	186	67	38	292	123	1605		
8:15 AM	to 8:30 AM	4	43	360	40	3	75	332	151	137	238	83	49	386	160	2061		
8:30 AM	to 8:45 AM	4	54	447	50	4	89	387	179	168	301	98	60	477	202	2520		
8:45 AM	to 9:00 AM	4	65	538	56	6	111	457	210	198	359	107	67	582	229	2989		
TOTAL BY PERIOD																		
7:00 AM	to 7:15 AM	0	5	28	3	0	7	45	19	0	31	34	12	0	3	35	18	240
7:15 AM	to 7:30 AM	1	7	35	2	2	5	25	15	0	19	40	12	0	9	46	27	245
7:30 AM	to 7:45 AM	1	5	55	11	1	13	52	24	0	26	38	16	0	6	83	24	355
7:45 AM	to 8:00 AM	1	12	74	2	0	17	68	29	0	13	40	9	0	9	65	33	372
8:00 AM	to 8:15 AM	0	9	80	8	0	16	71	34	0	28	34	18	0	11	63	21	393
8:15 AM	to 8:30 AM	1	5	88	14	0	17	71	30	0	20	52	16	0	11	94	37	456
8:30 AM	to 8:45 AM	0	11	87	10	1	14	55	28	0	31	63	15	0	11	91	42	459
8:45 AM	to 9:00 AM	0	11	91	6	2	22	70	31	0	30	58	9	0	7	105	27	469
HOURLY TOTALS																		
7:00 AM	to 8:00 AM	3	29	192	18	3	42	190	87	0	89	152	49	0	27	229	102	1212
7:15 AM	to 8:15 AM	3	33	244	23	3	51	216	102	0	86	152	55	0	35	257	105	1365
7:30 AM	to 8:30 AM	3	31	297	35	1	63	262	117	0	87	164	59	0	37	305	115	1576
7:45 AM	to 8:45 AM	2	37	329	34	1	64	265	121	0	92	189	58	0	42	313	133	1680
8:00 AM	to 9:00 AM	1	36	346	38	3	69	267	123	0	109	207	58	0	40	353	127	1777
PEAK HOUR SUMMARY																		
8:00 AM to 9:00 AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
VOLUME		1	36	346	38	3	69	267	123	0	109	207	58	0	40	353	127	1777
PEDESTRIAN																		137
BICYCLE																		73
PHF BY MOVEMENT		0.25	0.82	0.95	0.68	0.38	0.78	0.94	0.90	0.00	0.88	0.82	0.81	0.00	0.91	0.84	0.76	OVERALL
PHF BY APPROACH		0.97				0.92				0.86				0.90				0.95

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: RENGSTORFF AVENUE		SURVEY TIME: 7:00 AM		TO 9:00 AM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-14AM	

<p>PEAK HOUR 8:00 AM TO 9:00 AM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">CALIFORNIA STREET</p> <p style="text-align: center;">RENGSTORFF AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p>N-LEG TOTAL 25</p> <p>7 18</p> <p>E-LEG TOTAL 47</p> <p>33 19</p> <p>W-LEG TOTAL 52</p> <p>3 19</p> <p>S-LEG TOTAL 22</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
7:00 AM	to 7:15 AM	0	1	0	0	1	3	0	2	0	0	1	0	8
7:15 AM	to 7:30 AM	0	1	0	0	1	3	0	6	0	0	6	0	17
7:30 AM	to 7:45 AM	0	1	0	0	1	6	0	8	0	0	11	0	27
7:45 AM	to 8:00 AM	0	2	0	0	2	9	0	15	0	0	21	0	49
8:00 AM	to 8:15 AM	0	4	0	0	2	9	0	18	0	0	25	0	58
8:15 AM	to 8:30 AM	0	8	0	1	2	10	0	21	1	0	34	0	77
8:30 AM	to 8:45 AM	1	13	1	1	4	12	0	25	1	0	37	0	95
8:45 AM	to 9:00 AM	1	19	1	1	4	13	1	32	1	0	49	0	122
TOTAL BY PERIOD														
7:00 AM	to 7:15 AM	0	1	0	0	1	3	0	2	0	0	1	0	8
7:15 AM	to 7:30 AM	0	0	0	0	0	0	0	4	0	0	5	0	9
7:30 AM	to 7:45 AM	0	0	0	0	0	3	0	2	0	0	5	0	10
7:45 AM	to 8:00 AM	0	1	0	0	1	3	0	7	0	0	10	0	22
8:00 AM	to 8:15 AM	0	2	0	0	0	0	0	3	0	0	4	0	9
8:15 AM	to 8:30 AM	0	4	0	1	0	1	0	3	1	0	9	0	19
8:30 AM	to 8:45 AM	1	5	1	0	2	2	0	4	0	0	3	0	18
8:45 AM	to 9:00 AM	0	6	0	0	0	1	1	7	0	0	12	0	27
HOURLY TOTALS														
7:00 AM	to 8:00 AM	0	2	0	0	2	9	0	15	0	0	21	0	49
7:15 AM	to 8:15 AM	0	3	0	0	1	6	0	16	0	0	24	0	50
7:30 AM	to 8:30 AM	0	7	0	1	1	7	0	15	1	0	28	0	60
7:45 AM	to 8:45 AM	1	12	1	1	3	6	0	17	1	0	26	0	68
8:00 AM	to 9:00 AM	1	17	1	1	2	4	1	17	1	0	28	0	73

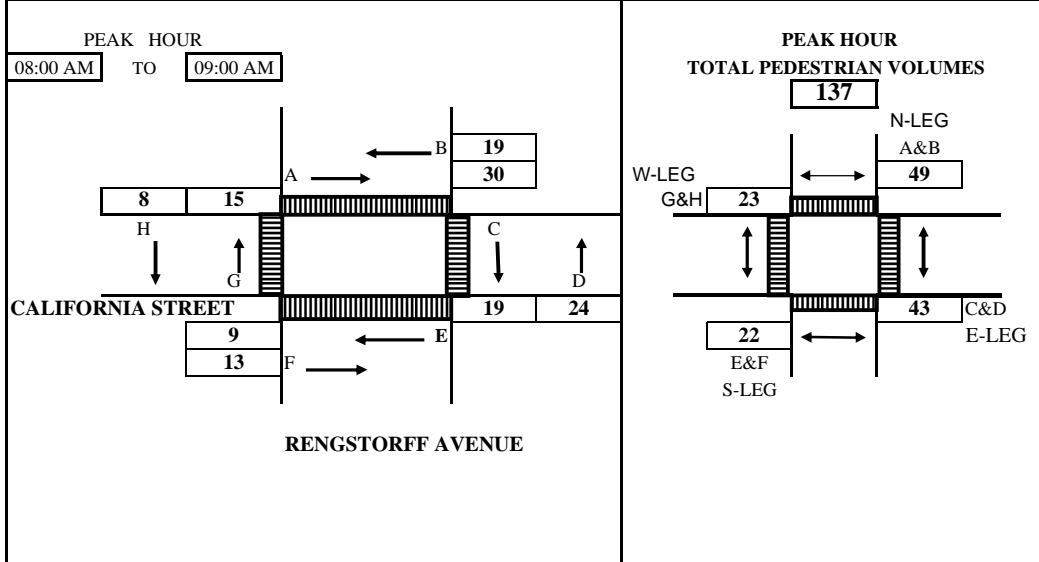
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

8:00 AM to 9:00 AM					
VOLUME BY APPROACH	NBT	SBT	EBT	WBT	TOTAL
BICYCLE	19	7	19	28	73

B. A. Y. M. E. T. R. I. C. S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: RENGSTORFF AVENUE	DAY: THURSDAY
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 7:00 AM TO 9:00 AM	FILE: 3305059-14AM



TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
07:00 AM	--- 07:15 AM	1	2	0	4	0	0	0	2	9
07:15 AM	--- 07:30 AM	3	6	5	12	4	5	9	6	50
07:30 AM	--- 07:45 AM	7	9	13	17	4	8	12	7	77
07:45 AM	--- 08:00 AM	9	14	18	18	6	13	13	10	101
08:00 AM	--- 08:15 AM	27	24	28	27	7	17	19	13	162
08:15 AM	--- 08:30 AM	30	25	31	28	10	20	21	16	181
08:30 AM	--- 08:45 AM	36	28	34	38	14	23	25	18	216
08:45 AM	--- 09:00 AM	39	33	37	42	15	26	28	18	238
TOTAL BY PERIOD										
07:00 AM	--- 07:15 AM	1	2	0	4	0	0	0	2	9
07:15 AM	--- 07:30 AM	2	4	5	8	4	5	9	4	41
07:30 AM	--- 07:45 AM	4	3	8	5	0	3	3	1	27
07:45 AM	--- 08:00 AM	2	5	5	1	2	5	1	3	24
08:00 AM	--- 08:15 AM	18	10	10	9	1	4	6	3	61
08:15 AM	--- 08:30 AM	3	1	3	1	3	3	2	3	19
08:30 AM	--- 08:45 AM	6	3	3	10	4	3	4	2	35
08:45 AM	--- 09:00 AM	3	5	3	4	1	3	3	0	22
HOURLY TOTALS										
07:00 AM	--- 08:00 AM	9	14	18	18	6	13	13	10	101
07:15 AM	--- 08:15 AM	26	22	28	23	7	17	19	11	153
07:30 AM	--- 08:30 AM	27	19	26	16	6	15	12	10	131
07:45 AM	--- 08:45 AM	29	19	21	21	10	15	13	11	139
08:00 AM	--- 09:00 AM	30	19	19	24	9	13	15	8	137
Tel : (510) 232-1271					Fax: (510) 232-1272					

8:00 AM	to	9:00 AM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			49	22	43	23	137

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: RENGSTORFF AVENUE		SURVEY TIME: 4:00 PM		TO 6:00 PM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-14PM	

<p>PEAK HOUR 5:00 PM to 6:00 PM</p>	<p>ARRIVAL / DEPARTURE VOLUMES</p> <p>PHF = 0.93</p> <p>735 533</p> <p>PHF = 0.85</p> <p>594 514</p> <p>723 731</p> <p>PHF = 0.83</p> <p>518 404</p> <p>PHF = 0.96</p>
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TIME PERIOD	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
	From	To	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT	THRU	RIGHT	U-TURN	LEFT		THRU	RIGHT	
SURVEY DATA																				
4:00 PM	to	4:15 PM	1	6	72	10	0	24	78	36	33	106	15	11	76	20			488	
4:15 PM	to	4:30 PM	1	13	137	17	0	50	182	78	68	187	23	19	132	37			944	
4:30 PM	to	4:45 PM	1	20	205	31	1	82	242	115	108	297	34	23	220	58			1437	
4:45 PM	to	5:00 PM	2	29	269	45	4	117	340	153	144	412	52	34	304	74			1979	
5:00 PM	to	5:15 PM	2	39	347	60	6	159	429	186	187	535	60	46	381	98			2535	
5:15 PM	to	5:30 PM	3	51	411	77	9	187	554	228	215	654	80	60	466	121			3116	
5:30 PM	to	5:45 PM	5	67	482	90	9	238	646	274	247	772	94	69	557	148			3698	
5:45 PM	to	6:00 PM	5	84	548	112	11	277	738	323	295	916	120	83	673	170			4355	
TOTAL BY PERIOD																				
4:00 PM	to	4:15 PM	1	6	72	10	0	24	78	36	0	33	106	15	0	11	76	20	488	
4:15 PM	to	4:30 PM	0	7	65	7	0	26	104	42	0	35	81	8	0	8	56	17	456	
4:30 PM	to	4:45 PM	0	7	68	14	1	32	60	37	0	40	110	11	0	4	88	21	493	
4:45 PM	to	5:00 PM	1	9	64	14	3	35	98	38	0	36	115	18	0	11	84	16	542	
5:00 PM	to	5:15 PM	0	10	78	15	2	42	89	33	0	43	123	8	0	12	77	24	556	
5:15 PM	to	5:30 PM	1	12	64	17	3	28	125	42	0	28	119	20	0	14	85	23	581	
5:30 PM	to	5:45 PM	2	16	71	13	0	51	92	46	0	32	118	14	0	9	91	27	582	
5:45 PM	to	6:00 PM	0	17	66	22	2	39	92	49	0	48	144	26	0	14	116	22	657	
HOURLY TOTALS																				
4:00 PM	to	5:00 PM	2	29	269	45	4	117	340	153	0	144	412	52	0	34	304	74	1979	
4:15 PM	to	5:15 PM	1	33	275	50	6	135	351	150	0	154	429	45	0	35	305	78	2047	
4:30 PM	to	5:30 PM	2	38	274	60	9	137	372	150	0	147	467	57	0	41	334	84	2172	
4:45 PM	to	5:45 PM	4	47	277	59	8	156	404	159	0	139	475	60	0	46	337	90	2261	
5:00 PM	to	6:00 PM	3	55	279	67	7	160	398	170	0	151	504	68	0	49	369	96	2376	
PEAK HOUR SUMMARY																				
5:00 PM	to	6:00 PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
			NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR		
			VOLUME	3	55	279	67	7	160	398	170	0	151	504	68	0	49	369	96	2376
			PEDESTRIAN																	128
			BICYCLE																	55
			PHF BY MOVEMENT	0.38	0.81	0.89	0.76	0.58	0.78	0.80	0.87	0.00	0.79	0.88	0.65	0.00	0.88	0.80	0.89	OVERALL
			PHF BY APPROACH	0.96				0.93				0.83				0.85				0.90

B.A.Y.M.E.T.R.I.C.S.

BICYCLE MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS		SURVEY DATE: 5/30/2013		DAY: THURSDAY	
N-S APPROACH: RENGSTORFF AVENUE		SURVEY TIME: 4:00 PM		TO 6:00 PM	
E-W APPROACH: CALIFORNIA STREET		JURISDICTION: MOUNTAIN VIEW		FILE: 3305059-14PM	

<p>PEAK HOUR 5:00 PM TO 6:00 PM</p> <p style="text-align: center;">↑ NORTH</p> <p style="text-align: center;">WEST - LEG EAST - LEG</p> <p style="text-align: center;">CALIFORNIA STREET RENGSTORFF AVENUE</p>	<p style="text-align: center;">ARRIVAL / DEPARTURE VOLUMES</p> <p style="text-align: center;">N-LEG TOTAL 16</p> <p style="text-align: center;">10 6</p> <p style="text-align: center;">E-LEG TOTAL 40</p> <p style="text-align: center;">22 ← 18</p> <p style="text-align: center;">21 → 22</p> <p style="text-align: center;">W-LEG TOTAL 43</p> <p style="text-align: center;">5 6</p> <p style="text-align: center;">S-LEG TOTAL 11</p>
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TIME	PERIOD	NB (SOUTH - LEG)			SB (NORTH - LEG)			EB (WEST - LEG)			WB (EAST - LEG)			TOTAL
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	
SURVEY DATA														
4:00 PM	to 4:15 PM	0	1	1	0	0	2	0	1	0	0	1	0	6
4:15 PM	to 4:30 PM	0	1	1	0	1	4	0	4	0	0	3	0	14
4:30 PM	to 4:45 PM	1	2	1	0	2	6	0	4	0	0	5	0	21
4:45 PM	to 5:00 PM	1	4	1	0	3	7	0	9	0	0	5	1	31
5:00 PM	to 5:15 PM	1	4	1	0	3	8	0	15	0	0	8	1	41
5:15 PM	to 5:30 PM	1	5	1	0	3	9	1	19	1	0	13	1	54
5:30 PM	to 5:45 PM	1	5	1	0	4	11	1	23	1	0	18	1	66
5:45 PM	to 6:00 PM	1	9	2	2	7	11	1	28	1	0	23	1	86
TOTAL BY PERIOD														
4:00 PM	to 4:15 PM	0	1	1	0	0	2	0	1	0	0	1	0	6
4:15 PM	to 4:30 PM	0	0	0	0	1	2	0	3	0	0	2	0	8
4:30 PM	to 4:45 PM	1	1	0	0	1	2	0	0	0	0	2	0	7
4:45 PM	to 5:00 PM	0	2	0	0	1	1	0	5	0	0	0	1	10
5:00 PM	to 5:15 PM	0	0	0	0	0	1	0	6	0	0	3	0	10
5:15 PM	to 5:30 PM	0	1	0	0	0	1	1	4	1	0	5	0	13
5:30 PM	to 5:45 PM	0	0	0	0	1	2	0	4	0	0	5	0	12
5:45 PM	to 6:00 PM	0	4	1	2	3	0	0	5	0	0	5	0	20
HOURLY TOTALS														
4:00 PM	to 5:00 PM	1	4	1	0	3	7	0	9	0	0	5	1	31
4:15 PM	to 5:15 PM	1	3	0	0	3	6	0	14	0	0	7	1	35
4:30 PM	to 5:30 PM	1	4	0	0	2	5	1	15	1	0	10	1	40
4:45 PM	to 5:45 PM	0	3	0	0	2	5	1	19	1	0	13	1	45
5:00 PM	to 6:00 PM	0	5	1	2	4	4	1	19	1	0	18	0	55

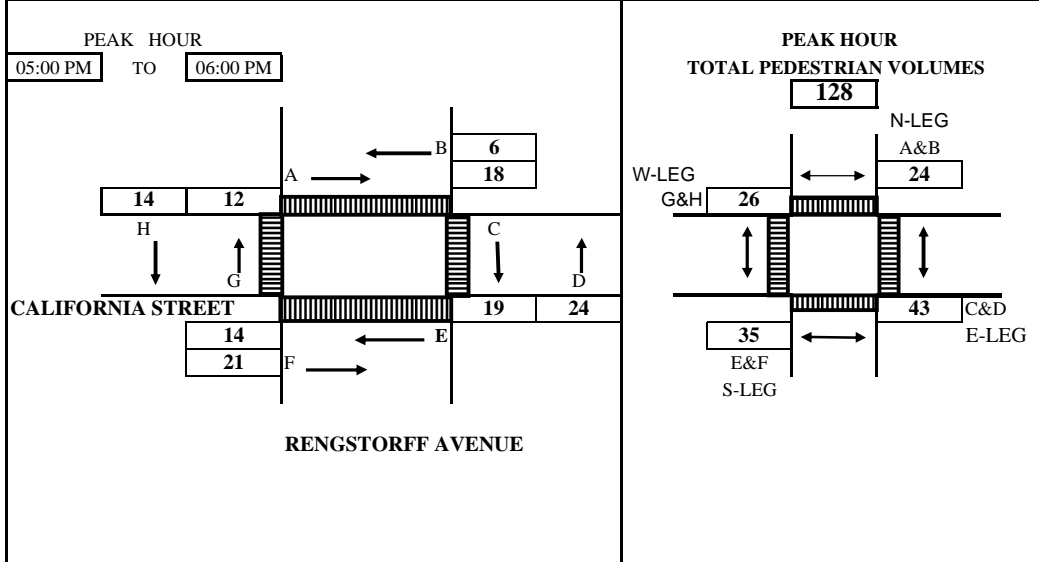
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

5:00 PM	to	6:00 PM					
VOLUME BY APPROACH			NBT	SBT	EBT	WBT	TOTAL
BICYCLE			6	10	21	18	55

B.A.Y.M.E.T.R.I.C.S.

PEDESTRIAN MOVEMENT SUMMARY

PROJECT: MOUNTAIN VIEW INTERSECTION COUNTS	SURVEY DATE: 5/30/2013
N-S APPROACH: RENGSTORFF AVENUE	DAY: THURSDAY
E-W APPROACH: CALIFORNIA STREET	JURISDICTION: MOUNTAIN VIEW
SURVEY PERIOD 4:00 PM TO 6:00 PM	FILE: 3305059-14PM

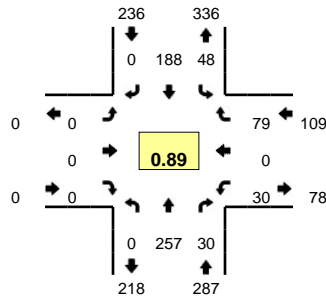


TIME PERIOD		NORTH X-WALK		EAST X-WALK		SOUTH X-WALK		WEST X-WALK		TOTAL
From	To	A	B	C	D	E	F	G	H	
SURVEY DATA										
04:00 PM	--- 04:15 PM	2	1	1	3	0	7	1	4	19
04:15 PM	--- 04:30 PM	4	7	8	7	0	7	6	7	46
04:30 PM	--- 04:45 PM	16	8	11	11	2	15	15	14	92
04:45 PM	--- 05:00 PM	21	12	14	22	2	21	19	19	130
05:00 PM	--- 05:15 PM	28	14	16	27	7	26	20	22	160
05:15 PM	--- 05:30 PM	32	17	22	32	12	30	28	24	197
05:30 PM	--- 05:45 PM	35	17	23	38	13	38	28	30	222
05:45 PM	--- 06:00 PM	39	18	33	46	16	42	31	33	258
TOTAL BY PERIOD										
04:00 PM	--- 04:15 PM	2	1	1	3	0	7	1	4	19
04:15 PM	--- 04:30 PM	2	6	7	4	0	0	5	3	27
04:30 PM	--- 04:45 PM	12	1	3	4	2	8	9	7	46
04:45 PM	--- 05:00 PM	5	4	3	11	0	6	4	5	38
05:00 PM	--- 05:15 PM	7	2	2	5	5	5	1	3	30
05:15 PM	--- 05:30 PM	4	3	6	5	5	4	8	2	37
05:30 PM	--- 05:45 PM	3	0	1	6	1	8	0	6	25
05:45 PM	--- 06:00 PM	4	1	10	8	3	4	3	3	36
HOURLY TOTALS										
04:00 PM	--- 05:00 PM	21	12	14	22	2	21	19	19	130
04:15 PM	--- 05:15 PM	26	13	15	24	7	19	19	18	141
04:30 PM	--- 05:30 PM	28	10	14	25	12	23	22	17	151
04:45 PM	--- 05:45 PM	19	9	12	27	11	23	13	16	130
05:00 PM	--- 06:00 PM	18	6	19	24	14	21	12	14	128
Tel : (510) 232-1271					Fax: (510) 232-1272					

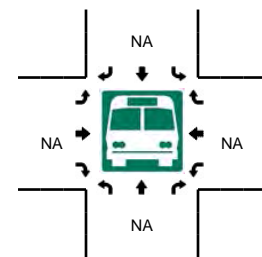
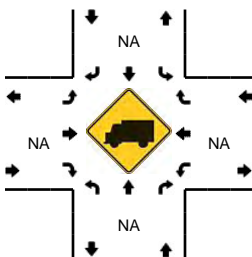
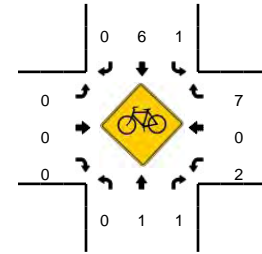
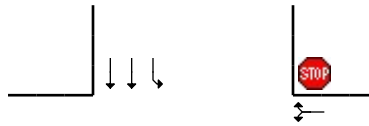
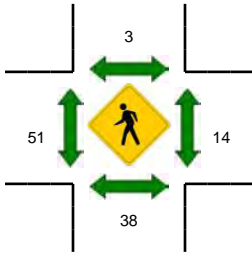
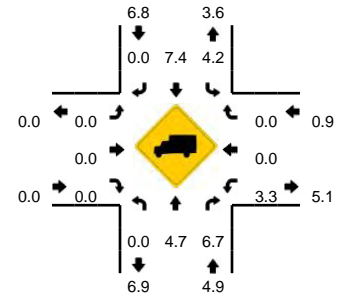
5:00 PM	to	6:00 PM					
VOLUME BY LEG			N-LEG	S-LEG	E-LEG	W-LEG	TOTAL
PEDESTRIAN			24	35	43	26	128

LOCATION: Showers Dr -- Latham St
CITY/STATE: Los Altos, CA

QC JOB #: 11227711
DATE: Tue, Sep 10 2013



Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

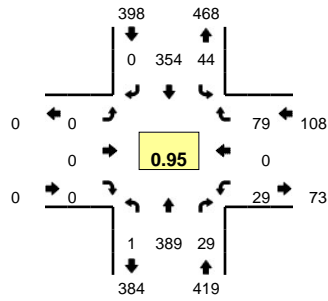


5-Min Count Period Beginning At	Showers Dr (Northbound)				Showers Dr (Southbound)				Latham St (Eastbound)				Latham St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	0	0	1	11	0	0	0	0	0	0	0	0	1	0	18	
7:05 AM	0	6	0	0	1	8	0	0	0	0	0	0	0	0	3	0	18	
7:10 AM	0	9	1	0	0	10	0	0	0	0	0	0	0	7	0	2	29	
7:15 AM	0	6	0	0	3	4	0	0	0	0	0	0	1	0	3	0	17	
7:20 AM	0	14	1	0	1	11	0	0	0	0	0	0	0	0	3	0	30	
7:25 AM	0	11	0	0	2	10	0	0	0	0	0	0	4	0	2	0	29	
7:30 AM	0	10	2	0	2	13	0	0	0	0	0	0	2	0	5	0	34	
7:35 AM	0	7	3	0	2	6	0	0	0	0	0	0	8	0	2	0	28	
7:40 AM	0	9	0	0	5	12	0	0	0	0	0	0	1	0	3	0	30	
7:45 AM	0	11	2	0	3	11	0	0	0	0	0	0	4	0	4	0	35	
7:50 AM	0	16	0	0	5	17	0	0	0	0	0	0	3	0	3	0	44	
7:55 AM	0	11	1	0	3	12	0	0	0	0	0	0	3	0	4	0	34	346
8:00 AM	0	11	3	0	4	29	0	0	0	0	0	0	3	0	7	0	57	385
8:05 AM	0	20	2	0	5	16	0	0	0	0	0	0	3	0	7	0	53	420
8:10 AM	0	26	3	0	5	16	0	0	0	0	0	0	3	0	2	0	55	446
8:15 AM	0	18	3	0	1	9	0	0	0	0	0	0	1	0	12	0	44	473
8:20 AM	0	23	4	0	3	11	0	0	0	0	0	0	3	0	4	0	48	491
8:25 AM	0	24	3	0	3	16	0	0	0	0	0	0	0	0	4	0	50	512
8:30 AM	0	23	2	0	5	18	0	0	0	0	0	0	3	0	4	0	55	533
8:35 AM	0	15	1	0	4	11	0	0	0	0	0	0	1	0	8	0	40	545
8:40 AM	0	24	1	0	3	14	0	0	0	0	0	0	4	0	12	0	58	573
8:45 AM	0	12	1	0	7	14	0	0	0	0	0	0	2	0	7	0	43	581
8:50 AM	0	35	5	0	8	18	0	0	0	0	0	0	5	0	5	0	76	613
8:55 AM	0	26	2	0	0	16	0	0	0	0	0	0	2	0	7	0	53	632
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	284	28	0	72	184	0	0	0	0	0	0	44	0	96	0	708	
Heavy Trucks	0	12	4	0	0	12	0	0	0	0	0	0	4	0	0	0	32	
Pedestrians		52				0				36				36			124	
Bicycles	0	0	1		0	1	0		0	0	0		1	0	3		6	
Railroad																		
Stopped Buses																		

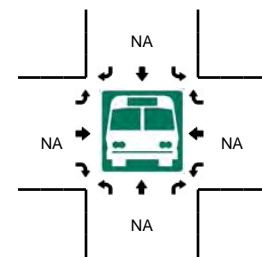
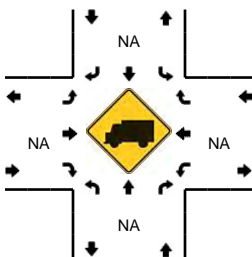
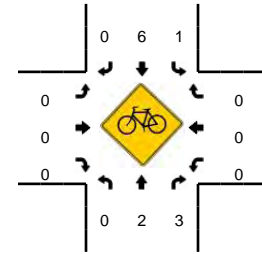
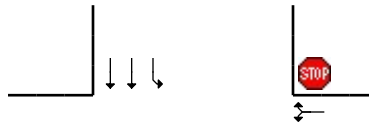
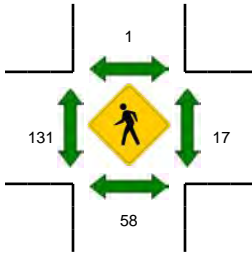
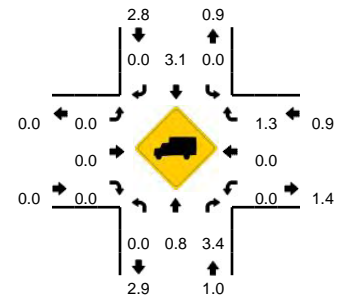
Comments:

LOCATION: Showers Dr -- Latham St
CITY/STATE: Los Altos, CA

QC JOB #: 11227712
DATE: Tue, Sep 10 2013



Peak-Hour: 4:10 PM -- 5:10 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

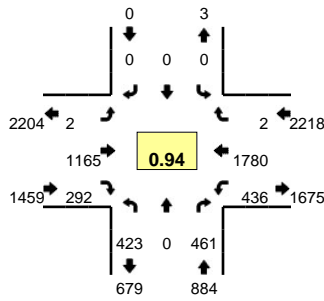


5-Min Count Period Beginning At	Showers Dr (Northbound)				Showers Dr (Southbound)				Latham St (Eastbound)				Latham St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	32	7	0	5	27	0	0	0	0	0	0	3	0	10	0	84	
4:05 PM	0	22	4	0	3	26	0	0	0	0	0	0	2	0	5	0	62	
4:10 PM	0	38	0	0	3	23	0	0	0	0	0	0	5	0	6	0	75	
4:15 PM	0	29	1	0	7	26	0	0	0	0	0	0	3	0	7	0	73	
4:20 PM	0	32	4	0	2	34	0	0	0	0	0	0	2	0	10	0	84	
4:25 PM	0	35	5	0	4	25	0	0	0	0	0	0	3	0	3	0	75	
4:30 PM	0	27	1	1	6	28	0	0	0	0	0	0	2	0	5	0	70	
4:35 PM	0	31	5	0	2	42	0	0	0	0	0	0	1	0	7	0	88	
4:40 PM	0	35	2	0	5	28	0	0	0	0	0	0	1	0	3	0	74	
4:45 PM	0	33	3	0	2	29	0	0	0	0	0	0	4	0	10	0	81	
4:50 PM	0	35	3	0	2	25	0	0	0	0	0	0	3	0	6	0	74	
4:55 PM	0	27	4	0	5	34	0	0	0	0	0	0	2	0	10	0	82	922
5:00 PM	0	37	1	0	5	28	0	0	0	0	0	0	0	0	6	0	77	915
5:05 PM	0	30	0	0	1	32	0	0	0	0	0	0	3	0	6	0	72	925
5:10 PM	0	31	5	0	5	25	0	0	0	0	0	0	1	0	4	0	71	921
5:15 PM	0	34	2	0	3	19	0	0	0	0	0	0	1	0	9	0	68	916
5:20 PM	0	23	2	0	4	23	0	0	0	0	0	0	2	0	8	0	62	894
5:25 PM	0	14	5	0	5	32	0	0	0	0	0	0	5	0	7	0	68	887
5:30 PM	0	34	5	0	6	29	0	0	0	0	0	0	5	0	5	0	84	901
5:35 PM	0	36	6	0	0	31	0	0	0	0	0	0	3	0	5	0	81	894
5:40 PM	0	22	1	0	4	29	0	0	0	0	0	0	1	0	2	0	59	879
5:45 PM	0	30	3	0	4	24	0	0	0	0	0	0	0	0	6	0	67	865
5:50 PM	0	35	5	0	5	41	0	0	0	0	0	0	1	0	3	0	90	881
5:55 PM	0	31	6	0	3	25	0	0	0	0	0	0	4	0	9	0	78	877
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	396	40	0	36	396	0	0	0	0	0	0	24	0	80	0	972	
Heavy Trucks	0	4	0	0	0	4	0	0	0	0	0	0	0	0	4	0	12	
Pedestrians		36				0				128				28			192	
Bicycles	0	0	2		1	0	0			0	0	0	0	0	0		3	
Railroad																		
Stopped Buses																		

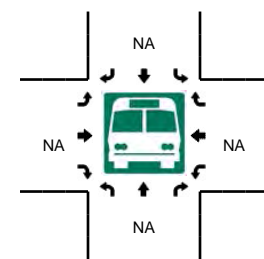
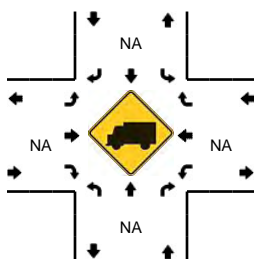
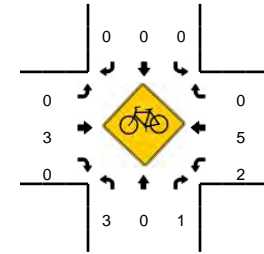
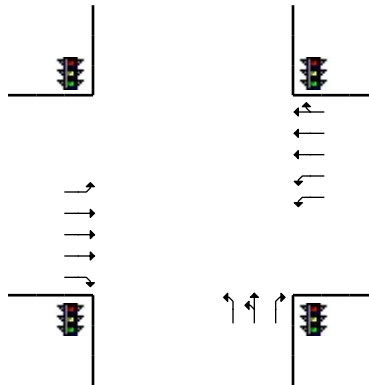
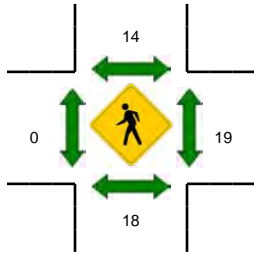
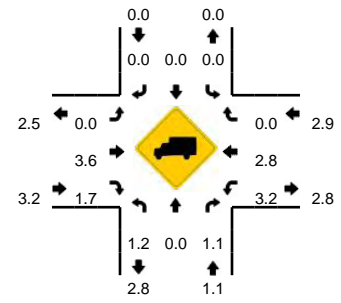
Comments:

LOCATION: El Monte Ave -- El Camino Real
CITY/STATE: Mountain View, CA

QC JOB #: 11227713
DATE: Tue, Sep 10 2013



Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

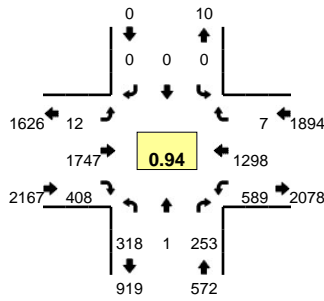


5-Min Count Period Beginning At	El Monte Ave (Northbound)				El Monte Ave (Southbound)				El Camino Real (Eastbound)				El Camino Real (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
7:00 AM	16	0	10	0	0	0	0	0	0	0	31	6	0	11	62	0	4	140		
7:05 AM	5	0	12	0	0	0	0	0	0	0	49	8	0	16	91	0	4	185		
7:10 AM	12	0	16	0	0	0	0	0	0	0	38	16	0	23	99	1	1	206		
7:15 AM	7	0	14	0	0	0	0	0	0	0	56	5	0	13	94	0	1	190		
7:20 AM	14	0	19	0	0	0	0	0	0	0	34	10	0	18	93	0	3	191		
7:25 AM	8	0	13	0	0	0	0	0	0	0	79	16	0	31	109	0	3	259		
7:30 AM	28	0	28	0	0	0	0	0	0	0	56	18	0	15	145	0	6	296		
7:35 AM	29	0	17	0	0	0	0	0	0	0	98	22	0	32	154	0	1	353		
7:40 AM	26	0	29	0	0	0	0	0	0	0	83	13	0	28	151	0	3	333		
7:45 AM	34	0	44	0	0	0	0	0	0	0	80	17	0	41	135	0	2	353		
7:50 AM	25	0	30	0	0	0	0	0	0	0	79	22	0	60	164	0	10	390		
7:55 AM	28	0	35	0	0	0	0	0	0	0	88	18	0	21	144	0	2	336	3232	
8:00 AM	34	0	37	0	0	0	0	0	0	0	71	26	0	24	135	0	7	334	3426	
8:05 AM	32	0	30	0	0	0	0	0	0	0	68	29	1	51	179	0	5	395	3636	
8:10 AM	35	0	32	0	0	0	0	0	0	0	122	28	0	35	160	0	1	413	3843	
8:15 AM	30	0	45	0	0	0	0	0	0	0	116	25	0	28	156	0	5	405	4058	
8:20 AM	33	0	45	0	0	0	0	0	0	0	73	29	0	39	157	0	3	379	4246	
8:25 AM	43	0	38	0	0	0	0	0	0	0	141	18	0	24	115	1	4	384	4371	
8:30 AM	37	0	43	0	0	0	0	0	0	0	91	19	0	18	126	0	4	338	4413	
8:35 AM	58	0	41	0	0	0	0	0	0	0	100	22	0	24	122	0	1	368	4428	
8:40 AM	36	0	37	0	0	0	0	0	0	0	108	24	0	39	154	0	6	404	4499	
8:45 AM	32	0	48	0	0	0	0	0	1	108	32	0	24	168	1	1	415	4561		
8:50 AM	59	0	39	0	0	0	0	0	0	0	92	22	1	15	118	0	3	349	4520	
8:55 AM	34	0	38	0	0	0	0	0	0	0	100	14	1	27	135	1	10	360	4544	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total			
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
All Vehicles	388	0	428	0	0	0	0	0	0	0	1224	328	4	456	1980	0	44	4852		
Heavy Trucks	8	0	0	0	0	0	0	0	0	0	40	0	0	8	60	0	0	116		
Pedestrians		4				16					0				16			36		
Bicycles	1	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	6		
Railroad																				
Stopped Buses																				

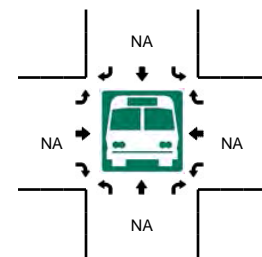
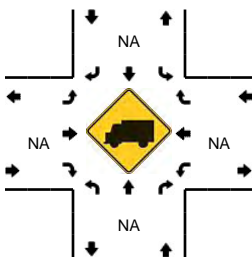
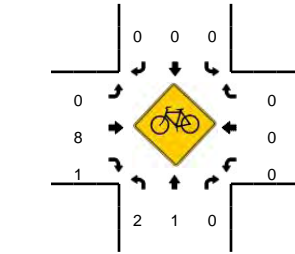
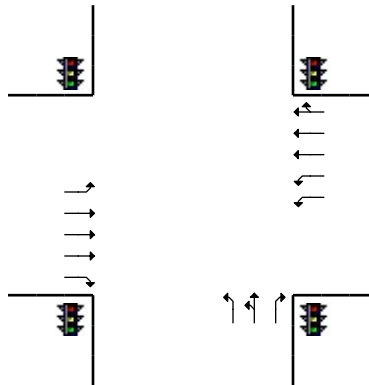
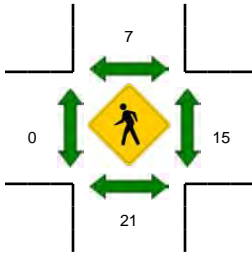
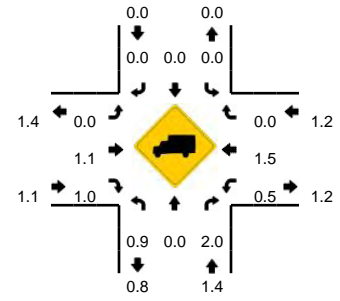
Comments:

LOCATION: El Monte Ave -- El Camino Real
CITY/STATE: Mountain View, CA

QC JOB #: 11227714
DATE: Tue, Sep 10 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

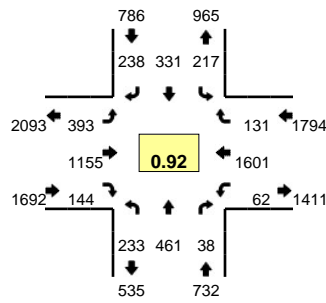


5-Min Count Period Beginning At	El Monte Ave (Northbound)				El Monte Ave (Southbound)				El Camino Real (Eastbound)				El Camino Real (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	22	0	11	0	0	0	0	0	0	130	32	1	17	93	0	11	317	
4:05 PM	19	0	29	0	0	0	0	0	0	97	22	0	21	79	0	3	270	
4:10 PM	37	0	23	0	0	0	0	0	0	133	34	2	39	73	0	4	345	
4:15 PM	17	0	30	0	0	0	0	0	1	144	29	0	28	103	0	2	354	
4:20 PM	12	0	21	0	0	0	0	0	0	141	22	2	23	102	0	7	330	
4:25 PM	38	0	20	0	0	0	0	0	0	95	25	0	26	85	0	5	294	
4:30 PM	16	0	25	0	0	0	0	0	0	128	33	2	41	100	0	10	355	
4:35 PM	29	0	13	0	0	0	0	0	0	164	29	1	22	81	1	5	345	
4:40 PM	40	0	38	0	0	0	0	0	0	146	34	0	37	102	0	6	403	
4:45 PM	23	0	21	0	0	0	0	0	1	98	25	1	48	114	0	11	342	
4:50 PM	24	0	20	0	0	0	0	0	0	158	32	0	29	104	0	4	371	
4:55 PM	35	0	27	0	0	0	0	0	1	145	25	1	34	80	0	4	352	4078
5:00 PM	32	0	24	0	0	0	0	0	0	103	24	0	50	90	0	6	329	4090
5:05 PM	15	0	24	0	0	0	0	0	0	151	35	1	39	97	2	12	376	4196
5:10 PM	29	0	17	0	0	0	0	0	0	189	38	0	27	110	2	1	413	4264
5:15 PM	35	0	27	0	0	0	0	0	0	138	23	1	52	101	1	9	387	4297
5:20 PM	25	1	25	0	0	0	0	0	0	147	34	1	45	96	1	4	379	4346
5:25 PM	24	0	13	0	0	0	0	0	1	148	30	0	35	122	0	4	377	4429
5:30 PM	27	0	26	0	0	0	0	0	0	140	44	1	36	86	0	5	365	4439
5:35 PM	20	0	26	0	0	0	0	0	1	136	35	2	51	125	1	3	400	4494
5:40 PM	23	0	18	0	0	0	0	0	0	165	36	0	39	89	0	5	375	4466
5:45 PM	30	0	22	0	0	0	0	0	0	141	37	1	39	106	0	6	382	4506
5:50 PM	25	0	18	0	0	0	0	0	0	125	27	2	59	139	0	15	410	4545
5:55 PM	33	0	13	0	0	0	0	0	0	164	45	1	39	137	0	8	440	4633
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	352	0	212	0	0	0	0	0	0	1720	436	16	548	1528	0	116	4928	
Heavy Trucks	4	0	0		0	0	0		0	24	0		0	28	0		56	
Pedestrians		12				0				0				24			36	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

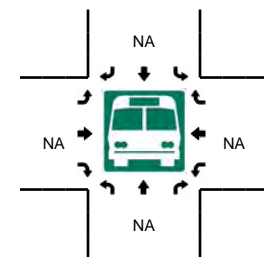
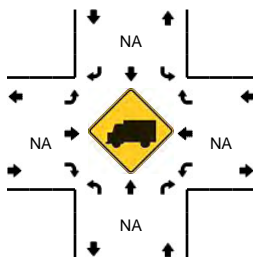
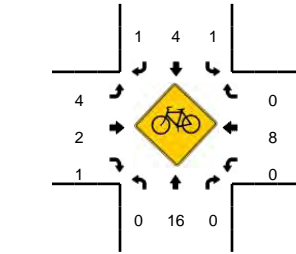
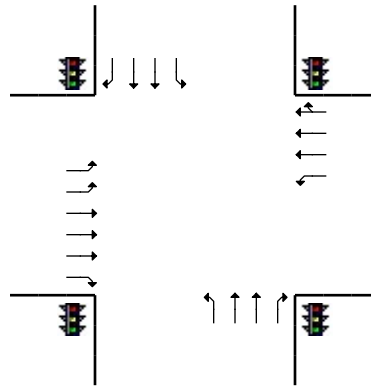
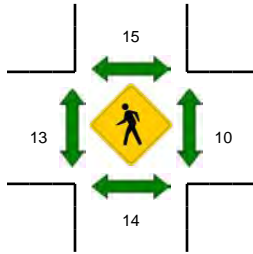
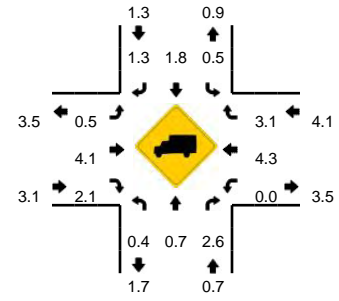
Comments:

LOCATION: Shoreline Blvd -- El Camino Real
CITY/STATE: Mountain View, CA

QC JOB #: 11227715
DATE: Tue, Sep 10 2013



Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

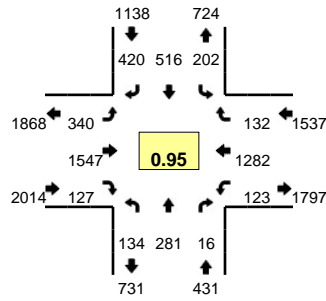


5-Min Count Period Beginning At	Shoreline Blvd (Northbound)				Shoreline Blvd (Southbound)				El Camino Real (Eastbound)				El Camino Real (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	7	0	0	10	7	5	0	8	35	5	3	0	96	4	0	185	
7:05 AM	4	7	0	0	10	6	6	0	16	46	4	1	1	75	3	0	179	
7:10 AM	5	11	0	0	12	12	7	0	7	49	4	1	0	101	5	0	214	
7:15 AM	4	14	1	0	10	16	7	0	14	50	8	1	2	66	2	0	195	
7:20 AM	12	10	2	0	21	13	12	0	7	47	6	1	1	97	6	0	235	
7:25 AM	2	16	0	0	8	30	17	0	11	52	6	3	0	91	7	1	244	
7:30 AM	7	18	0	0	24	27	25	0	14	80	12	0	5	178	6	0	396	
7:35 AM	18	32	4	0	25	74	20	0	18	69	13	3	1	92	8	0	377	
7:40 AM	22	40	2	0	25	54	30	0	36	96	14	3	4	63	0	0	389	
7:45 AM	19	35	12	0	24	42	30	0	27	85	18	4	10	183	13	1	503	
7:50 AM	23	41	6	0	21	59	24	0	30	83	16	2	5	142	11	0	463	
7:55 AM	16	51	1	0	15	33	17	0	43	87	15	3	8	91	10	0	390	3770
8:00 AM	15	39	4	0	13	20	31	0	24	91	8	1	4	179	7	0	436	4021
8:05 AM	33	44	7	0	26	14	17	0	29	71	4	3	6	143	15	0	412	4254
8:10 AM	22	61	3	0	11	22	22	1	40	99	4	2	5	121	13	1	427	4467
8:15 AM	14	29	1	0	16	9	19	0	26	127	12	0	5	177	15	0	450	4722
8:20 AM	19	35	0	0	15	16	12	1	23	77	14	2	3	141	17	0	375	4862
8:25 AM	13	29	0	0	12	29	13	0	36	123	14	0	1	102	9	1	382	5000
8:30 AM	18	32	1	0	21	15	12	0	25	111	14	2	0	110	9	0	370	4974
8:35 AM	18	25	1	1	16	18	11	0	32	105	11	0	8	149	12	0	407	5004
8:40 AM	25	44	0	0	21	22	13	0	28	78	5	1	0	125	10	1	373	4988
8:45 AM	11	19	0	0	14	13	12	1	32	150	10	5	1	148	15	0	431	4916
8:50 AM	9	28	0	0	16	12	14	1	31	106	11	1	9	138	20	4	400	4853
8:55 AM	17	39	1	0	19	14	18	1	26	91	6	1	3	88	8	1	333	4796
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	232	508	76	0	240	536	284	0	400	1020	196	36	92	1664	136	4	5424	
Heavy Trucks	4	4	0	0	0	0	4	0	0	48	4	0	0	88	8	0	160	
Pedestrians		4				16				12				12			44	
Bicycles	0	2	0	0	0	1	1	0	1	0	0	0	0	1	0	0	6	
Railroad																		
Stopped Buses																		

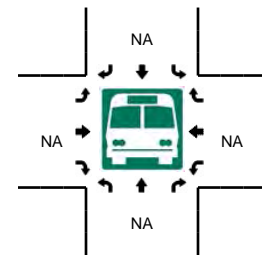
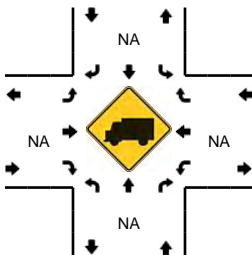
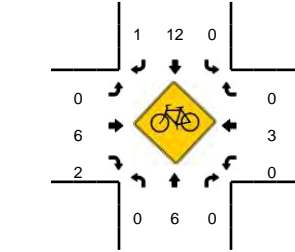
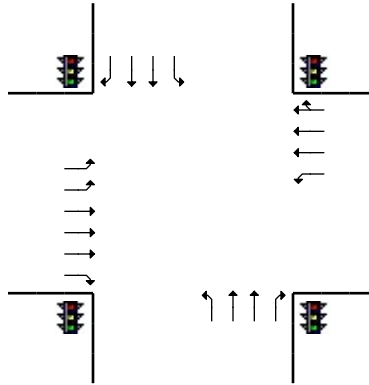
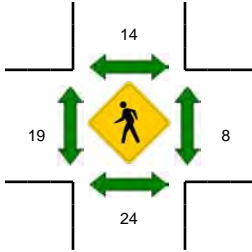
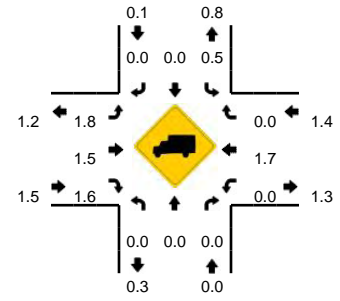
Comments:

LOCATION: Shoreline Blvd -- El Camino Real
CITY/STATE: Mountain View, CA

QC JOB #: 11227716
DATE: Tue, Sep 10 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

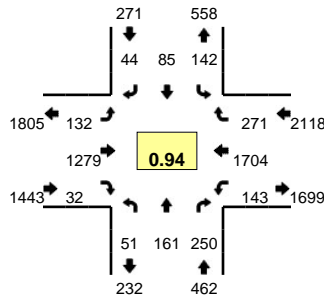


5-Min Count Period Beginning At	Shoreline Blvd (Northbound)				Shoreline Blvd (Southbound)				El Camino Real (Eastbound)				El Camino Real (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	15	1	0	11	27	16	1	27	134	8	4	2	83	11	0	346	
4:05 PM	9	18	3	0	11	30	23	0	23	106	10	2	3	87	8	0	333	
4:10 PM	15	9	2	0	17	18	21	0	19	118	11	2	4	94	14	0	344	
4:15 PM	7	27	1	0	11	30	31	1	15	136	7	4	3	75	8	3	359	
4:20 PM	12	14	2	0	17	23	21	0	29	140	4	3	7	117	10	2	401	
4:25 PM	10	13	1	0	13	21	24	0	18	98	9	5	6	90	17	5	330	
4:30 PM	13	24	3	0	16	28	26	0	14	134	13	2	9	81	8	1	372	
4:35 PM	6	20	3	0	16	27	18	1	38	127	8	7	3	76	14	1	365	
4:40 PM	12	13	1	0	8	36	21	1	14	142	18	5	7	151	13	1	443	
4:45 PM	20	19	0	0	20	19	33	1	28	122	15	5	9	94	12	1	398	
4:50 PM	9	20	5	0	9	34	36	0	23	123	15	2	5	80	9	2	372	
4:55 PM	8	23	2	0	11	18	23	0	28	141	13	1	6	141	12	1	428	4491
5:00 PM	13	11	0	0	19	28	31	0	22	114	10	2	9	79	6	8	352	4497
5:05 PM	3	31	0	0	17	57	40	0	29	114	4	1	3	64	5	2	370	4534
5:10 PM	5	33	2	0	16	34	30	0	33	178	13	3	5	129	20	2	503	4693
5:15 PM	13	19	0	0	12	25	33	0	22	136	17	2	11	118	23	3	434	4768
5:20 PM	6	33	2	0	25	45	33	2	24	119	9	0	5	70	6	4	383	4750
5:25 PM	12	34	2	0	12	48	34	0	31	137	8	3	9	120	7	5	462	4882
5:30 PM	8	15	2	0	14	24	20	0	24	119	7	6	14	133	17	1	404	4914
5:35 PM	20	25	5	0	22	46	38	0	18	127	12	3	10	109	6	3	444	4993
5:40 PM	8	23	0	0	19	75	39	1	30	135	19	3	6	64	8	2	432	4982
5:45 PM	17	12	0	0	9	35	30	0	19	135	8	3	8	173	18	2	469	5053
5:50 PM	22	24	1	0	15	46	36	0	20	111	8	2	5	92	8	2	392	5073
5:55 PM	7	21	2	0	19	53	56	0	36	122	12	4	3	131	8	1	475	5120
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	180	240	20	0	200	624	428	4	268	1588	156	36	96	1384	128	28	5380	
Heavy Trucks	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24	
Pedestrians		28				20				32				8			88	
Bicycles	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4	
Railroad																		
Stopped Buses																		

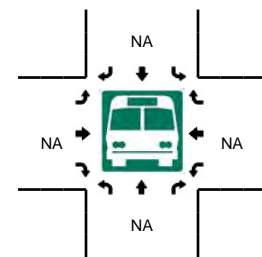
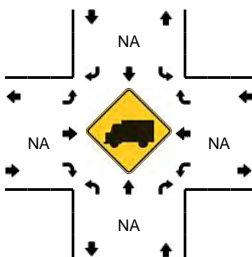
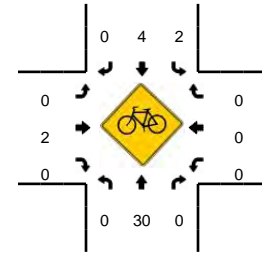
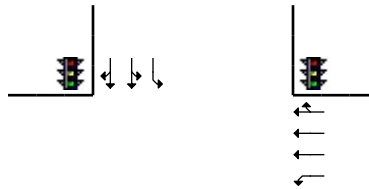
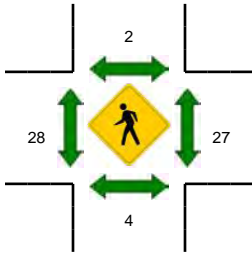
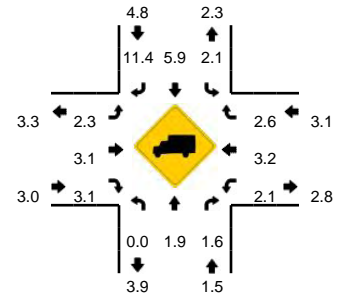
Comments:

LOCATION: Castro St -- El Camino Real
CITY/STATE: Mountain View, CA

QC JOB #: 11227717
DATE: Tue, Sep 10 2013



Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

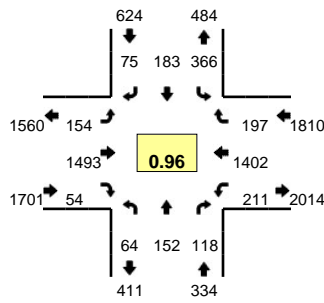


5-Min Count Period Beginning At	Castro St (Northbound)				Castro St (Southbound)				El Camino Real (Eastbound)				El Camino Real (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	5	3	0	0	4	2	0	0	46	1	0	6	68	16	0	155	
7:05 AM	5	6	7	0	10	5	1	0	3	45	4	1	4	99	13	0	203	
7:10 AM	2	4	4	0	4	4	5	0	3	40	5	0	6	81	12	0	170	
7:15 AM	5	7	7	0	6	9	3	0	3	67	3	1	8	120	14	1	254	
7:20 AM	7	7	11	0	6	6	2	0	2	60	4	0	8	82	8	0	203	
7:25 AM	4	12	8	0	8	6	0	0	4	39	11	0	11	119	17	0	239	
7:30 AM	13	10	22	0	20	11	2	0	1	81	9	1	18	119	24	3	334	
7:35 AM	9	9	19	0	8	9	6	0	7	91	15	1	20	153	12	1	360	
7:40 AM	18	10	33	0	12	16	7	0	5	91	10	0	14	160	9	0	385	
7:45 AM	20	14	33	0	15	17	5	0	4	93	8	0	20	133	17	1	380	
7:50 AM	9	15	24	0	14	4	2	0	4	111	7	0	19	128	27	1	365	
7:55 AM	9	13	22	0	11	3	3	0	8	88	3	1	18	126	25	0	330	3378
8:00 AM	8	8	19	0	8	9	5	0	8	84	5	0	7	151	23	0	335	3558
8:05 AM	5	12	14	0	11	11	3	0	4	85	1	1	19	148	10	1	325	3680
8:10 AM	2	12	23	0	8	9	4	0	8	131	4	0	13	199	26	1	440	3950
8:15 AM	3	12	23	0	17	8	3	0	4	113	2	1	8	132	13	6	345	4041
8:20 AM	4	23	20	0	15	6	2	0	5	85	2	0	3	117	17	3	302	4140
8:25 AM	1	10	22	0	13	3	1	0	21	117	3	0	7	121	26	4	349	4250
8:30 AM	2	15	16	0	12	7	3	0	15	106	1	0	12	127	32	3	351	4267
8:35 AM	4	18	25	0	10	9	7	0	12	126	3	0	5	127	27	4	377	4284
8:40 AM	5	15	25	0	12	5	4	0	17	86	3	0	7	135	23	3	340	4239
8:45 AM	1	4	22	0	9	6	6	0	12	126	3	2	7	172	21	1	392	4251
8:50 AM	7	19	19	0	16	9	3	0	12	132	2	1	9	149	28	2	408	4294
8:55 AM	2	18	19	0	22	6	3	0	9	90	4	1	6	89	21	0	290	4254
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	52	152	264	0	148	80	52	0	164	1376	32	12	92	1824	288	24	4560	
Heavy Trucks	0	4	4		4	4	0		0	52	0		4	44	4		120	
Pedestrians		4				8				20				28			60	
Bicycles	0	6	0		2	1	0		0	1	0		0	0	0		10	
Railroad																		
Stopped Buses																		

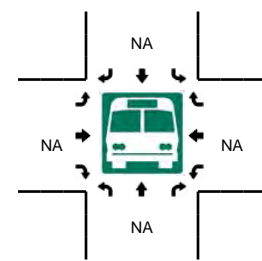
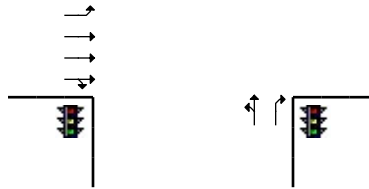
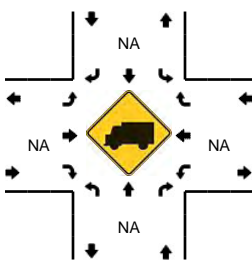
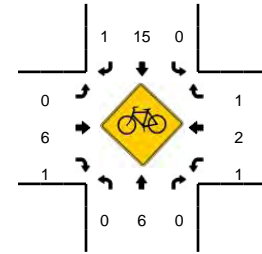
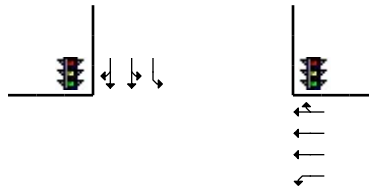
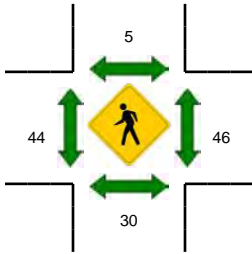
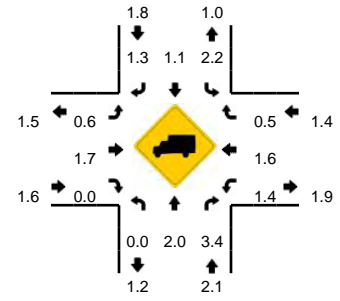
Comments:

LOCATION: Castro St -- El Camino Real
CITY/STATE: Mountain View, CA

QC JOB #: 11227718
DATE: Tue, Sep 10 2013



Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM



5-Min Count Period Beginning At	Castro St (Northbound)				Castro St (Southbound)				El Camino Real (Eastbound)				El Camino Real (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	5	12	0	24	7	3	0	22	142	4	1	15	106	15	4	364	
4:05 PM	5	10	10	0	31	11	7	0	6	121	4	2	10	107	8	5	337	
4:10 PM	5	10	10	0	24	14	5	0	13	120	3	1	13	89	19	1	327	
4:15 PM	7	7	10	0	19	6	1	0	10	142	5	2	10	97	12	4	332	
4:20 PM	6	8	5	0	26	11	4	0	12	109	6	2	7	80	10	7	293	
4:25 PM	6	6	12	0	27	9	5	0	4	132	3	1	13	107	18	6	349	
4:30 PM	8	7	7	0	24	9	5	0	9	107	7	2	14	84	13	4	300	
4:35 PM	8	10	10	0	22	11	9	0	10	139	7	1	5	122	25	1	380	
4:40 PM	6	10	12	0	24	11	4	0	15	101	5	0	13	93	18	6	318	
4:45 PM	6	8	12	0	30	16	5	0	11	133	6	0	14	109	17	8	375	
4:50 PM	4	13	9	0	21	8	8	0	8	141	3	5	7	119	25	7	378	
4:55 PM	1	11	11	0	29	13	8	0	13	121	2	1	8	114	15	5	352	4105
5:00 PM	4	14	10	0	20	12	4	0	7	123	2	2	16	82	20	3	319	4060
5:05 PM	3	5	7	0	45	15	7	0	11	132	1	3	12	111	7	7	366	4089
5:10 PM	4	9	11	0	34	11	10	0	14	152	5	4	11	129	15	4	413	4175
5:15 PM	11	19	13	0	31	16	3	0	6	122	4	0	8	90	13	3	339	4182
5:20 PM	3	11	9	0	28	23	7	0	12	127	6	0	16	139	17	0	398	4287
5:25 PM	3	13	8	0	26	22	6	0	9	120	5	1	14	122	17	2	368	4306
5:30 PM	8	12	7	0	37	12	5	0	12	133	5	0	16	111	14	2	374	4380
5:35 PM	6	19	12	0	35	19	9	0	12	111	6	1	13	99	12	4	358	4358
5:40 PM	7	9	15	0	23	6	3	0	9	124	4	2	20	123	24	0	369	4409
5:45 PM	4	17	13	0	27	14	5	0	13	126	9	3	14	135	19	4	403	4437
5:50 PM	5	9	6	0	30	21	7	0	18	112	3	1	21	128	15	2	378	4437
5:55 PM	6	15	7	0	30	12	9	0	12	111	4	2	13	133	24	6	384	4469
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	164	104	0	348	188	84	0	172	1396	64	24	192	1584	232	48	4660	
Heavy Trucks	0	4	8		12	4	0		0	20	0		0	24	4		76	
Pedestrians		28				16				44				72			160	
Bicycles	0	0	0		0	6	0		0	1	0		0	0	0		7	
Railroad																		
Stopped Buses																		

Comments:

Appendix B: Intersection Level of Service Calculations

Final Transportation Impact Analysis

The Village at San Antonio Center (Phase 2) in Mountain View, California

**Prepared for:
ICF International
and
The City of Mountain View**

December 2013

SF13-0693

FEHR & PEERS

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				Existing PP AM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	B+	11.8	0.423	12.2	B	12.1	0.450	+ 0.027	12.4	+ 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D+	36.0	0.746	38.1	D+	35.8	0.752	+ 0.006	38.3	+ 0.2	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	45.5	0.688	41.7	D	45.5	0.695	+ 0.007	41.7	+ 0.0	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	50.5	0.734	58.2	E+	55.0	0.848	+ 0.114	67.2	+ 9.0	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	B	15.5	0.323	14.3	B	16.0	0.375	+ 0.052	15.4	+ 1.1	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	D	43.2	0.777	43.9	D	45.6	0.832	+ 0.055	47.3	+ 3.3	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B-	18.9	0.538	16.3	B-	18.8	0.546	+ 0.009	16.3	+ 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	B	17.3	0.711	21.5	B	17.4	0.720	+ 0.009	21.6	+ 0.1	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	26.3	0.506	27.0	C	26.2	0.508	+ 0.002	26.9	- 0.0	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	31.4	0.556	31.6	C	31.4	0.567	+ 0.010	31.6	+ 0.0	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	C	28.1	0.602	26.9	C	27.8	0.605	+ 0.003	26.8	- 0.1	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	C-	32.9	0.367	31.6	C-	32.0	0.382	+ 0.015	30.5	- 1.1	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D+	37.6	0.723	37.9	D+	37.6	0.727	+ 0.003	37.9	- 0.0	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C+	22.3	0.486	18.6	C+	22.1	0.490	+ 0.004	18.6	- 0.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	C	28.0	0.595	29.3	C	27.9	0.599	+ 0.004	29.2	- 0.0	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	26.1	0.541	28.3	C	25.9	0.565	+ 0.024	28.1	- 0.3	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B	13.8	0.450	12.8	B	13.5	0.475	+ 0.024	12.6	- 0.2	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C+	22.5	0.508	20.0	C+	22.1	0.532	+ 0.023	19.7	- 0.3	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	9.7	0.323	9.7	A	9.8	0.323	+ 0.001	9.8	+ 0.0	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	13.8	0.218	10.5	B	15.4	0.229	+ 0.011	11.6	+ 1.1	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	C	25.8	0.276	25.8	C+	22.9	0.283	+ 0.006	20.7	- 5.0	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	A	7.8	0.198	7.9	A	7.4	0.215	+ 0.017	7.4	- 0.4	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	C	29.8	0.362	28.1	C	29.8	0.384	+ 0.022	28.4	+ 0.3	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	2.4	0.089	2.4	B	2.4	0.089	+ 0.000	2.4	- 0.0	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	29.1	0.681	37.2	C	29.1	0.686	+ 0.005	37.2	+ 0.0	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	39.3	0.781	41.8	D	39.6	0.805	+ 0.023	42.1	+ 0.3	?	xx.x	x.xxx	xx.x

SF13-0693
 The Village at San Antonio Center
 Existing & E+P AM

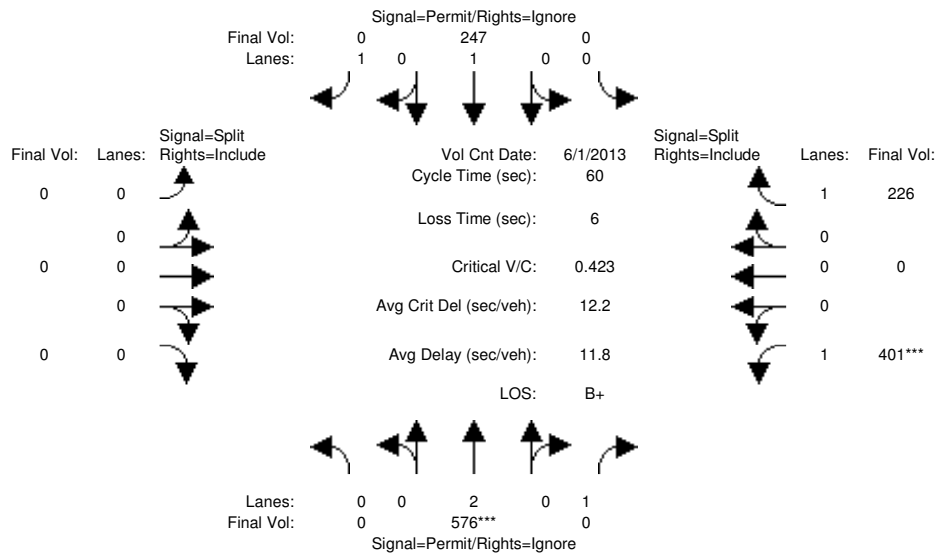
Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Existing AM				Existing PP AM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	C	27.0	0.706	28.1	C	27.1	0.730	+ 0.024	28.3	+ 0.2	?	xx.x	x.xxx	xx.x

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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: 1 Jun 2013 <<											
Base Vol:	0	576	749	0	247	37	0	0	0	401	0	226
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	576	749	0	247	37	0	0	0	401	0	226
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	576	749	0	247	37	0	0	0	401	0	226
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	576	0	0	247	0	0	0	0	401	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	576	0	0	247	0	0	0	0	401	0	226
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	576	0	0	247	0	0	0	0	401	0	226

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

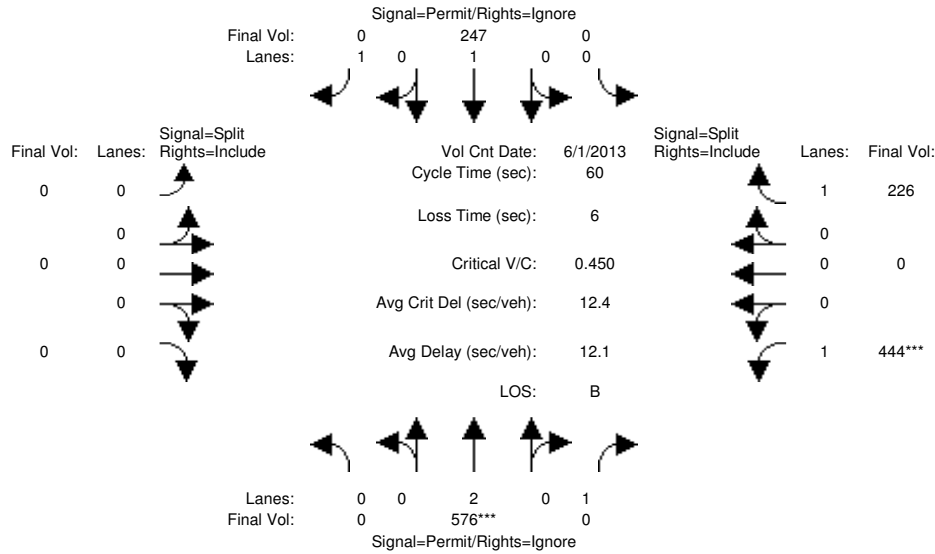
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.23	0.00	0.13
Crit Moves:	****									****		
Green Time:	0.0	21.5	0.0	0.0	21.5	0.0	0.0	0.0	0.0	32.5	0.0	32.5
Volume/Cap:	0.00	0.42	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.42	0.00	0.24
Delay/Veh:	0.0	14.8	0.0	0.0	14.5	0.0	0.0	0.0	0.0	8.5	0.0	7.4
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:	0.0	14.8	0.0	0.0	14.5	0.0	0.0	0.0	0.0	8.5	0.0	7.4
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	4	0	0	4	0	0	0	0	5	0	2

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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:	1 Jun 2013	<<							
Base Vol:	0	576	749	0	247	37	0	0	0	401	0	226
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	576	749	0	247	37	0	0	0	401	0	226
Added Vol:	0	0	16	0	0	0	0	0	0	43	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	576	765	0	247	37	0	0	0	444	0	226
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	576	0	0	247	0	0	0	0	444	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	576	0	0	247	0	0	0	0	444	0	226
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	576	0	0	247	0	0	0	0	444	0	226

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

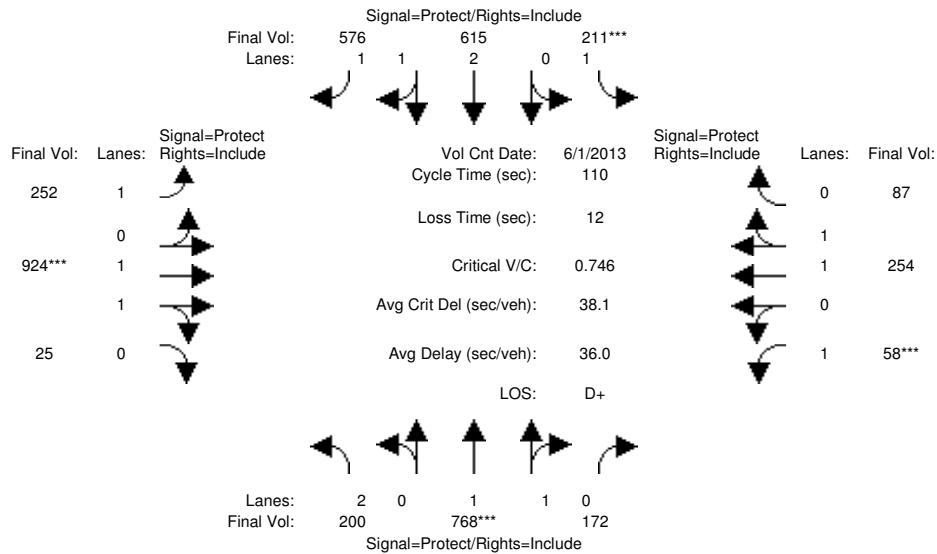
Capacity Analysis Module:	Vol/Sat:	0.00	0.15	0.00	0.00	0.13	0.00	0.00	0.00	0.25	0.00	0.13
Crit Moves:	****									****		
Green Time:	0.0	20.2	0.0	0.0	20.2	0.0	0.0	0.0	0.0	33.8	0.0	33.8
Volume/Cap:	0.00	0.45	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.45	0.00	0.23
Uniform Del:	0.0	15.6	0.0	0.0	15.2	0.0	0.0	0.0	0.0	7.7	0.0	6.6
IncrcmntDel:	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.3	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	15.8	0.0	0.0	15.6	0.0	0.0	0.0	0.0	8.0	0.0	6.7
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:	0.0	15.8	0.0	0.0	15.6	0.0	0.0	0.0	0.0	8.0	0.0	6.7
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	4	0	0	0	0	6	0	2

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	200	768	172	211	615	576	252	924	25	58	254	87				
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:	200	768	172	211	615	576	252	924	25	58	254	87				
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:	200	768	172	211	615	576	252	924	25	58	254	87				
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:	200	768	172	211	615	576	252	924	25	58	254	87				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	200	768	172	211	615	576	252	924	25	58	254	87				
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:	200	768	172	211	615	576	252	924	25	58	254	87				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	2.00	1.62	0.38	1.00	2.00	2.00	1.00	1.95	0.05	1.00	1.48	0.52
Final Sat.:	3150	3023	677	1750	3800	3500	1750	3602	97	1750	2755	944

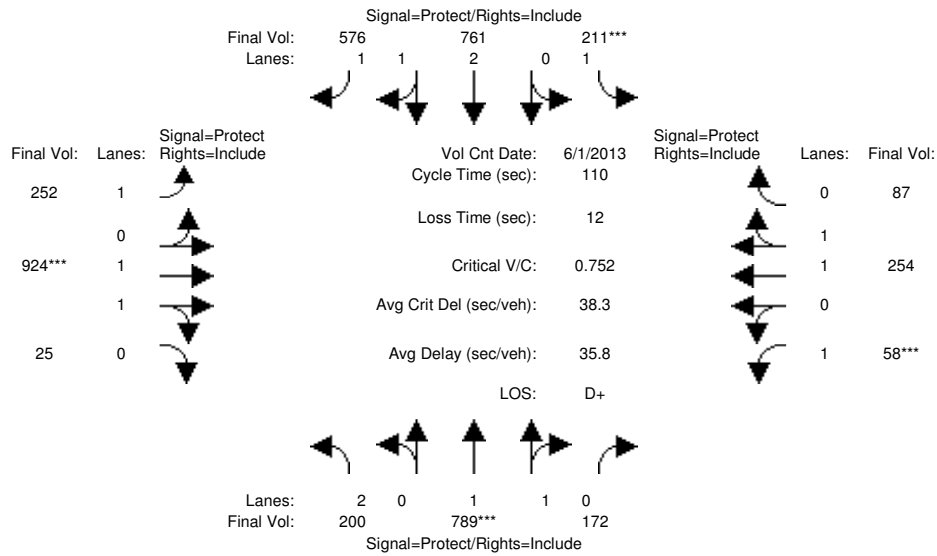
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.12	0.16	0.16	0.14	0.26	0.26	0.03	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.1	36.6	36.6	17.4	39.0	39.0	26.8	37.0	37.0	7.0	17.2	17.2
Volume/Cap:	0.46	0.76	0.76	0.76	0.46	0.46	0.59	0.76	0.76	0.52	0.59	0.59
Delay/Veh:	44.5	35.7	35.7	56.2	27.5	27.6	38.9	35.4	35.4	54.2	44.8	44.8
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:	44.5	35.7	35.7	56.2	27.5	27.6	38.9	35.4	35.4	54.2	44.8	44.8
LOS by Move:	D	D+	D+	E+	C	C	D+	D+	D+	D-	D	D
HCM2kAvgQ:	4	14	14	9	8	8	9	16	16	3	6	6

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	200	768	172	211	615	576	252	924	25	58	254	87				
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:	200	768	172	211	615	576	252	924	25	58	254	87				
Added Vol:	0	21	0	0	146	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	200	789	172	211	761	576	252	924	25	58	254	87				
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:	200	789	172	211	761	576	252	924	25	58	254	87				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	200	789	172	211	761	576	252	924	25	58	254	87				
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:	200	789	172	211	761	576	252	924	25	58	254	87				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	2.00	1.63	0.37	1.00	2.20	1.80	1.00	1.95	0.05	1.00	1.48	0.52
Final Sat.:	3150	3037	662	1750	4172	3158	1750	3602	97	1750	2755	944

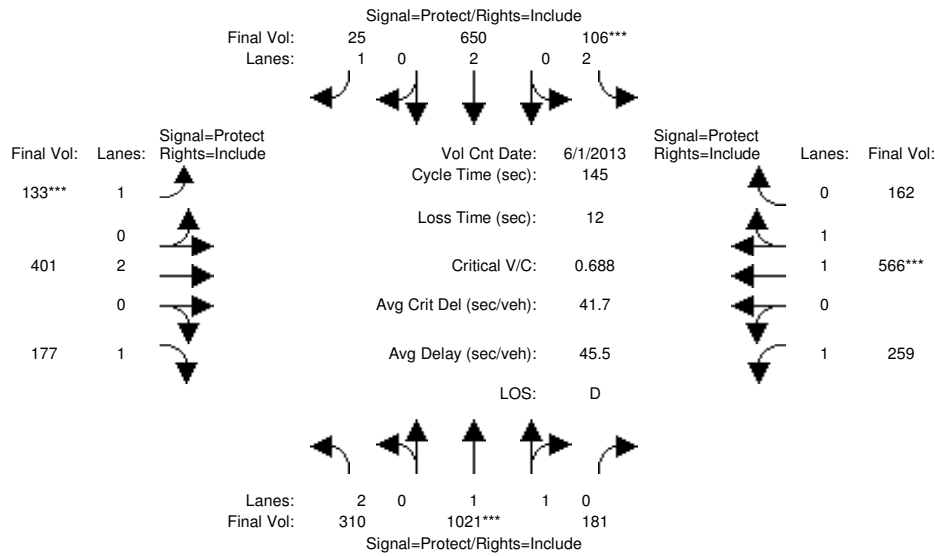
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.12	0.18	0.18	0.14	0.26	0.26	0.03	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	37.1	37.1	17.2	40.3	40.3	26.6	36.7	36.7	7.0	17.0	17.0
Volume/Cap:	0.50	0.77	0.77	0.77	0.50	0.50	0.60	0.77	0.77	0.52	0.60	0.60
Uniform Del:	44.7	32.6	32.6	44.5	27.0	27.0	36.9	32.9	32.9	49.9	43.3	43.3
IncrcmntDel:	1.0	3.0	3.0	12.5	0.1	0.1	2.3	3.0	3.0	4.4	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.6	35.6	35.6	57.0	27.2	27.2	39.2	35.9	35.9	54.2	45.0	45.0
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:	45.6	35.6	35.6	57.0	27.2	27.2	39.2	35.9	35.9	54.2	45.0	45.0
LOS by Move:	D	D+	D+	E+	C	C	D	D+	D+	D-	D	D
HCM2kAvgQ:	4	15	15	9	9	9	9	16	16	3	6	6

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	310	1021	181	106	650	25	133	401	177	259	566	162
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:	310	1021	181	106	650	25	133	401	177	259	566	162
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:	310	1021	181	106	650	25	133	401	177	259	566	162
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:	310	1021	181	106	650	25	133	401	177	259	566	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1021	181	106	650	25	133	401	177	259	566	162
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:	310	1021	181	106	650	25	133	401	177	259	566	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.69	0.31	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	3150	3142	557	3150	3800	1750	1750	3800	1750	1750	2876	823

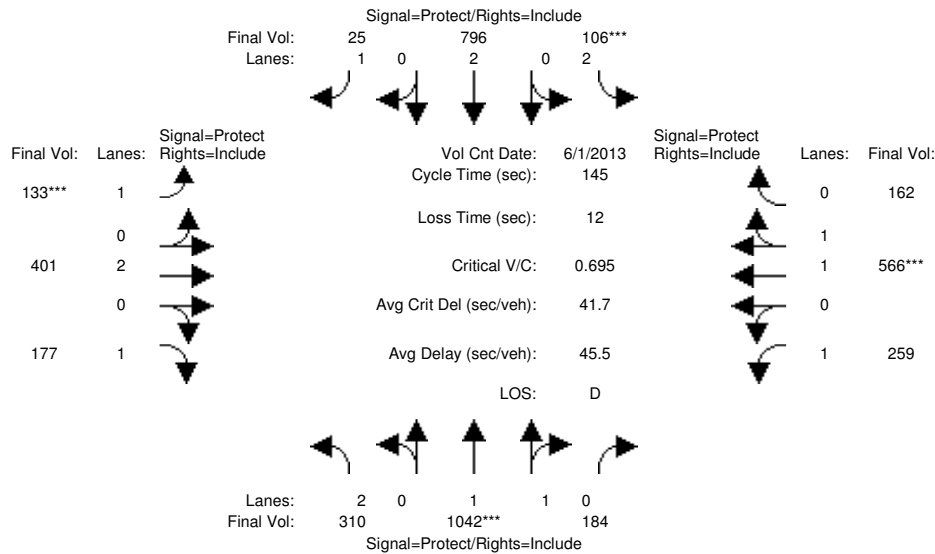
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.03	0.17	0.01	0.08	0.11	0.10	0.15	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.6	68.4	68.4	7.1	47.9	47.9	16.0	23.9	23.9	33.5	41.5	41.5
Volume/Cap:	0.52	0.69	0.69	0.69	0.52	0.04	0.69	0.64	0.61	0.64	0.69	0.69
Delay/Veh:	53.5	31.1	31.1	80.2	39.6	33.0	72.1	58.7	60.1	53.7	48.0	48.0
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:	53.5	31.1	31.1	80.2	39.6	33.0	72.1	58.7	60.1	53.7	48.0	48.0
LOS by Move:	D-	C	C	F	D	C-	E	E+	E	D-	D	D
HCM2kAvgQ:	8	22	22	3	11	1	7	9	9	12	15	15

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<

Base Vol:	310	1021	181	106	650	25	133	401	177	259	566	162
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:	310	1021	181	106	650	25	133	401	177	259	566	162
Added Vol:	0	21	3	0	146	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1042	184	106	796	25	133	401	177	259	566	162
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:	310	1042	184	106	796	25	133	401	177	259	566	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1042	184	106	796	25	133	401	177	259	566	162
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:	310	1042	184	106	796	25	133	401	177	259	566	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.69	0.31	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	3150	3144	555	3150	3800	1750	1750	3800	1750	1750	2876	823

Capacity Analysis Module:

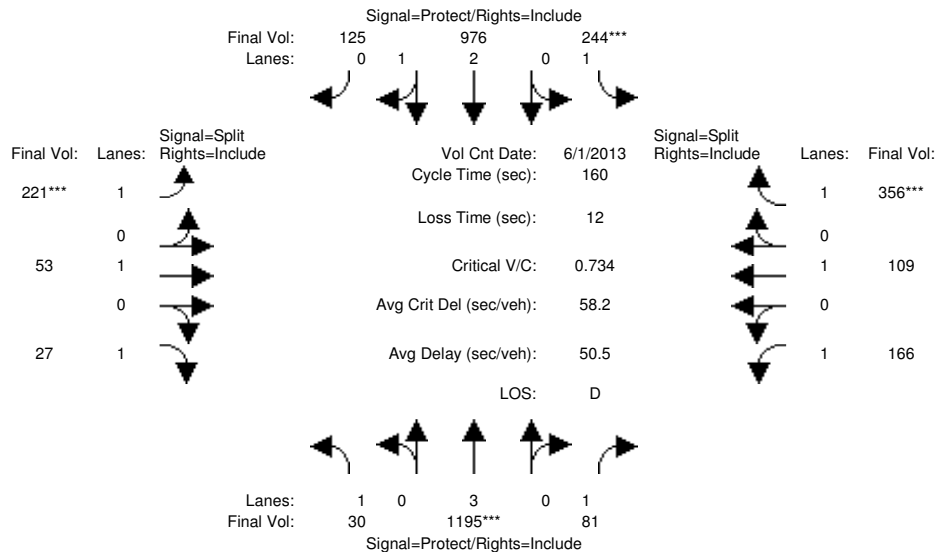
Vol/Sat:	0.10	0.33	0.33	0.03	0.21	0.01	0.08	0.11	0.10	0.15	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.3	69.1	69.1	7.0	51.8	51.8	15.8	23.7	23.7	33.2	41.0	41.0
Volume/Cap:	0.59	0.70	0.70	0.70	0.59	0.04	0.70	0.65	0.62	0.65	0.70	0.70
Uniform Del:	55.7	29.7	29.7	67.9	37.9	30.4	62.2	56.7	56.5	50.6	46.4	46.4
IncrcmntDel:	1.7	1.2	1.2	13.1	0.7	0.0	10.6	2.4	4.1	3.6	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.4	30.9	30.9	81.0	38.6	30.4	72.9	59.1	60.6	54.2	48.5	48.5
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:	57.4	30.9	30.9	81.0	38.6	30.4	72.9	59.1	60.6	54.2	48.5	48.5
LOS by Move:	E+	C	C	F	D+	C	E	E+	E	D-	D	D
HCM2kAvgQ:	8	22	22	3	14	1	7	9	9	12	16	16

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California 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:	1 Jun 2013	<<							
Base Vol:	30	1195	81	244	976	125	221	53	27	166	109	356
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:	30	1195	81	244	976	125	221	53	27	166	109	356
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:	30	1195	81	244	976	125	221	53	27	166	109	356
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:	30	1195	81	244	976	125	221	53	27	166	109	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1195	81	244	976	125	221	53	27	166	109	356
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
Final Volume:	30	1195	81	244	976	125	221	53	27	166	109	356

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.92 0.99 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:	1.00 3.00 1.00 1.00 2.65 0.35 1.00 1.00 1.00 1.00 1.00 1.00
Final Sat.:	1750 5700 1750 1750 4963 636 1750 1900 1750 1750 1900 1750

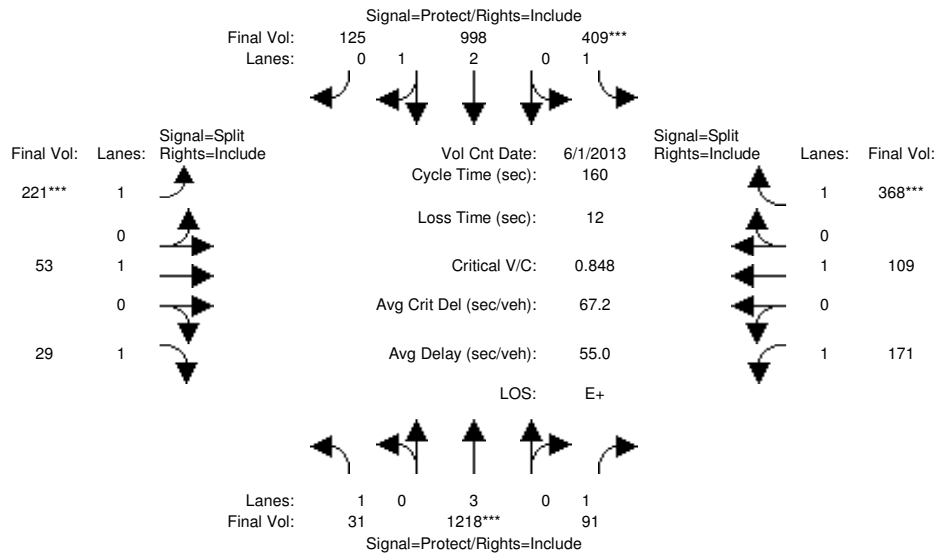
Capacity Analysis Module:	
Vol/Sat:	0.02 0.21 0.05 0.14 0.20 0.20 0.13 0.03 0.02 0.09 0.06 0.20
Crit Moves:	****
Green Time:	13.9 45.7 45.7 30.4 62.3 62.3 27.5 27.5 27.5 44.4 44.4 44.4
Volume/Cap:	0.20 0.73 0.16 0.73 0.51 0.51 0.73 0.16 0.09 0.34 0.21 0.73
Delay/Veh:	68.6 53.4 43.0 69.2 37.4 37.4 71.8 56.6 55.8 46.6 44.5 58.2
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	68.6 53.4 43.0 69.2 37.4 37.4 71.8 56.6 55.8 46.6 44.5 58.2
LOS by Move:	E D- D E D+ D+ E E+ E+ D D E+
HCM2kAvgQ:	2 18 3 13 14 14 12 2 1 7 4 18

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California St					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	1 Jun 2013	<<											
Base Vol:	30	1195	81	244	976	125	221	53	27	166	109	356				
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:	30	1195	81	244	976	125	221	53	27	166	109	356				
Added Vol:	1	23	10	165	22	0	0	0	2	5	0	12				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	31	1218	91	409	998	125	221	53	29	171	109	368				
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:	31	1218	91	409	998	125	221	53	29	171	109	368				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	31	1218	91	409	998	125	221	53	29	171	109	368				
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				
Final Volume:	31	1218	91	409	998	125	221	53	29	171	109	368				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4976	623	1750	1900	1750	1750	1900	1750

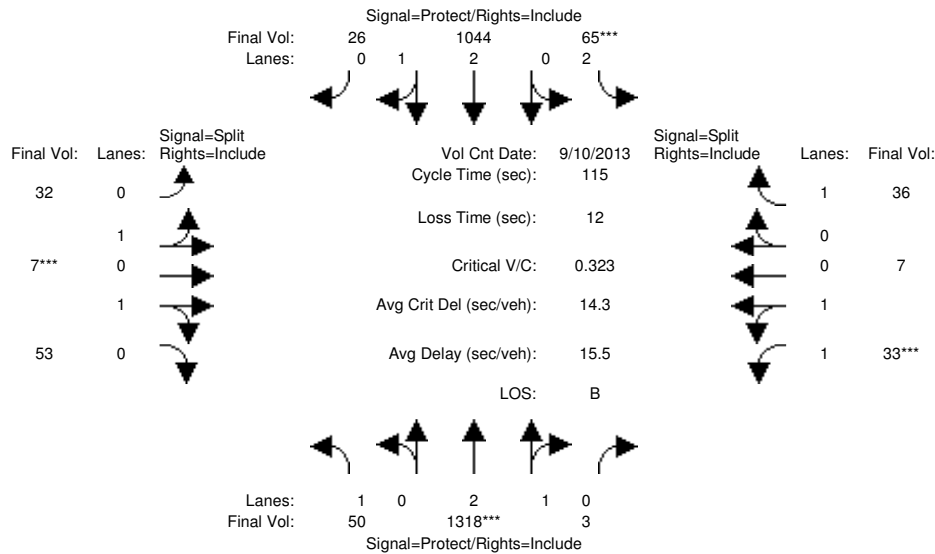
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.05	0.23	0.20	0.20	0.13	0.03	0.02	0.10	0.06	0.21
Crit Moves:	****			****			****			****		
Green Time:	15.1	40.3	40.3	44.1	69.3	69.3	23.8	23.8	23.8	39.7	39.7	39.7
Volume/Cap:	0.19	0.85	0.21	0.85	0.46	0.46	0.85	0.19	0.11	0.39	0.23	0.85
Uniform Del:	66.8	56.9	47.2	54.8	32.1	32.1	66.3	59.6	58.9	50.1	48.0	57.3
IncrementDel:	0.6	4.9	0.2	13.2	0.1	0.1	22.0	0.3	0.2	0.6	0.3	14.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.3	61.8	47.4	67.9	32.3	32.3	88.3	59.9	59.1	50.7	48.2	71.7
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:	67.3	61.8	47.4	67.9	32.3	32.3	88.3	59.9	59.1	50.7	48.2	71.7
LOS by Move:	E	E	D	E	C-	C-	F	E+	E+	D	D	E
HCM2kAvgQ:	2	21	4	23	13	13	14	2	1	8	4	21

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	50	1318	3	65	1044	26	32	7	53	33	7	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:	50	1318	3	65	1044	26	32	7	53	33	7	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:	50	1318	3	65	1044	26	32	7	53	33	7	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:	50	1318	3	65	1044	26	32	7	53	33	7	36				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	50	1318	3	65	1044	26	32	7	53	33	7	36				
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:	50	1318	3	65	1044	26	32	7	53	33	7	36				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.99	0.01	2.00	2.92	0.08	0.82	0.18	1.00	1.65	0.35	1.00
Final Sat.:	1750	5587	13	3150	5464	136	1477	323	1800	2929	621	1750

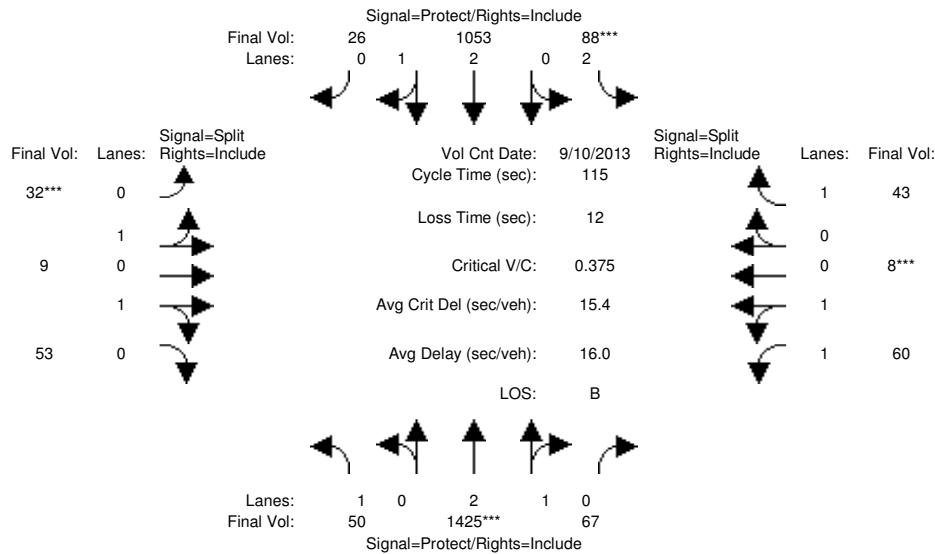
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.02	0.19	0.19	0.02	0.02	0.03	0.01	0.01	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.9	75.5	75.5	7.0	62.6	62.6	10.5	10.5	10.5	10.0	10.0	10.0
Volume/Cap:	0.16	0.36	0.36	0.34	0.35	0.35	0.24	0.24	0.32	0.13	0.13	0.24
Delay/Veh:	40.7	8.9	8.9	52.8	14.8	14.8	48.9	48.9	49.6	48.7	48.7	49.7
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:	40.7	8.9	8.9	52.8	14.8	14.8	48.9	48.9	49.6	48.7	48.7	49.7
LOS by Move:	D	A	A	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	7	7	2	7	7	2	2	2	1	1	1

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	50	1318	3	65	1044	26	32	7	53	33	7	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:	50	1318	3	65	1044	26	32	7	53	33	7	36
Added Vol:	0	107	64	23	9	0	0	2	0	27	1	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1425	67	88	1053	26	32	9	53	60	8	43
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:	50	1425	67	88	1053	26	32	9	53	60	8	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1425	67	88	1053	26	32	9	53	60	8	43
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:	50	1425	67	88	1053	26	32	9	53	60	8	43

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.86	0.14	2.00	2.93	0.07	0.78	0.22	1.00	1.77	0.23	1.00
Final Sat.:	1750	5348	251	3150	5465	135	1405	395	1800	3132	418	1750

Capacity Analysis Module:

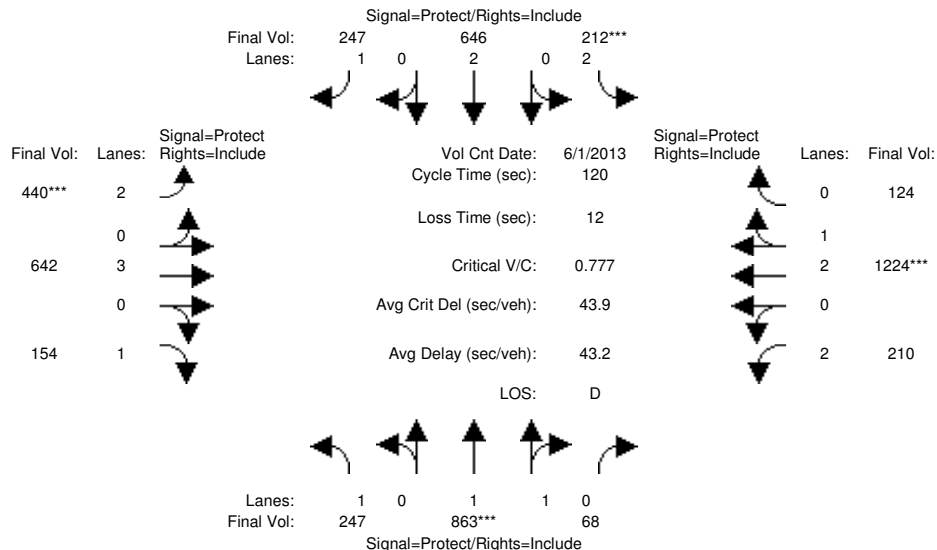
Vol/Sat:	0.03	0.27	0.27	0.03	0.19	0.19	0.02	0.02	0.03	0.02	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.9	75.1	75.1	7.9	63.1	63.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.16	0.41	0.41	0.41	0.35	0.35	0.26	0.26	0.34	0.22	0.22	0.28
Uniform Del:	40.5	9.4	9.4	51.3	14.5	14.5	49.1	49.1	49.4	48.9	48.9	49.1
IncrcmntDel:	0.3	0.1	0.1	1.3	0.1	0.1	0.4	0.4	0.7	0.4	0.4	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.7	9.5	9.5	52.6	14.6	14.6	49.4	49.4	50.1	49.2	49.2	50.2
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:	40.7	9.5	9.5	52.6	14.6	14.6	49.4	49.4	50.1	49.2	49.2	50.2
LOS by Move:	D	A	A	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	2	7	7	2	2	2	1	1	2

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	247	863	68	212	646	247	440	642	154	210	1224	124
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:	247	863	68	212	646	247	440	642	154	210	1224	124
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:	247	863	68	212	646	247	440	642	154	210	1224	124
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:	247	863	68	212	646	247	440	642	154	210	1224	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	863	68	212	646	247	440	642	154	210	1224	124
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:	247	863	68	212	646	247	440	642	154	210	1224	124

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	1.85	0.15	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1750	3430	270	3150	3800	1750	3150	5700	1750	3150	5084	515

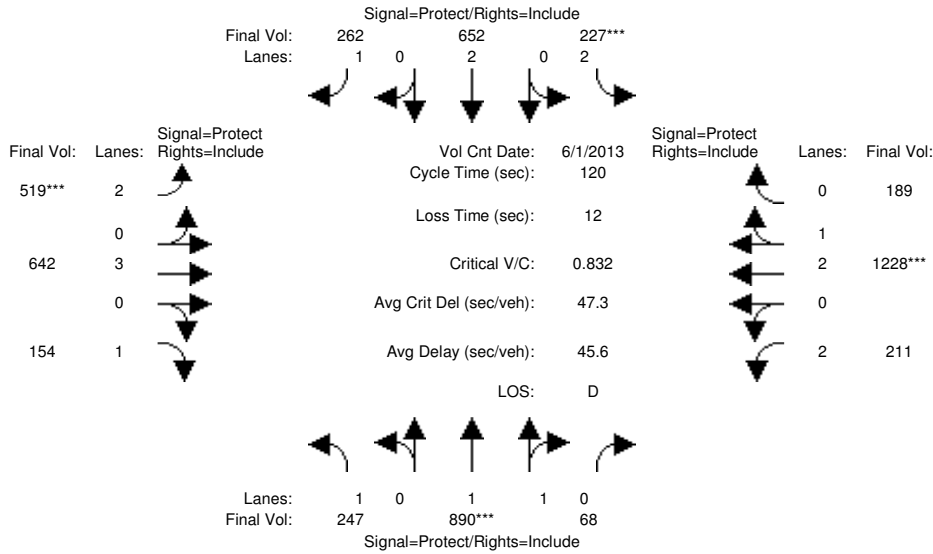
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.07	0.17	0.14	0.14	0.11	0.09	0.07	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.3	38.9	38.9	10.4	26.9	26.9	21.6	36.9	36.9	21.8	37.2	37.2
Volume/Cap:	0.76	0.78	0.78	0.78	0.76	0.63	0.78	0.37	0.29	0.37	0.78	0.78
Delay/Veh:	56.1	39.9	39.9	66.8	47.5	45.3	53.7	32.6	31.8	43.4	39.9	39.9
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:	56.1	39.9	39.9	66.8	47.5	45.3	53.7	32.6	31.8	43.4	39.9	39.9
LOS by Move:	E+	D	D	E	D	D	D-	C-	C	D	D	D
HCM2kAvgQ:	11	17	17	6	13	10	11	6	5	4	17	17

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	247	863	68	212	646	247	440	642	154	210	1224	124				
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:	247	863	68	212	646	247	440	642	154	210	1224	124				
Added Vol:	0	27	0	15	6	15	79	0	0	1	4	65				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	247	890	68	227	652	262	519	642	154	211	1228	189				
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:	247	890	68	227	652	262	519	642	154	211	1228	189				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	247	890	68	227	652	262	519	642	154	211	1228	189				
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:	247	890	68	227	652	262	519	642	154	211	1228	189				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	1.85	0.15	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.59	0.41
Final Sat.:	1750	3437	263	3150	3800	1750	3150	5700	1750	3150	4852	747

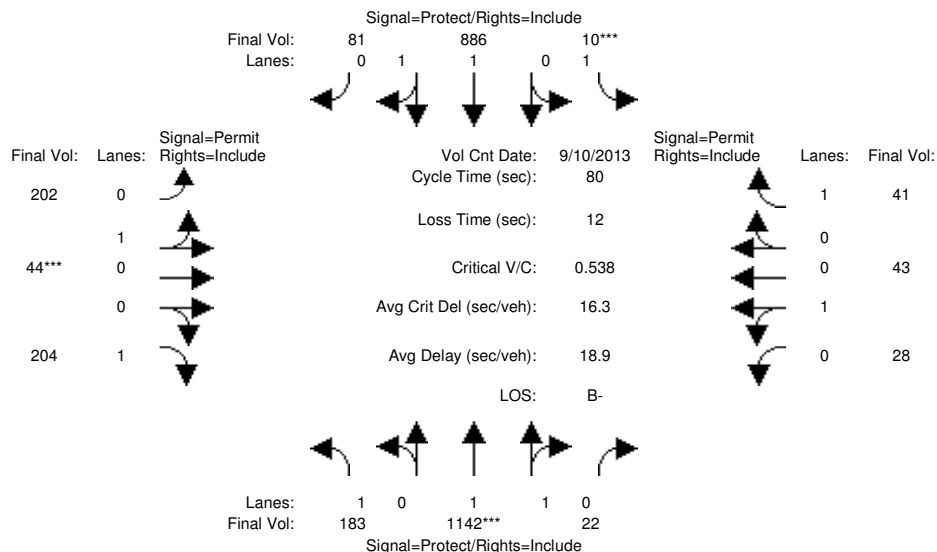
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.07	0.17	0.15	0.16	0.11	0.09	0.07	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.5	37.3	37.3	10.4	26.2	26.2	23.8	37.8	37.8	22.5	36.5	36.5
Volume/Cap:	0.79	0.83	0.83	0.83	0.79	0.69	0.83	0.36	0.28	0.36	0.83	0.83
Uniform Del:	47.0	38.4	38.4	53.9	44.3	43.1	46.2	31.7	30.9	42.5	38.9	38.9
IncrcmntDel:	12.3	5.3	5.3	19.1	5.0	5.1	9.3	0.1	0.3	0.4	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.4	43.7	43.7	73.0	49.3	48.3	55.5	31.9	31.2	42.8	42.5	42.5
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:	59.4	43.7	43.7	73.0	49.3	48.3	55.5	31.9	31.2	42.8	42.5	42.5
LOS by Move:	E+	D	D	E	D	D	E+	C	C	D	D	D
HCM2kAvgQ:	11	19	19	7	13	11	13	6	5	4	19	19

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	183	1142	22	10	886	81	202	44	204	28	43	41
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:	183	1142	22	10	886	81	202	44	204	28	43	41
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:	183	1142	22	10	886	81	202	44	204	28	43	41
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:	183	1142	22	10	886	81	202	44	204	28	43	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1142	22	10	886	81	202	44	204	28	43	41
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:	183	1142	22	10	886	81	202	44	204	28	43	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.83	0.17	0.82	0.18	1.00	0.39	0.61	1.00
Final Sat.:	1750	3630	70	1750	3390	310	1478	322	1750	710	1090	1750

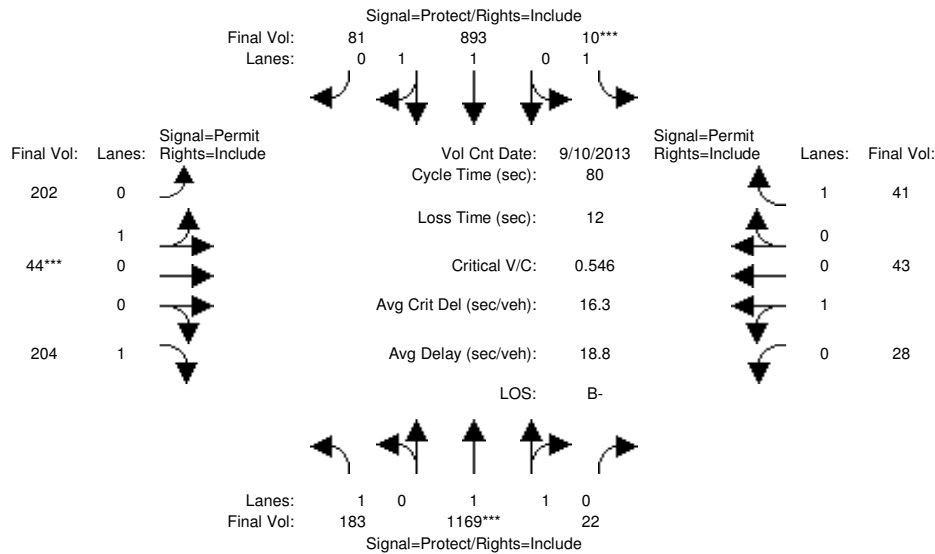
Capacity Analysis Module:												
Vol/Sat:	0.10	0.31	0.31	0.01	0.26	0.26	0.14	0.14	0.12	0.04	0.04	0.02
Crit Moves:	****			****			****			****		
Green Time:	14.2	42.5	42.5	7.0	35.4	35.4	18.5	18.5	18.5	18.5	18.5	18.5
Volume/Cap:	0.59	0.59	0.59	0.07	0.59	0.59	0.59	0.59	0.50	0.17	0.17	0.10
Delay/Veh:	33.3	13.3	13.3	33.7	17.4	17.4	29.7	29.7	27.8	24.8	24.8	24.3
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:	33.3	13.3	13.3	33.7	17.4	17.4	29.7	29.7	27.8	24.8	24.8	24.3
LOS by Move:	C-	B	B	C-	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	10	10	0	10	10	7	7	5	2	2	1

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	183	1142	22	10	886	81	202	44	204	28	43	41
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:	183	1142	22	10	886	81	202	44	204	28	43	41
Added Vol:	0	27	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1169	22	10	893	81	202	44	204	28	43	41
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:	183	1169	22	10	893	81	202	44	204	28	43	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1169	22	10	893	81	202	44	204	28	43	41
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:	183	1169	22	10	893	81	202	44	204	28	43	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.83	0.17	0.82	0.18	1.00	0.39	0.61	1.00
Final Sat.:	1750	3632	68	1750	3392	308	1478	322	1750	710	1090	1750

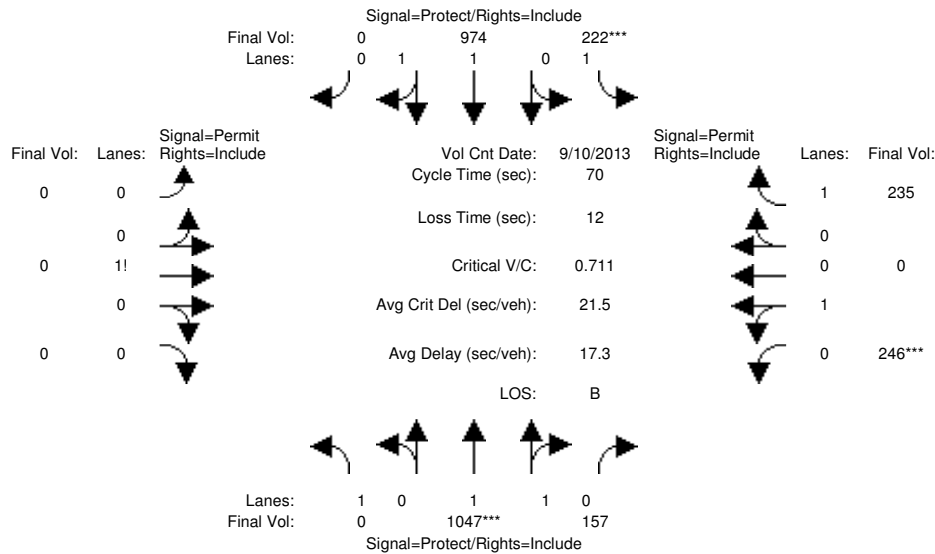
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.32	0.01	0.26	0.26	0.14	0.14	0.12	0.04	0.04	0.02
Crit Moves:	****			****			****			****		
Green Time:	14.2	42.8	42.8	7.0	35.7	35.7	18.2	18.2	18.2	18.2	18.2	18.2
Volume/Cap:	0.59	0.60	0.60	0.07	0.59	0.59	0.60	0.60	0.51	0.17	0.17	0.10
Uniform Del:	30.3	12.7	12.7	33.5	16.7	16.7	27.7	27.7	27.0	24.9	24.9	24.5
IncrcmntDel:	3.0	0.5	0.5	0.2	0.6	0.6	2.5	2.5	1.1	0.2	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.3	13.3	13.3	33.7	17.3	17.3	30.2	30.2	28.2	25.1	25.1	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	13.3	13.3	33.7	17.3	17.3	30.2	30.2	28.2	25.1	25.1	24.6
LOS by Move:	C-	B	B	C-	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	10	10	0	10	10	7	7	5	2	2	1

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<						
Base Vol:	0	1047	157	222	974	0	0	0	246	0	235
Growth Adj:	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	1047	157	222	974	0	0	0	246	0	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1047	157	222	974	0	0	0	246	0	235
User Adj:	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
PHF Volume:	0	1047	157	222	974	0	0	0	246	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1047	157	222	974	0	0	0	246	0	235
PCE Adj:	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
FinalVolume:	0	1047	157	222	974	0	0	0	246	0	235

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	0.97	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.73	0.27	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3217	482	1750	3700	0	0	1750	0	1800	0	1750

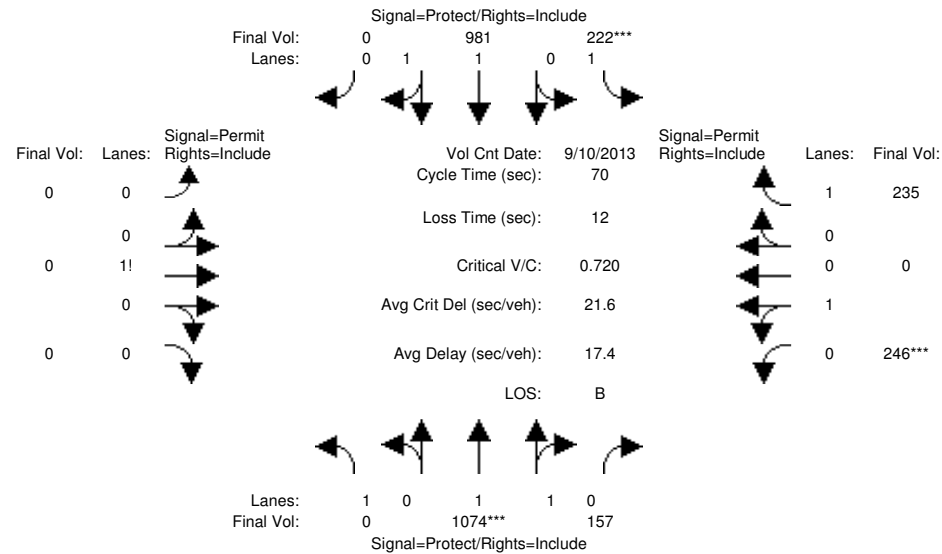
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.13	0.26	0.00	0.00	0.00	0.00	0.14	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	32.0	32.0	12.5	44.5	0.0	0.0	0.0	0.0	13.5	0.0	13.5
Volume/Cap:	0.00	0.71	0.71	0.71	0.41	0.00	0.00	0.00	0.00	0.71	0.00	0.70
Delay/Veh:	0.0	16.7	16.7	34.5	6.4	0.0	0.0	0.0	0.0	33.2	0.0	32.7
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:	0.0	16.7	16.7	34.5	6.4	0.0	0.0	0.0	0.0	33.2	0.0	32.7
LOS by Move:	A	B	B	C-	A	A	A	A	A	C-	A	C-
HCM2kAvgQ:	0	12	12	5	5	0	0	0	0	7	0	7

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	0	1047	157	222	974	0	0	0	0	246	0	235
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	1047	157	222	974	0	0	0	0	246	0	235
Added Vol:	0	27	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1074	157	222	981	0	0	0	0	246	0	235
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	1074	157	222	981	0	0	0	0	246	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1074	157	222	981	0	0	0	0	246	0	235
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:	0	1074	157	222	981	0	0	0	0	246	0	235

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	0.97	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.74	0.26	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3228	472	1750	3700	0	0	1750	0	1800	0	1750

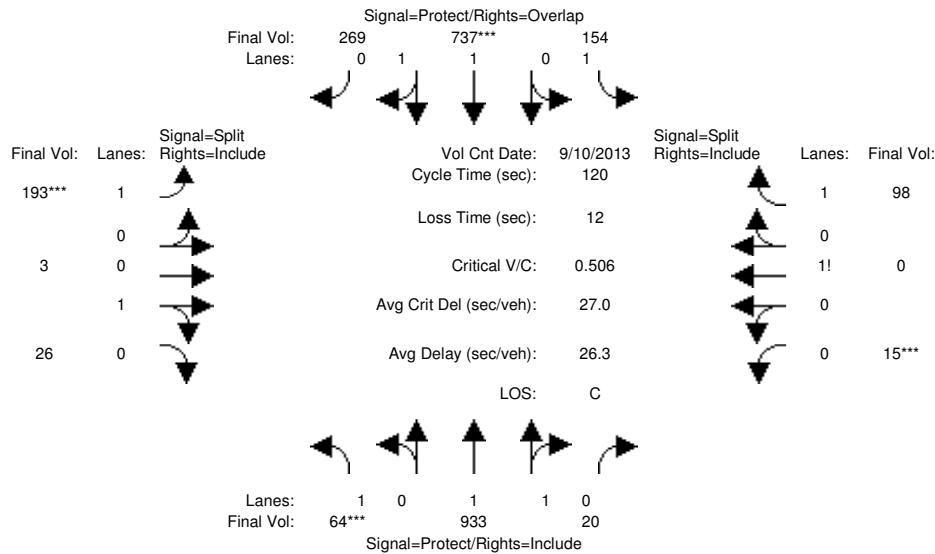
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.13	0.27	0.00	0.00	0.00	0.00	0.14	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	32.4	32.4	12.3	44.7	0.0	0.0	0.0	0.0	13.3	0.0	13.3
Volume/Cap:	0.00	0.72	0.72	0.72	0.42	0.00	0.00	0.00	0.00	0.72	0.00	0.71
Uniform Del:	0.0	15.2	15.2	27.2	6.2	0.0	0.0	0.0	0.0	26.6	0.0	26.5
IncrcmntDel:	0.0	1.5	1.5	8.0	0.1	0.0	0.0	0.0	0.0	7.3	0.0	6.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.7	16.7	35.2	6.3	0.0	0.0	0.0	0.0	33.9	0.0	33.4
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:	0.0	16.7	16.7	35.2	6.3	0.0	0.0	0.0	0.0	33.9	0.0	33.4
LOS by Move:	A	B	B	D+	A	A	A	A	A	C-	A	C-
HCM2kAvgQ:	0	12	12	5	5	0	0	0	0	7	0	7

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	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:	10 Sep 2013	<<							
Base Vol:	64	933	20	154	737	269	193	3	26	15	0	98
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:	64	933	20	154	737	269	193	3	26	15	0	98
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:	64	933	20	154	737	269	193	3	26	15	0	98
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:	64	933	20	154	737	269	193	3	26	15	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	933	20	154	737	269	193	3	26	15	0	98
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:	64	933	20	154	737	269	193	3	26	15	0	98

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.45	0.55	1.00	0.10	0.90	0.23	0.00	1.77
Final Sat.:	1750	3622	78	1750	2710	989	1750	186	1614	410	0	3090

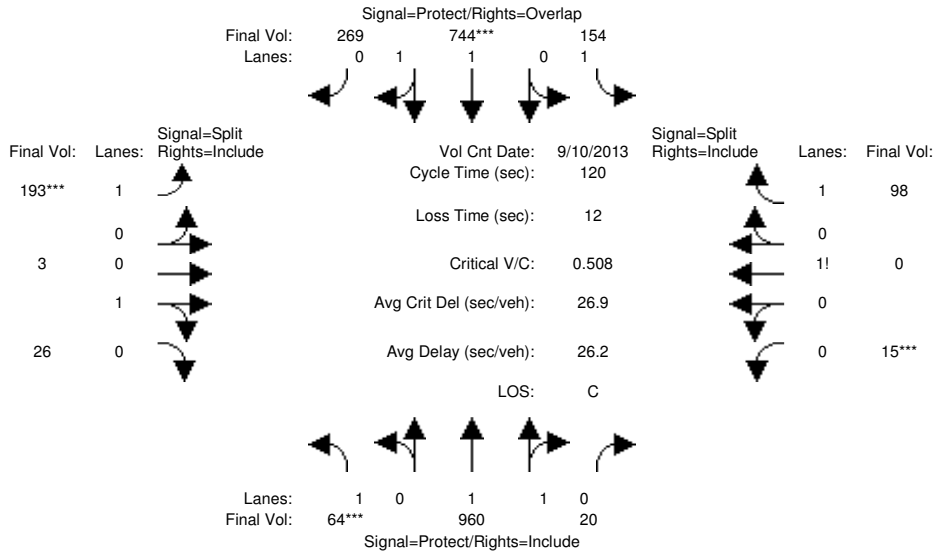
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.09	0.27	0.27	0.11	0.02	0.02	0.04	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.0	54.1	54.1	18.5	62.6	88.0	25.4	25.4	25.4	10.0	0.0	10.0
Volume/Cap:	0.44	0.57	0.57	0.57	0.52	0.37	0.52	0.08	0.08	0.44	0.00	0.38
Delay/Veh:	54.4	24.8	24.8	50.0	19.1	5.9	43.3	38.0	38.0	53.5	0.0	52.9
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:	54.4	24.8	24.8	50.0	19.1	5.9	43.3	38.0	38.0	53.5	0.0	52.9
LOS by Move:	D-	C	C	D	B-	A	D	D+	D+	D-	A	D-
HCM2kAvgQ:	3	13	13	6	12	7	7	1	1	3	0	2

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	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:	10 Sep 2013	<<							
Base Vol:	64	933	20	154	737	269	193	3	26	15	0	98
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:	64	933	20	154	737	269	193	3	26	15	0	98
Added Vol:	0	27	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	960	20	154	744	269	193	3	26	15	0	98
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:	64	960	20	154	744	269	193	3	26	15	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	960	20	154	744	269	193	3	26	15	0	98
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:	64	960	20	154	744	269	193	3	26	15	0	98

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.45	0.55	1.00	0.10	0.90	0.23	0.00	1.77
Final Sat.:	1750	3624	76	1750	2717	982	1750	186	1614	410	0	3090

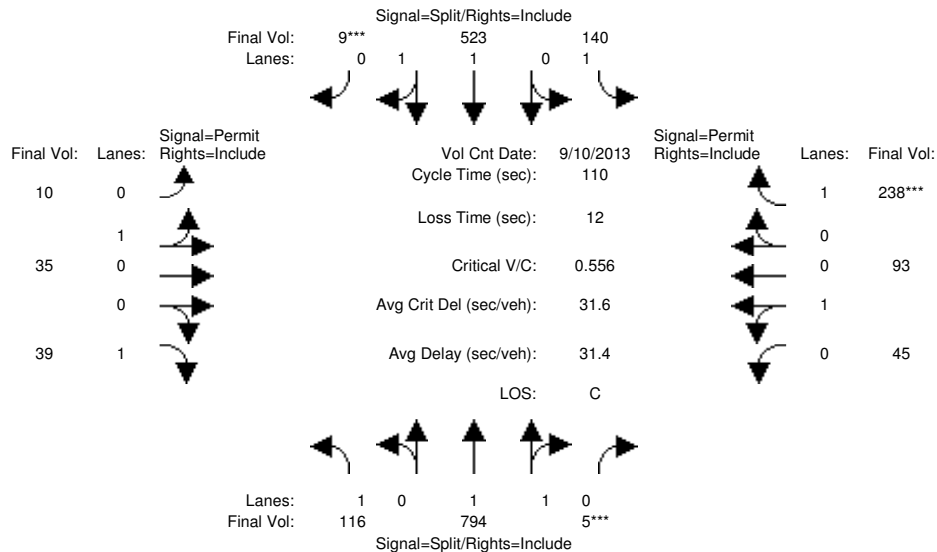
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.09	0.27	0.27	0.11	0.02	0.02	0.04	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.0	54.6	54.6	18.1	62.7	88.0	25.3	25.3	25.3	10.0	0.0	10.0
Volume/Cap:	0.44	0.58	0.58	0.58	0.52	0.37	0.52	0.08	0.08	0.44	0.00	0.38
Uniform Del:	52.3	24.2	24.2	47.4	18.8	5.9	42.0	38.0	38.0	52.3	0.0	52.1
IncrcmntDel:	2.1	0.5	0.5	3.3	0.3	0.1	1.4	0.1	0.1	1.2	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	54.4	24.8	24.8	50.7	19.1	6.0	43.4	38.1	38.1	53.5	0.0	52.9
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:	54.4	24.8	24.8	50.7	19.1	6.0	43.4	38.1	38.1	53.5	0.0	52.9
LOS by Move:	D-	C	C	D	B-	A	D	D+	D+	D-	A	D-
HCM2kAvgQ:	3	14	14	6	12	7	7	1	1	3	0	2

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	116	794	5	140	523	9	10	35	39	45	93	238
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:	116	794	5	140	523	9	10	35	39	45	93	238
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:	116	794	5	140	523	9	10	35	39	45	93	238
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:	116	794	5	140	523	9	10	35	39	45	93	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	794	5	140	523	9	10	35	39	45	93	238
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:	116	794	5	140	523	9	10	35	39	45	93	238

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.97	0.03	0.22	0.78	1.00	0.33	0.67	1.00
Final Sat.:	1750	3677	23	1750	3637	63	400	1400	1750	587	1213	1750

Capacity Analysis Module:

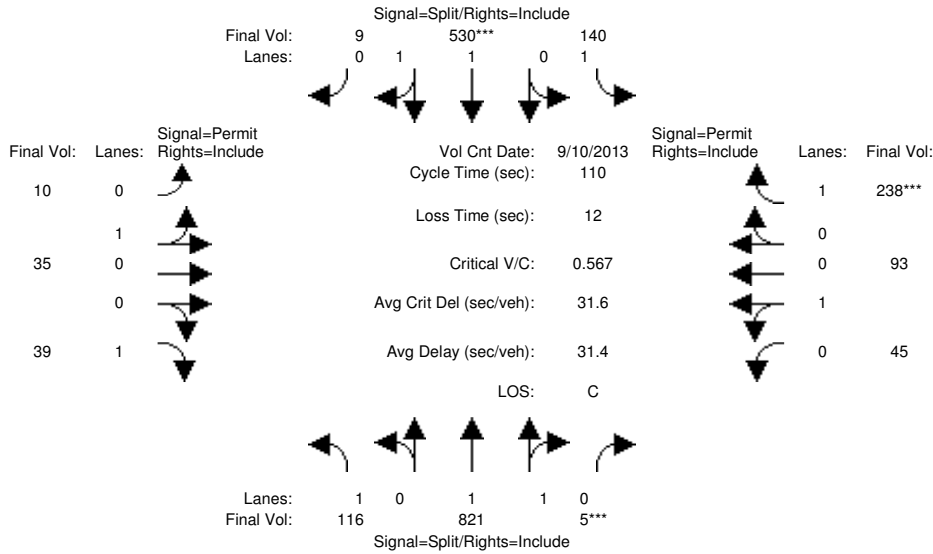
Vol/Sat:	0.07	0.22	0.22	0.08	0.14	0.14	0.03	0.03	0.02	0.08	0.08	0.14
Crit Moves:			****			****						****
Green Time:	42.7	42.7	42.7	28.4	28.4	28.4	26.9	26.9	26.9	26.9	26.9	26.9
Volume/Cap:	0.17	0.56	0.56	0.31	0.56	0.56	0.10	0.10	0.09	0.31	0.31	0.56
Delay/Veh:	22.2	26.8	26.8	33.3	36.1	36.1	32.3	32.3	32.2	34.4	34.4	38.0
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:	22.2	26.8	26.8	33.3	36.1	36.1	32.3	32.3	32.2	34.4	34.4	38.0
LOS by Move:	C+	C	C	C-	D+	D+	C-	C-	C-	C-	C-	D+
HCM2kAvgQ:	3	11	11	4	8	8	1	1	1	4	4	8

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	116	794	5	140	523	9	10	35	39	45	93	238
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:	116	794	5	140	523	9	10	35	39	45	93	238
Added Vol:	0	27	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	821	5	140	530	9	10	35	39	45	93	238
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:	116	821	5	140	530	9	10	35	39	45	93	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	821	5	140	530	9	10	35	39	45	93	238
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:	116	821	5	140	530	9	10	35	39	45	93	238

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.97	0.03	0.22	0.78	1.00	0.33	0.67	1.00
Final Sat.:	1750	3678	22	1750	3638	62	400	1400	1750	587	1213	1750

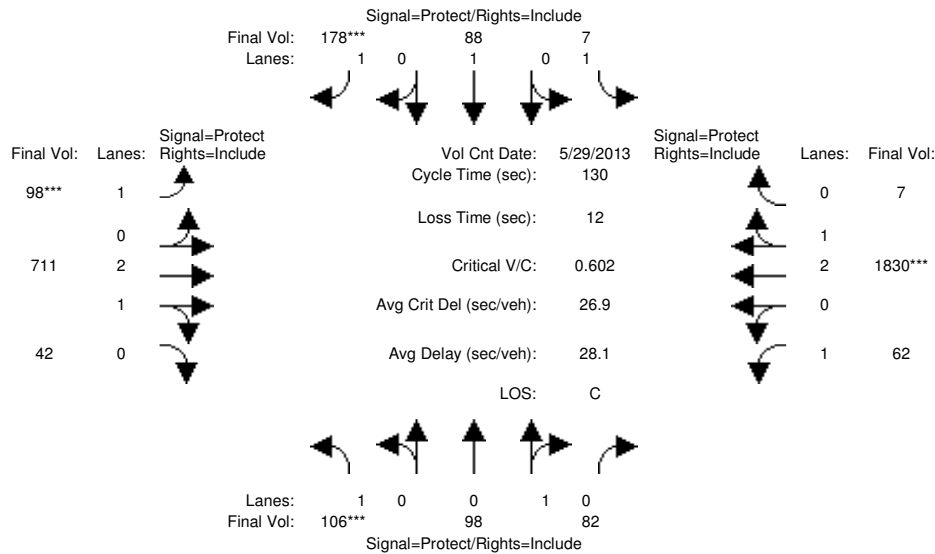
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.08	0.15	0.15	0.03	0.03	0.02	0.08	0.08	0.14
Crit Moves:			****		****							****
Green Time:	43.3	43.3	43.3	28.3	28.3	28.3	26.4	26.4	26.4	26.4	26.4	26.4
Volume/Cap:	0.17	0.57	0.57	0.31	0.57	0.57	0.10	0.10	0.09	0.32	0.32	0.57
Uniform Del:	21.6	26.0	26.0	33.0	35.5	35.5	32.6	32.6	32.5	34.4	34.4	36.8
IncrcmntDel:	0.1	0.5	0.5	0.4	0.8	0.8	0.1	0.1	0.1	0.4	0.4	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	21.8	26.5	26.5	33.4	36.3	36.3	32.7	32.7	32.6	34.8	34.8	38.6
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:	21.8	26.5	26.5	33.4	36.3	36.3	32.7	32.7	32.6	34.8	34.8	38.6
LOS by Move:	C+	C	C	C-	D+	D+	C-	C-	C-	C-	C-	D+
HCM2kAvgQ:	3	11	11	4	9	9	1	1	1	4	4	8

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am											
Base Vol:	106	98	82	7	88	178	98	711	42	62	1830	7					
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:	106	98	82	7	88	178	98	711	42	62	1830	7					
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:	106	98	82	7	88	178	98	711	42	62	1830	7					
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:	106	98	82	7	88	178	98	711	42	62	1830	7					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	106	98	82	7	88	178	98	711	42	62	1830	7					
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:	106	98	82	7	88	178	98	711	42	62	1830	7					

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	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.54	0.46	1.00	1.00	1.00	1.00	2.83	0.17	1.00	2.99	0.01
Final Sat.:	1750	980	820	1750	1900	1750	1750	5287	312	1750	5579	21

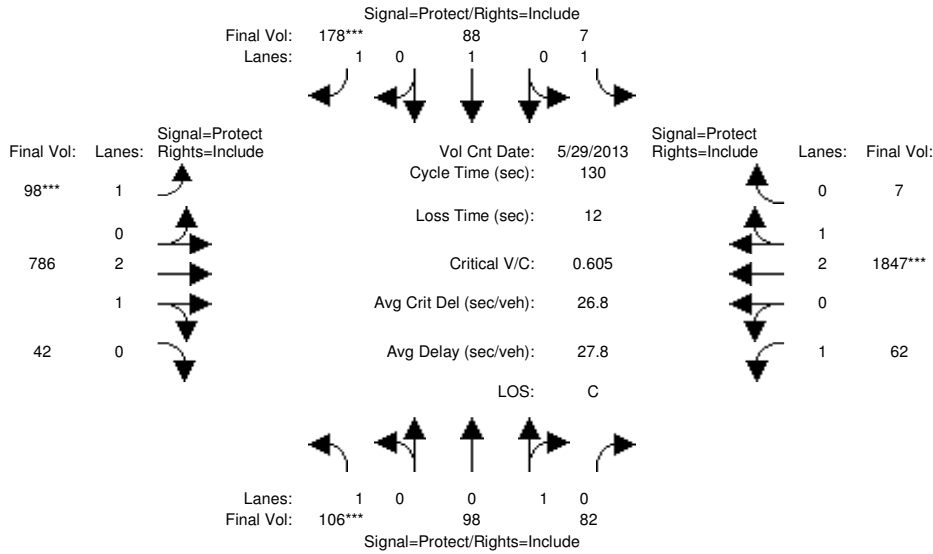
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.00	0.05	0.10	0.06	0.13	0.13	0.04	0.33	0.33
Crit Moves:	****					****	****			****		
Green Time:	13.1	22.8	22.8	12.3	22.0	22.0	12.1	59.2	59.2	23.7	70.9	70.9
Volume/Cap:	0.60	0.57	0.57	0.04	0.27	0.60	0.60	0.30	0.30	0.19	0.60	0.60
Delay/Veh:	61.7	51.6	51.6	53.6	47.5	53.4	62.8	22.3	22.3	45.3	20.4	20.4
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:	61.7	51.6	51.6	53.6	47.5	53.4	62.8	22.3	22.3	45.3	20.4	20.4
LOS by Move:	E	D-	D-	D-	D	D-	E	C+	C+	D	C+	C+
HCM2kAvgQ:	5	8	8	0	3	8	5	6	6	2	17	17

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	106	98	82	7	88	178	98	711	42	62	1830	7
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:	106	98	82	7	88	178	98	711	42	62	1830	7
Added Vol:	0	0	0	0	0	0	0	75	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	98	82	7	88	178	98	786	42	62	1847	7
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:	106	98	82	7	88	178	98	786	42	62	1847	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	98	82	7	88	178	98	786	42	62	1847	7
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:	106	98	82	7	88	178	98	786	42	62	1847	7

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	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.54	0.46	1.00	1.00	1.00	1.00	2.84	0.16	1.00	2.99	0.01
Final Sat.:	1750	980	820	1750	1900	1750	1750	5316	284	1750	5579	21

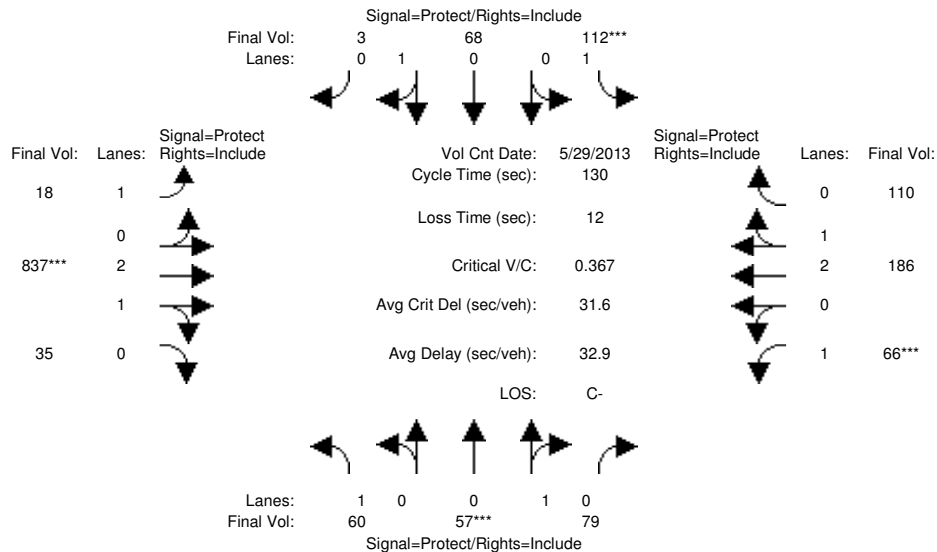
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.00	0.05	0.10	0.06	0.15	0.15	0.04	0.33	0.33
Crit Moves:	****					****	****			****		
Green Time:	13.0	22.7	22.7	12.2	21.8	21.8	12.0	60.9	60.9	22.2	71.1	71.1
Volume/Cap:	0.61	0.57	0.57	0.04	0.28	0.61	0.61	0.32	0.32	0.21	0.61	0.61
Uniform Del:	56.0	49.2	49.2	53.6	47.2	50.1	56.7	21.5	21.5	46.3	19.9	19.9
IncrcmntDel:	5.9	2.6	2.6	0.1	0.5	3.6	6.4	0.1	0.1	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.0	51.8	51.8	53.7	47.6	53.7	63.1	21.6	21.6	46.7	20.3	20.3
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:	62.0	51.8	51.8	53.7	47.6	53.7	63.1	21.6	21.6	46.7	20.3	20.3
LOS by Move:	E	D-	D-	D-	D	D-	E	C+	C+	D	C+	C+
HCM2kAvgQ:	5	8	8	0	3	8	5	7	7	2	17	17

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 8:00-9:00am

Base Vol:	60	57	79	112	68	3	18	837	35	66	186	110
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	57	79	112	68	3	18	837	35	66	186	110
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	57	79	112	68	3	18	837	35	66	186	110
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	57	79	112	68	3	18	837	35	66	186	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	57	79	112	68	3	18	837	35	66	186	110
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	57	79	112	68	3	18	837	35	66	186	110

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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.42	0.58	1.00	0.96	0.04	1.00	2.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	754	1046	1750	1724	76	1750	5375	225	1750	3800	1750

Capacity Analysis Module:

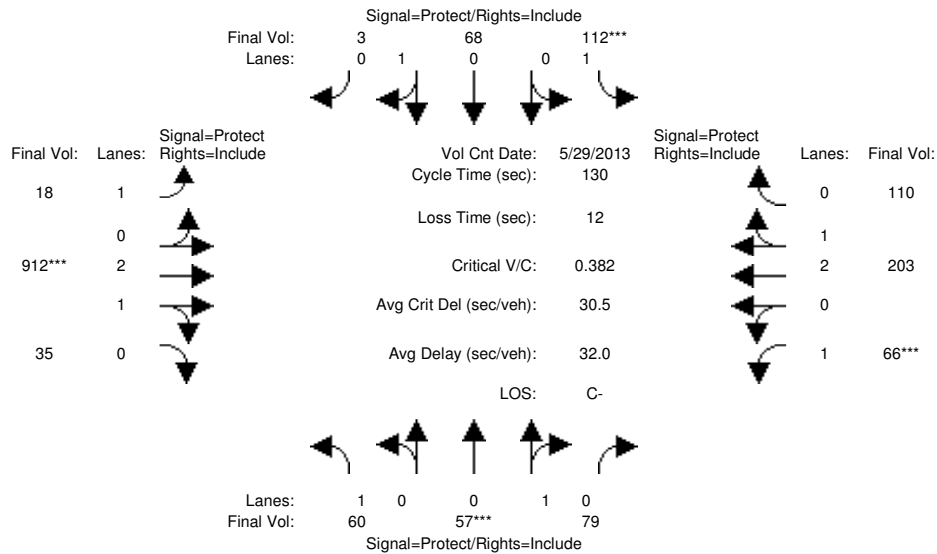
Vol/Sat:	0.03	0.08	0.08	0.06	0.04	0.04	0.01	0.16	0.16	0.04	0.05	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	26.8	26.8	22.7	29.1	29.1	28.2	55.2	55.2	13.4	40.3	40.3
Volume/Cap:	0.22	0.37	0.37	0.37	0.18	0.18	0.05	0.37	0.37	0.37	0.16	0.20
Delay/Veh:	48.3	45.0	45.0	48.1	41.0	41.0	40.3	25.6	25.6	55.6	32.6	33.1
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:	48.3	45.0	45.0	48.1	41.0	41.0	40.3	25.6	25.6	55.6	32.6	33.1
LOS by Move:	D	D	D	D	D	D	D	C	C	E+	C-	C-
HCM2kAvgQ:	2	5	5	4	2	2	1	8	8	3	3	3

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 8:00-9:00am

Base Vol:	60	57	79	112	68	3	18	837	35	66	186	110
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	57	79	112	68	3	18	837	35	66	186	110
Added Vol:	0	0	0	0	0	0	0	75	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	57	79	112	68	3	18	912	35	66	203	110
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	57	79	112	68	3	18	912	35	66	203	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	57	79	112	68	3	18	912	35	66	203	110
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	57	79	112	68	3	18	912	35	66	203	110

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	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.42	0.58	1.00	0.96	0.04	1.00	2.89	0.11	1.00	2.00	1.00
Final Sat.:	1750	754	1046	1750	1724	76	1750	5393	207	1750	3800	1750

Capacity Analysis Module:

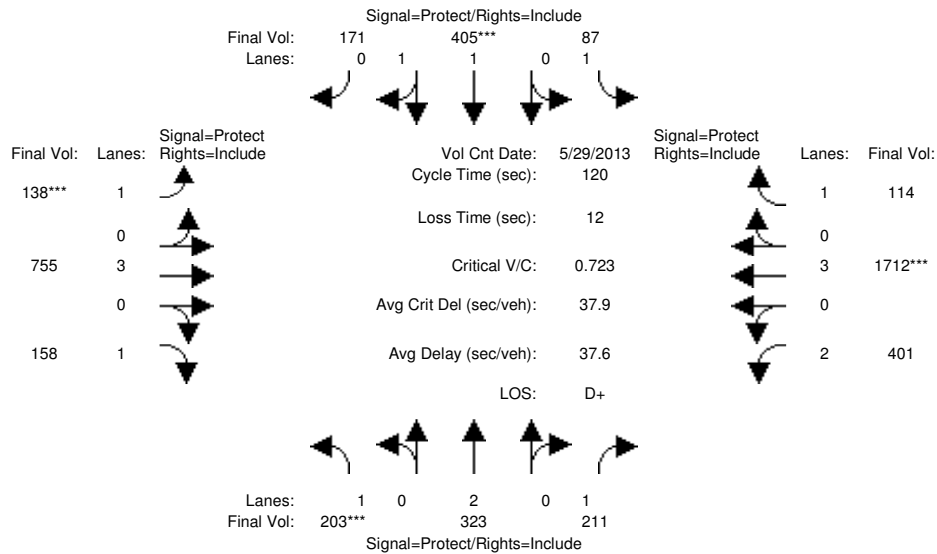
Vol/Sat:	0.03	0.08	0.08	0.06	0.04	0.04	0.01	0.17	0.17	0.04	0.05	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.6	25.7	25.7	21.8	28.0	28.0	29.0	57.6	57.6	12.8	41.4	41.4
Volume/Cap:	0.23	0.38	0.38	0.38	0.18	0.18	0.05	0.38	0.38	0.38	0.17	0.20
Uniform Del:	48.6	45.2	45.2	48.1	41.7	41.7	39.6	24.3	24.3	54.9	31.9	32.2
IncrcmntDel:	0.4	0.7	0.7	0.8	0.2	0.2	0.0	0.1	0.1	1.4	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.0	45.9	45.9	48.9	41.9	41.9	39.7	24.4	24.4	56.3	31.9	32.2
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:	49.0	45.9	45.9	48.9	41.9	41.9	39.7	24.4	24.4	56.3	31.9	32.2
LOS by Move:	D	D	D	D	D	D	D	C	C	E+	C	C-
HCM2kAvgQ:	2	5	5	5	2	2	1	8	8	3	3	3

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 8:00-9:00am											
Base Vol:	203	323	211	87	405	171	138	755	158	401	1712	114
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:	203	323	211	87	405	171	138	755	158	401	1712	114
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:	203	323	211	87	405	171	138	755	158	401	1712	114
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:	203	323	211	87	405	171	138	755	158	401	1712	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	323	211	87	405	171	138	755	158	401	1712	114
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:	203	323	211	87	405	171	138	755	158	401	1712	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.39	0.61	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2601	1098	1750	5700	1750	3150	5700	1750

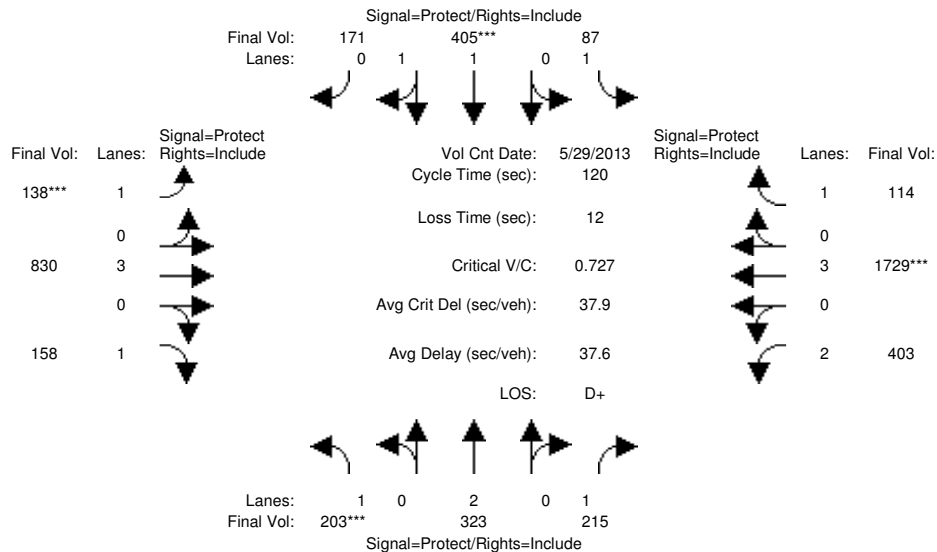
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.12	0.05	0.16	0.16	0.08	0.13	0.09	0.13	0.30	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.2	30.4	30.4	14.7	25.8	25.8	13.1	32.1	32.1	30.8	49.8	49.8
Volume/Cap:	0.72	0.34	0.48	0.41	0.72	0.72	0.72	0.50	0.34	0.50	0.72	0.16
Delay/Veh:	56.8	36.8	38.9	49.9	47.1	47.1	64.5	37.4	35.8	38.4	30.4	22.0
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:	56.8	36.8	38.9	49.9	47.1	47.1	64.5	37.4	35.8	38.4	30.4	22.0
LOS by Move:	E+	D+	D+	D	D	D	E	D+	D+	D+	C	C+
HCM2kAvgQ:	9	5	7	4	11	11	6	8	5	7	17	3

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 8:00-9:00am											
Base Vol:	203	323	211	87	405	171	138	755	158	401	1712	114
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:	203	323	211	87	405	171	138	755	158	401	1712	114
Added Vol:	0	0	4	0	0	0	0	75	0	2	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	323	215	87	405	171	138	830	158	403	1729	114
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:	203	323	215	87	405	171	138	830	158	403	1729	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	323	215	87	405	171	138	830	158	403	1729	114
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:	203	323	215	87	405	171	138	830	158	403	1729	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.39	0.61	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2601	1098	1750	5700	1750	3150	5700	1750

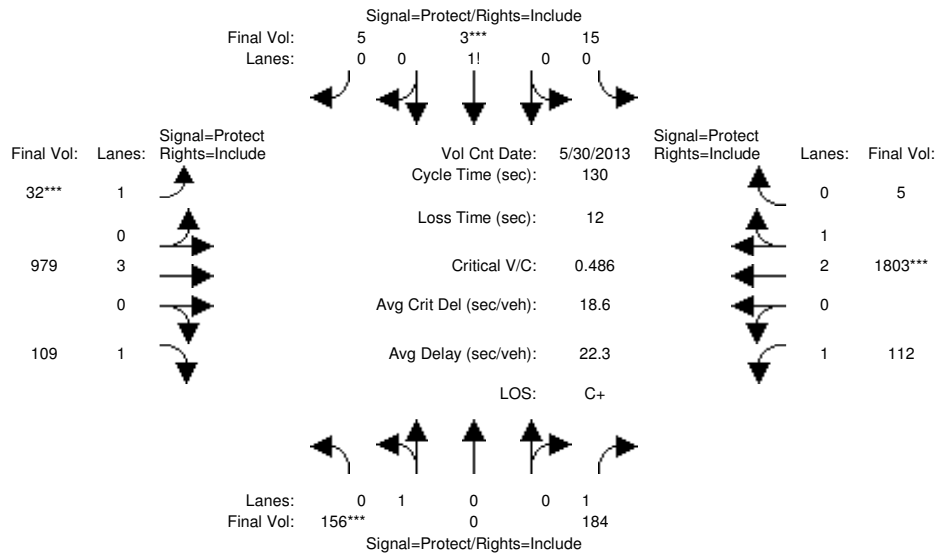
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.12	0.05	0.16	0.16	0.08	0.15	0.09	0.13	0.30	0.07
Crit Moves:	****			****			****			****		
Green Time:	19.2	30.4	30.4	14.4	25.7	25.7	13.0	33.6	33.6	29.5	50.1	50.1
Volume/Cap:	0.73	0.34	0.48	0.41	0.73	0.73	0.73	0.52	0.32	0.52	0.73	0.16
Uniform Del:	47.9	36.5	38.1	48.9	43.9	43.9	51.8	36.4	34.2	39.1	29.2	21.8
IncrementDel:	9.2	0.2	0.8	1.3	3.4	3.4	13.1	0.3	0.4	0.6	1.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.1	36.7	38.9	50.2	47.3	47.3	64.9	36.7	34.6	39.7	30.4	21.9
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:	57.1	36.7	38.9	50.2	47.3	47.3	64.9	36.7	34.6	39.7	30.4	21.9
LOS by Move:	E+	D+	D+	D	D	D	E	D+	C-	D	C	C+
HCM2kAvgQ:	9	5	8	4	11	11	6	8	5	7	18	3

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am

Base Vol:	156	0	184	15	3	5	32	979	109	112	1803	5
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:	156	0	184	15	3	5	32	979	109	112	1803	5
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:	156	0	184	15	3	5	32	979	109	112	1803	5
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:	156	0	184	15	3	5	32	979	109	112	1803	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	0	184	15	3	5	32	979	109	112	1803	5
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
Final Volume:	156	0	184	15	3	5	32	979	109	112	1803	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.65	0.13	0.22	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	1800	0	1750	1141	228	380	1750	5700	1750	1750	5585	15

Capacity Analysis Module:

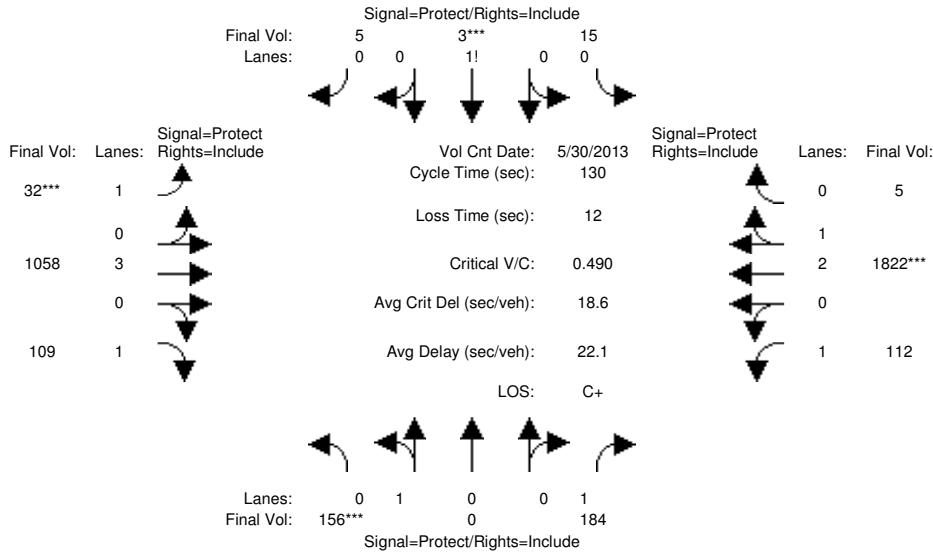
Vol/Sat:	0.09	0.00	0.11	0.01	0.01	0.01	0.02	0.17	0.06	0.06	0.32	0.32
Crit Moves:	****			****			****				****	
Green Time:	21.4	0.0	20.7	10.6	10.0	10.0	7.0	63.1	63.1	23.5	79.6	79.6
Volume/Cap:	0.53	0.00	0.66	0.16	0.17	0.17	0.34	0.35	0.13	0.35	0.53	0.53
Delay/Veh:	51.5	0.0	57.0	56.1	56.7	56.7	61.4	20.9	18.4	47.3	14.6	14.6
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:	51.5	0.0	57.0	56.1	56.7	56.7	61.4	20.9	18.4	47.3	14.6	14.6
LOS by Move:	D-	A	E+	E+	E+	E+	E	C+	B-	D	B	B
HCM2kAvgQ:	6	0	8	1	1	1	1	8	2	4	13	13

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am

Base Vol:	156	0	184	15	3	5	32	979	109	112	1803	5
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:	156	0	184	15	3	5	32	979	109	112	1803	5
Added Vol:	0	0	0	0	0	0	0	79	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	0	184	15	3	5	32	1058	109	112	1822	5
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:	156	0	184	15	3	5	32	1058	109	112	1822	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	0	184	15	3	5	32	1058	109	112	1822	5
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:	156	0	184	15	3	5	32	1058	109	112	1822	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.65	0.13	0.22	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	1800	0	1750	1141	228	380	1750	5700	1750	1750	5585	15

Capacity Analysis Module:

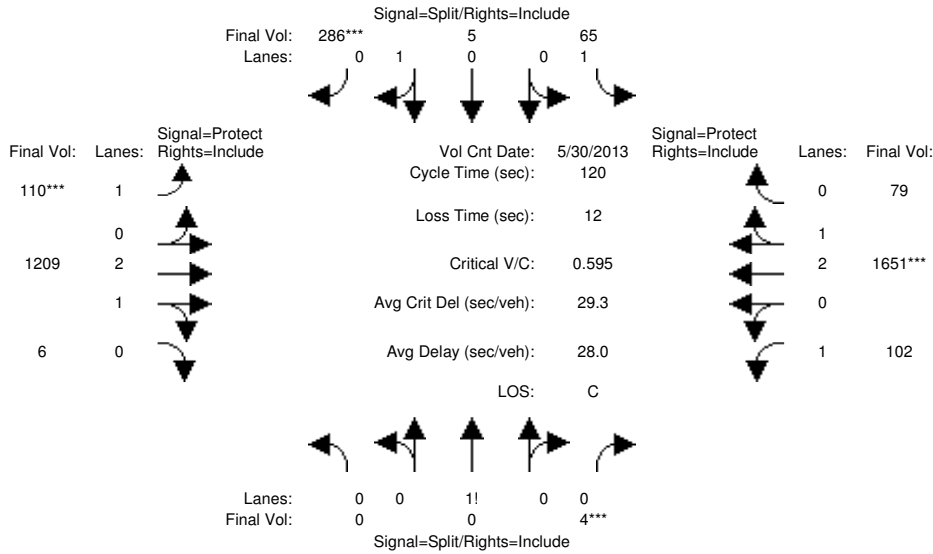
Vol/Sat:	0.09	0.00	0.11	0.01	0.01	0.01	0.02	0.19	0.06	0.06	0.33	0.33
Crit Moves:	****			****			****				****	
Green Time:	21.2	0.0	20.6	10.6	10.0	10.0	7.0	64.5	64.5	22.3	79.8	79.8
Volume/Cap:	0.53	0.00	0.66	0.16	0.17	0.17	0.34	0.37	0.13	0.37	0.53	0.53
Uniform Del:	49.8	0.0	51.4	55.6	56.1	56.1	59.3	20.2	17.6	47.7	14.4	14.4
IncrcmntDel:	1.9	0.0	5.9	0.5	0.6	0.6	2.1	0.1	0.1	0.8	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.7	0.0	57.3	56.1	56.7	56.7	61.4	20.3	17.6	48.5	14.5	14.5
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:	51.7	0.0	57.3	56.1	56.7	56.7	61.4	20.3	17.6	48.5	14.5	14.5
LOS by Move:	D-	A	E+	E+	E+	E+	E	C+	B	D	B	B
HCM2kAvgQ:	7	0	9	1	1	1	1	8	2	4	14	14

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am												
Base Vol:	0	0	4	65	5	286	110	1209	6	102	1651	79						
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	65	5	286	110	1209	6	102	1651	79						
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	65	5	286	110	1209	6	102	1651	79						
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	65	5	286	110	1209	6	102	1651	79						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	4	65	5	286	110	1209	6	102	1651	79						
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						
Final Volume:	0	0	4	65	5	286	110	1209	6	102	1651	79						

Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900					
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95					
Lanes:	0.00	0.00	1.00	1.00	0.02	0.98	1.00	2.98	0.02	1.00	2.86	0.14					
Final Sat.:	0	0	1750	1750	31	1769	1750	5572	28	1750	5344	256					

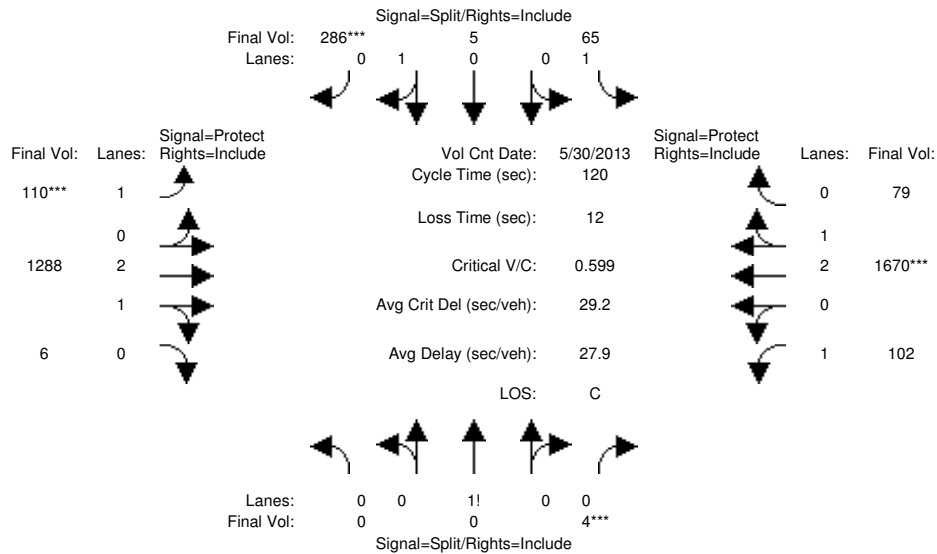
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00	0.04	0.16	0.16	0.06	0.22	0.22	0.06	0.31	0.31					
Crit Moves:			****			****	****				****						
Green Time:	0.0	0.0	10.0	29.7	29.7	29.7	11.5	53.8	53.8	14.5	56.8	56.8					
Volume/Cap:	0.00	0.00	0.03	0.15	0.65	0.65	0.65	0.48	0.48	0.48	0.65	0.65					
Delay/Veh:	0.0	0.0	50.6	35.4	44.0	44.0	61.2	23.4	23.4	51.0	24.7	24.7					
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:	0.0	0.0	50.6	35.4	44.0	44.0	61.2	23.4	23.4	51.0	24.7	24.7					
LOS by Move:	A	A	D	D+	D	D	E	C	C	D-	C	C					
HCM2kAvgQ:	0	0	0	2	11	11	4	10	10	4	17	17					

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am											
Base Vol:	0	0	4	65	5	286	110	1209	6	102	1651	79					
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	65	5	286	110	1209	6	102	1651	79					
Added Vol:	0	0	0	0	0	0	0	79	0	0	19	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	0	0	4	65	5	286	110	1288	6	102	1670	79					
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	65	5	286	110	1288	6	102	1670	79					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	0	0	4	65	5	286	110	1288	6	102	1670	79					
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					
Final Volume:	0	0	4	65	5	286	110	1288	6	102	1670	79					

Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95		
Lanes:	0.00	0.00	1.00	1.00	0.02	0.98	1.00	2.99	0.01	1.00	2.86	0.14		
Final Sat.:	0	0	1750	1750	31	1769	1750	5574	26	1750	5347	253		

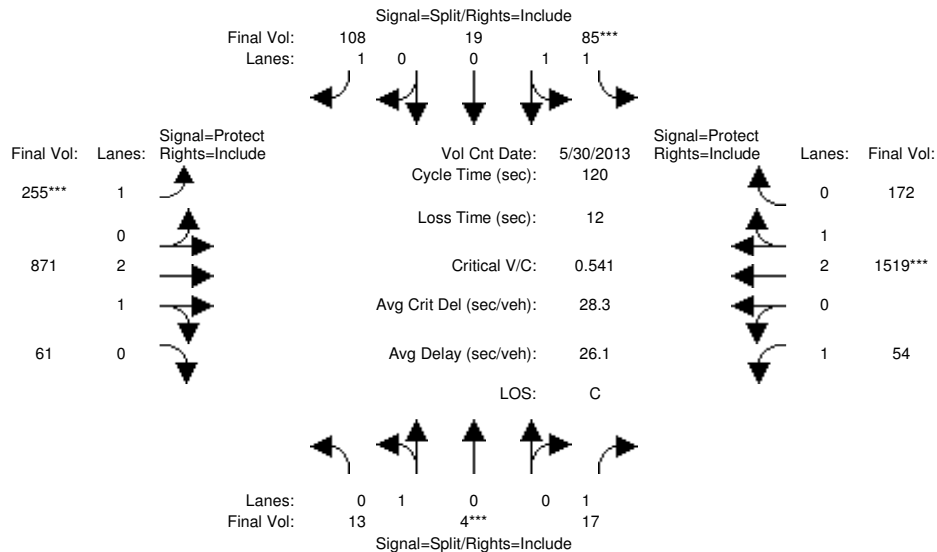
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.04	0.16	0.16	0.06	0.23	0.23	0.06	0.31	0.31		
Crit Moves:			****			****	****				****			
Green Time:	0.0	0.0	10.0	29.5	29.5	29.5	11.5	54.7	54.7	13.8	57.0	57.0		
Volume/Cap:	0.00	0.00	0.03	0.15	0.66	0.66	0.66	0.51	0.51	0.51	0.66	0.66		
Uniform Del:	0.0	0.0	50.5	35.4	40.7	40.7	52.4	23.1	23.1	49.9	24.0	24.0		
IncrcmntDel:	0.0	0.0	0.1	0.2	3.6	3.6	9.2	0.2	0.2	2.1	0.6	0.6		
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Delay Adj:	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Delay/Veh:	0.0	0.0	50.6	35.6	44.3	44.3	61.6	23.3	23.3	52.0	24.6	24.6		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	50.6	35.6	44.3	44.3	61.6	23.3	23.3	52.0	24.6	24.6		
LOS by Move:	A	A	D	D+	D	D	E	C	C	D-	C	C		
HCM2kAvgQ:	0	0	0	2	11	11	4	11	11	4	17	17		

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am											
Base Vol:	13	4	17	85	19	108	255	871	61	54	1519	172					
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:	13	4	17	85	19	108	255	871	61	54	1519	172					
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:	13	4	17	85	19	108	255	871	61	54	1519	172					
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:	13	4	17	85	19	108	255	871	61	54	1519	172					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	13	4	17	85	19	108	255	871	61	54	1519	172					
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:	13	4	17	85	19	108	255	871	61	54	1519	172					

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	0.92	0.92	0.98	0.95	0.92	0.99	0.95			
Lanes:	0.76	0.24	1.00	1.64	0.36	1.00	1.00	2.80	0.20	1.00	2.68	0.32			
Final Sat.:	1376	424	1750	2901	649	1750	1750	5233	366	1750	5030	570			

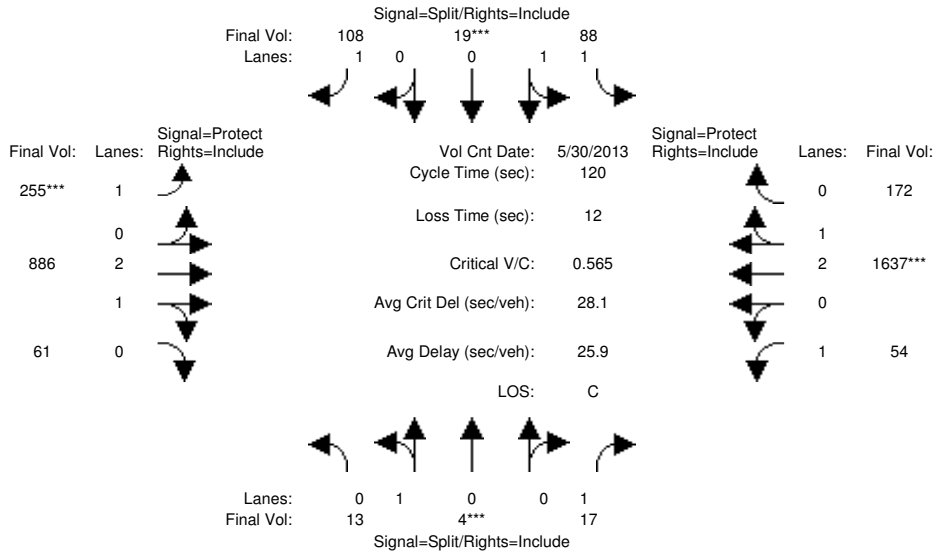
Capacity Analysis Module:															
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.06	0.15	0.17	0.17	0.03	0.30	0.30			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	10.0	10.0	10.0	13.7	13.7	13.7	27.4	62.4	62.4	21.9	56.9	56.9			
Volume/Cap:	0.11	0.11	0.12	0.26	0.26	0.54	0.64	0.32	0.32	0.17	0.64	0.64			
Delay/Veh:	51.2	51.2	51.3	48.8	48.8	53.2	45.2	16.6	16.6	41.6	24.3	24.3			
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:	51.2	51.2	51.3	48.8	48.8	53.2	45.2	16.6	16.6	41.6	24.3	24.3			
LOS by Move:	D-	D-	D-	D	D	D-	D	B	B	D	C	C			
HCM2kAvgQ:	1	1	1	2	2	4	10	7	7	2	16	16			

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am											
Base Vol:	13	4	17	85	19	108	255	871	61	54	1519	172					
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:	13	4	17	85	19	108	255	871	61	54	1519	172					
Added Vol:	0	0	0	3	0	0	0	15	0	0	118	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	13	4	17	88	19	108	255	886	61	54	1637	172					
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:	13	4	17	88	19	108	255	886	61	54	1637	172					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	13	4	17	88	19	108	255	886	61	54	1637	172					
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:	13	4	17	88	19	108	255	886	61	54	1637	172					

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	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.76	0.24	1.00	1.65	0.35	1.00	1.00	2.80	0.20	1.00	2.70	0.30
Final Sat.:	1376	424	1750	2920	630	1750	1750	5239	361	1750	5067	532

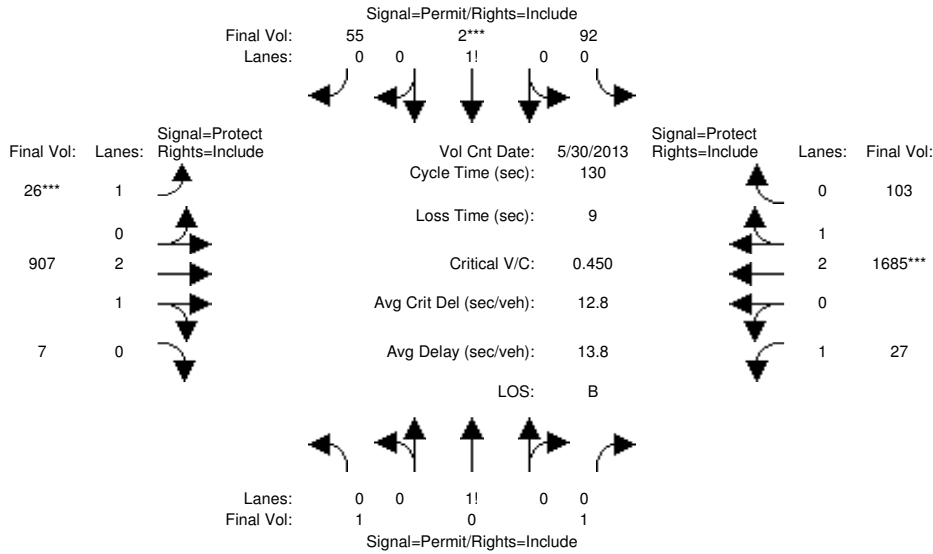
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.06	0.15	0.17	0.17	0.03	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	13.1	13.1	13.1	26.4	63.1	63.1	21.8	58.5	58.5
Volume/Cap:	0.11	0.11	0.12	0.28	0.28	0.56	0.66	0.32	0.32	0.17	0.66	0.66
Uniform Del:	50.9	50.9	50.9	49.1	49.1	50.7	42.7	16.2	16.2	41.5	23.3	23.3
IncrcmntDel:	0.3	0.3	0.4	0.4	0.4	3.9	4.3	0.1	0.1	0.3	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.2	51.2	51.3	49.5	49.5	54.6	47.0	16.3	16.3	41.7	23.9	23.9
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:	51.2	51.2	51.3	49.5	49.5	54.6	47.0	16.3	16.3	41.7	23.9	23.9
LOS by Move:	D-	D-	D-	D	D	D-	D	B	B	D	C	C
HCM2kAvgQ:	1	1	1	2	2	4	10	7	7	2	17	17

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	7:45-8:45am						
Base Vol:	1	0	1	92	2	55	26	907	7	27	1685	103
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:	1	0	1	92	2	55	26	907	7	27	1685	103
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:	1	0	1	92	2	55	26	907	7	27	1685	103
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:	1	0	1	92	2	55	26	907	7	27	1685	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	92	2	55	26	907	7	27	1685	103
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:	1	0	1	92	2	55	26	907	7	27	1685	103

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.50	0.00	0.50	0.62	0.01	0.37	1.00	2.98	0.02	1.00	2.82	0.18
Final Sat.:	875	0	875	1081	23	646	1750	5557	43	1750	5277	323

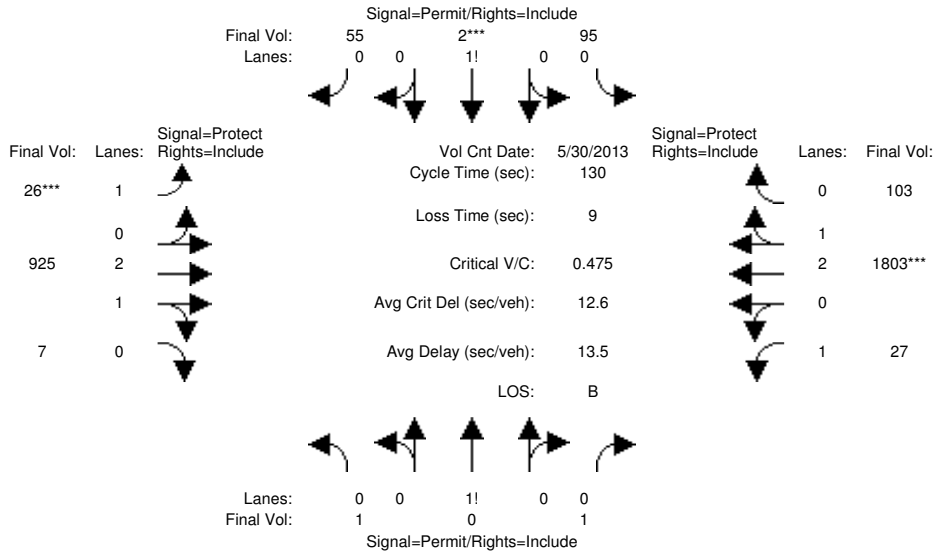
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.09	0.01	0.16	0.16	0.02	0.32	0.32
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	24.0	0.0	24.0	24.0	24.0	24.0	7.0	72.9	72.9	24.1	90.0	90.0
Volume/Cap:	0.01	0.00	0.01	0.46	0.46	0.46	0.28	0.29	0.29	0.08	0.46	0.46
Delay/Veh:	43.3	0.0	43.3	48.3	48.3	48.3	60.7	15.0	15.0	44.0	9.1	9.1
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:	43.3	0.0	43.3	48.3	48.3	48.3	60.7	15.0	15.0	44.0	9.1	9.1
LOS by Move:	D	A	D	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	6	1	6	6	1	11	11

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	7:45-8:45am						
Base Vol:	1	0	1	92	2	55	26	907	7	27	1685	103
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:	1	0	1	92	2	55	26	907	7	27	1685	103
Added Vol:	0	0	0	3	0	0	0	18	0	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	95	2	55	26	925	7	27	1803	103
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:	1	0	1	95	2	55	26	925	7	27	1803	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	95	2	55	26	925	7	27	1803	103
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:	1	0	1	95	2	55	26	925	7	27	1803	103

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.50	0.00	0.50	0.63	0.01	0.36	1.00	2.98	0.02	1.00	2.83	0.17
Final Sat.:	875	0	875	1094	23	633	1750	5558	42	1750	5297	303

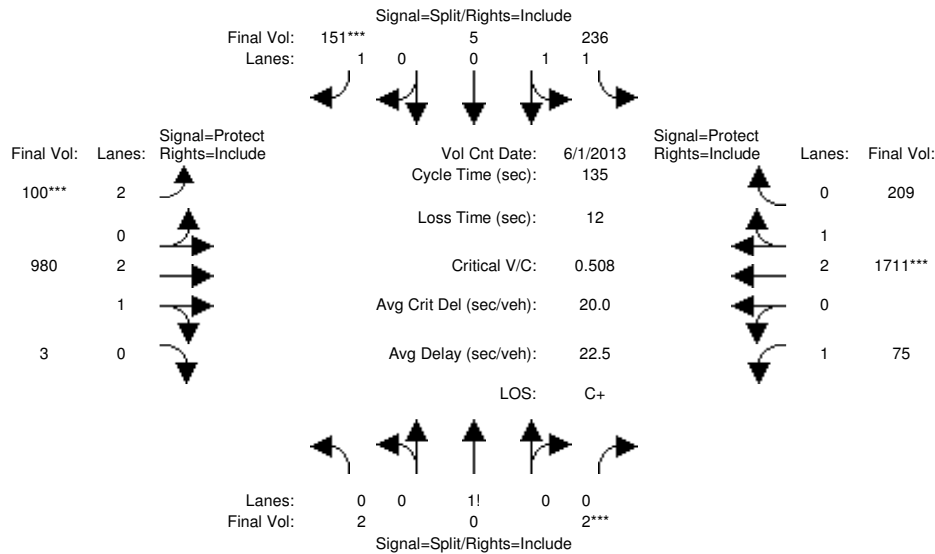
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.09	0.01	0.17	0.17	0.02	0.34	0.34
Crit Moves:				****			****			****		
Green Time:	23.2	0.0	23.2	23.2	23.2	23.2	7.0	73.9	73.9	23.9	90.8	90.8
Volume/Cap:	0.01	0.00	0.01	0.49	0.49	0.49	0.28	0.29	0.29	0.08	0.49	0.49
Uniform Del:	43.9	0.0	43.9	48.1	48.1	48.1	59.1	14.5	14.5	44.0	8.9	8.9
IncrcmntDel:	0.0	0.0	0.0	1.2	1.2	1.2	1.6	0.1	0.1	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.9	0.0	43.9	49.3	49.3	49.3	60.7	14.6	14.6	44.1	9.0	9.0
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:	43.9	0.0	43.9	49.3	49.3	49.3	60.7	14.6	14.6	44.1	9.0	9.0
LOS by Move:	D	A	D	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	6	1	6	6	1	11	11

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<

Base Vol:	2	0	2	236	5	151	100	980	3	75	1711	209
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:	2	0	2	236	5	151	100	980	3	75	1711	209
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:	2	0	2	236	5	151	100	980	3	75	1711	209
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:	2	0	2	236	5	151	100	980	3	75	1711	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	2	236	5	151	100	980	3	75	1711	209
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:	2	0	2	236	5	151	100	980	3	75	1711	209

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.50	0.00	0.50	1.96	0.04	1.00	2.00	2.99	0.01	1.00	2.66	0.34
Final Sat.:	875	0	875	3476	74	1750	3150	5583	17	1750	4990	609

Capacity Analysis Module:

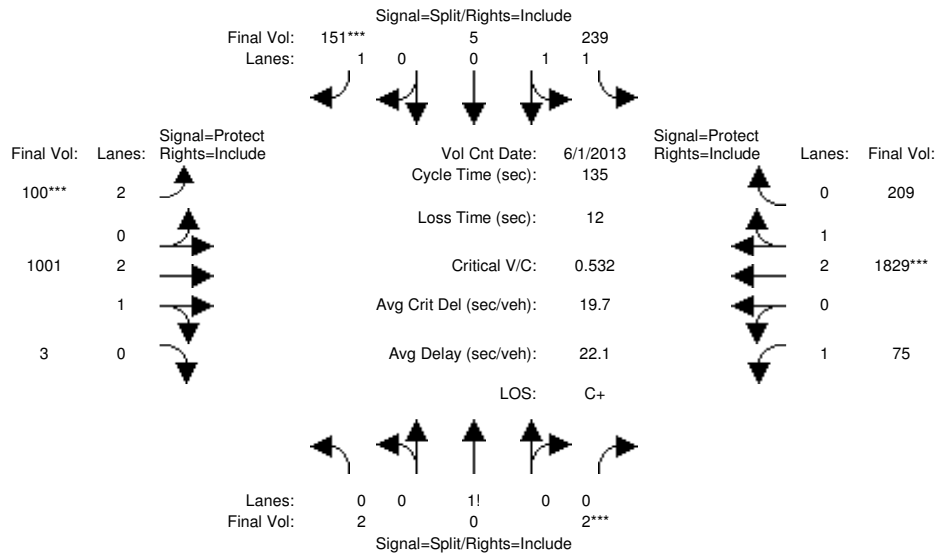
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.09	0.03	0.18	0.18	0.04	0.34	0.34
Crit Moves:			****			****	****				****	
Green Time:	10.0	0.0	10.0	21.2	21.2	21.2	7.8	70.9	70.9	20.9	84.1	84.1
Volume/Cap:	0.03	0.00	0.03	0.43	0.43	0.55	0.55	0.33	0.33	0.28	0.55	0.55
Delay/Veh:	58.1	0.0	58.1	52.0	52.0	54.9	65.5	18.5	18.5	50.9	14.8	14.8
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:	58.1	0.0	58.1	52.0	52.0	54.9	65.5	18.5	18.5	50.9	14.8	14.8
LOS by Move:	E+	A	E+	D-	D-	D-	E	B-	B-	D	B	B
HCM2kAvgQ:	0	0	0	5	5	6	2	8	8	3	15	15

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	2	0	2	236	5	151	100	980	3	75	1711	209
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:	2	0	2	236	5	151	100	980	3	75	1711	209
Added Vol:	0	0	0	3	0	0	0	21	0	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	2	239	5	151	100	1001	3	75	1829	209
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:	2	0	2	239	5	151	100	1001	3	75	1829	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	2	239	5	151	100	1001	3	75	1829	209
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:	2	0	2	239	5	151	100	1001	3	75	1829	209

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.50	0.00	0.50	1.96	0.04	1.00	2.00	2.99	0.01	1.00	2.68	0.32
Final Sat.:	875	0	875	3477	73	1750	3150	5583	17	1750	5025	574

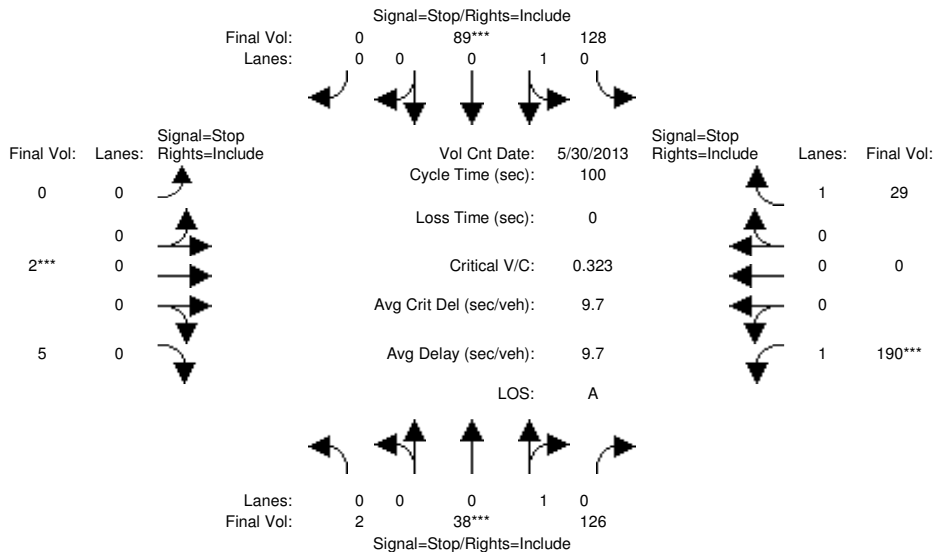
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.09	0.03	0.18	0.18	0.04	0.36	0.36
Crit Moves:			****			****	****				****	
Green Time:	10.0	0.0	10.0	20.2	20.2	20.2	7.4	72.0	72.0	20.8	85.3	85.3
Volume/Cap:	0.03	0.00	0.03	0.46	0.46	0.58	0.58	0.34	0.34	0.28	0.58	0.58
Uniform Del:	58.0	0.0	58.0	52.4	52.4	53.4	62.2	17.9	17.9	50.5	14.4	14.4
IncrcmntDel:	0.1	0.0	0.1	0.6	0.6	3.1	4.7	0.1	0.1	0.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.1	0.0	58.1	53.0	53.0	56.5	66.9	18.0	18.0	51.0	14.6	14.6
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:	58.1	0.0	58.1	53.0	53.0	56.5	66.9	18.0	18.0	51.0	14.6	14.6
LOS by Move:	E+	A	E+	D-	D-	E+	E	B-	B-	D-	B	B
HCM2kAvgQ:	0	0	0	5	5	6	2	8	8	3	16	16

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #19: California St / Del Medio Ave



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

Volume Module:	>> Count Date: 30 May 2013 << 7:45-8:45am											
Base Vol:	2	38	126	128	89	0	0	2	5	190	0	29
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:	2	38	126	128	89	0	0	2	5	190	0	29
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:	2	38	126	128	89	0	0	2	5	190	0	29
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:	2	38	126	128	89	0	0	2	5	190	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	38	126	128	89	0	0	2	5	190	0	29
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:	2	38	126	128	89	0	0	2	5	190	0	29

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.23	0.76	0.59	0.41	0.00	0.00	0.29	0.71	1.00	0.00	1.00
Final Sat.:	10	181	601	424	295	0	0	197	492	589	0	733

Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.30	0.30	xxxx	xxxx	0.01	0.01	0.32	xxxx	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	8.4	8.4	8.4	9.8	9.8	0.0	0.0	7.8	7.8	11.2	0.0	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	9.8	9.8	0.0	0.0	7.8	7.8	11.2	0.0	7.6
LOS by Move:	A	A	A	A	A	*	*	A	A	B	*	A
ApproachDel:	8.4			9.8			7.8			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			9.8			7.8			10.7		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.0	0.0	0.0	0.4	0.0	0.0

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio 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			Stop Sign			Stop Sign												
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1
Initial Vol:	2	38	126	128	89	0	0	2	5	190	0	29										
Major Street Volume:				383																		
Minor Approach Volume:				219																		
Minor Approach Volume Threshold:				594																		

SIGNAL WARRANT DISCLAIMER

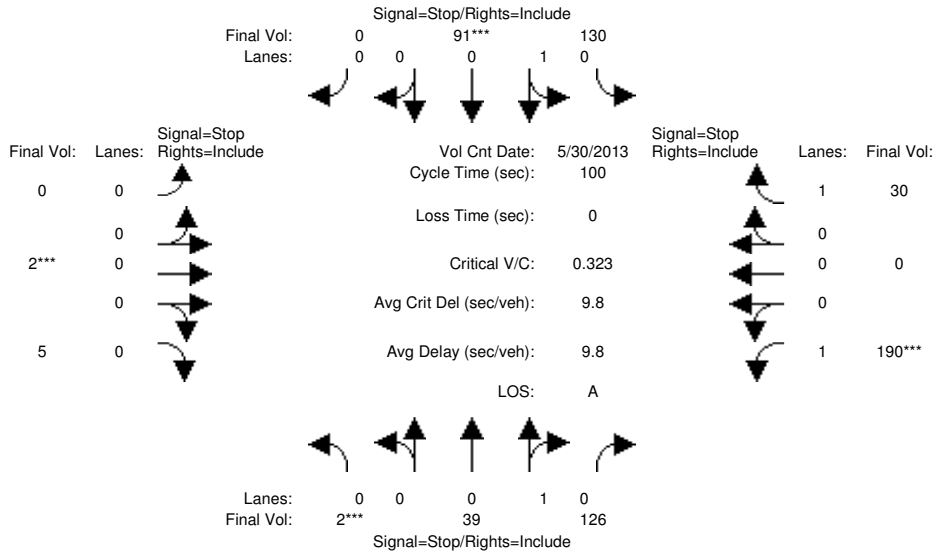
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #19: California St / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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

Volume Module:	Count Date: 30 May 2013 << 7:45-8:45am											
Base Vol:	2	38	126	128	89	0	0	2	5	190	0	29
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:	2	38	126	128	89	0	0	2	5	190	0	29
Added Vol:	0	1	0	2	2	0	0	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	39	126	130	91	0	0	2	5	190	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	39	126	130	91	0	0	2	5	190	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	39	126	130	91	0	0	2	5	190	0	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	39	126	130	91	0	0	2	5	190	0	30

Saturation Flow Module:	Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00											
Lanes:	0.01	0.23	0.76	0.59	0.41	0.00	0.00	0.29	0.71	1.00	0.00	1.00
Final Sat.:	9	184	595	423	296	0	0	196	489	588	0	731

Capacity Analysis Module:	Vol/Sat: 0.21 0.21 0.21 0.31 0.31 xxxx xxxx 0.01 0.01 0.32 xxxx 0.04											
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.5	8.5	9.9	9.9	0.0	0.0	7.8	7.8	11.2	0.0	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	9.9	9.9	0.0	0.0	7.8	7.8	11.2	0.0	7.6
LOS by Move:	A	A	A	A	A	*	*	A	A	B	*	A
ApproachDel:		8.5			9.9			7.8			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			9.9			7.8			10.7	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 California St / Del Medio 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			Stop Sign			Stop Sign												
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1
Initial Vol:	2	39	126	130	91	0	0	2	5	190	0	30										
Major Street Volume:							388															
Minor Approach Volume:							220															
Minor Approach Volume Threshold:	590																					

SIGNAL WARRANT DISCLAIMER

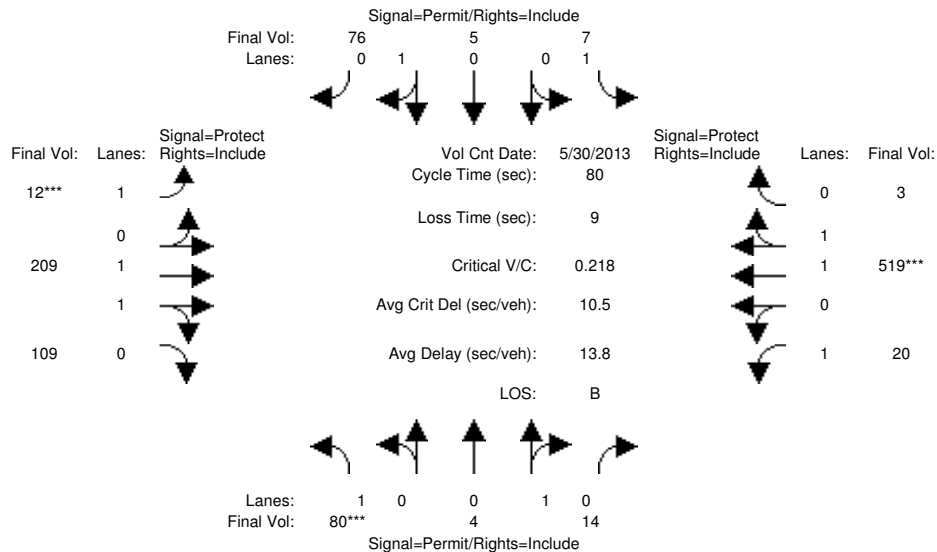
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	80	4	14	7	5	76	12	209	109	20	519	3
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	4	14	7	5	76	12	209	109	20	519	3
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	4	14	7	5	76	12	209	109	20	519	3
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	4	14	7	5	76	12	209	109	20	519	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	4	14	7	5	76	12	209	109	20	519	3
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	4	14	7	5	76	12	209	109	20	519	3

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	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	0.22	0.78	1.00	0.06	0.94	1.00	1.30	0.70	1.00	1.99	0.01
Final Sat.:	1750	400	1400	1750	111	1689	1750	2431	1268	1750	3679	21

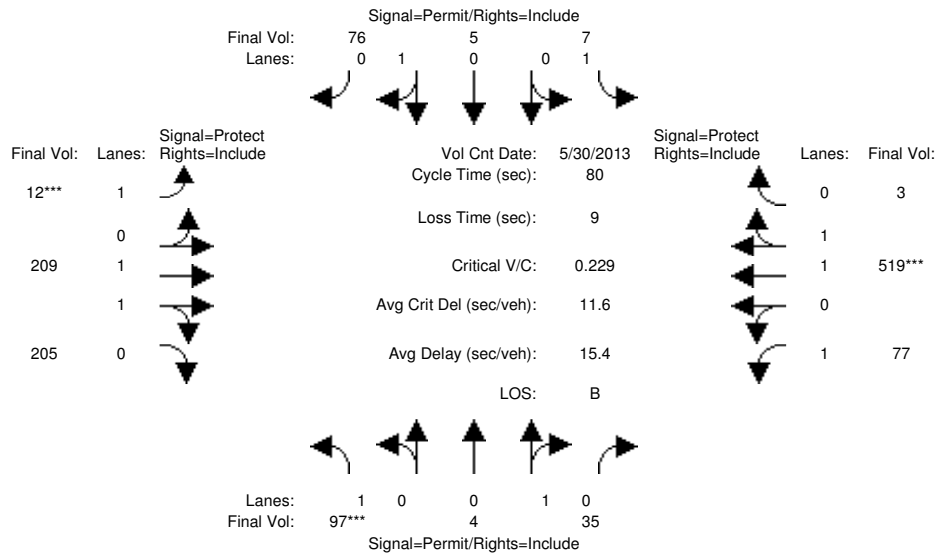
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.00	0.04	0.04	0.01	0.09	0.09	0.01	0.14	0.14
Crit Moves:	****						****				****	
Green Time:	15.7	15.7	15.7	15.7	15.7	15.7	7.0	32.6	32.6	22.8	48.3	48.3
Volume/Cap:	0.23	0.05	0.05	0.02	0.23	0.23	0.08	0.21	0.21	0.04	0.23	0.23
Delay/Veh:	27.5	26.2	26.2	26.0	27.4	27.4	33.8	15.5	15.5	20.7	7.3	7.3
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:	27.5	26.2	26.2	26.0	27.4	27.4	33.8	15.5	15.5	20.7	7.3	7.3
LOS by Move:	C	C	C	C	C	C	C-	B	B	C+	A	A
HCM2kAvgQ:	2	0	0	0	2	2	0	3	3	0	3	3

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	80	4	14	7	5	76	12	209	109	20	519	3
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	4	14	7	5	76	12	209	109	20	519	3
Added Vol:	17	0	21	0	0	0	0	0	96	57	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	4	35	7	5	76	12	209	205	77	519	3
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:	97	4	35	7	5	76	12	209	205	77	519	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	4	35	7	5	76	12	209	205	77	519	3
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:	97	4	35	7	5	76	12	209	205	77	519	3

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	1.00	0.95	0.92	0.97	0.95
Lanes:	1.00	0.10	0.90	1.00	0.06	0.94	1.00	1.00	1.00	1.00	1.99	0.01
Final Sat.:	1750	185	1615	1750	111	1689	1750	1899	1800	1750	3679	21

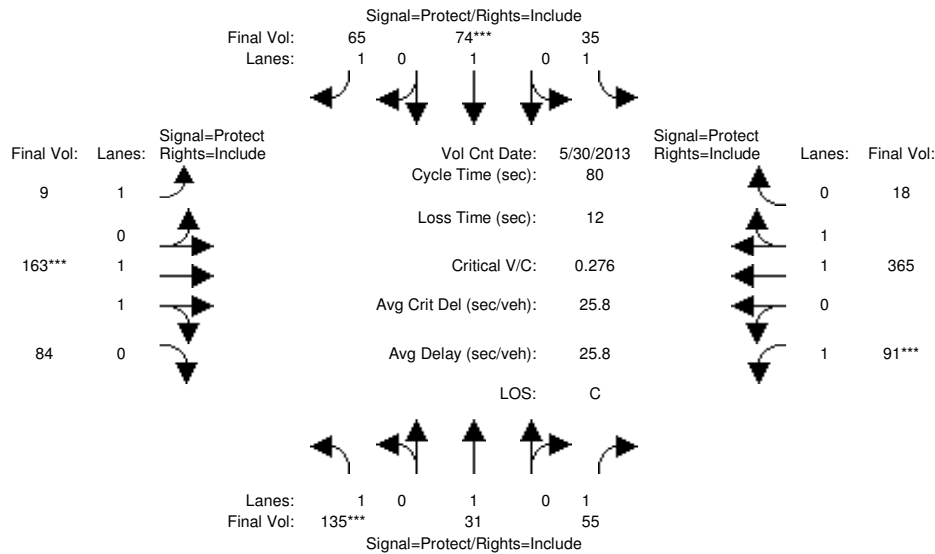
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.04	0.04	0.01	0.11	0.11	0.04	0.14	0.14
Crit Moves:	****						****				****	
Green Time:	18.1	18.1	18.1	18.1	18.1	18.1	7.0	31.1	31.1	21.8	45.9	45.9
Volume/Cap:	0.25	0.10	0.10	0.02	0.20	0.20	0.08	0.28	0.29	0.16	0.25	0.25
Uniform Del:	25.4	24.5	24.5	24.1	25.1	25.1	33.5	16.8	16.8	22.1	8.4	8.4
IncrcmntDel:	0.3	0.1	0.1	0.0	0.2	0.2	0.2	0.1	0.1	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.7	24.6	24.6	24.1	25.4	25.4	33.8	16.9	16.9	22.3	8.5	8.5
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:	25.7	24.6	24.6	24.1	25.4	25.4	33.8	16.9	16.9	22.3	8.5	8.5
LOS by Move:	C	C	C	C	C	C	C-	B	B	C+	A	A
HCM2kAvgQ:	2	1	1	0	2	2	0	4	4	1	3	3

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	135	31	55	35	74	65	9	163	84	91	365	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:	135	31	55	35	74	65	9	163	84	91	365	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:	135	31	55	35	74	65	9	163	84	91	365	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:	135	31	55	35	74	65	9	163	84	91	365	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	31	55	35	74	65	9	163	84	91	365	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:	135	31	55	35	74	65	9	163	84	91	365	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.30	0.70	1.00	1.90	0.10
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2441	1258	1750	3526	174

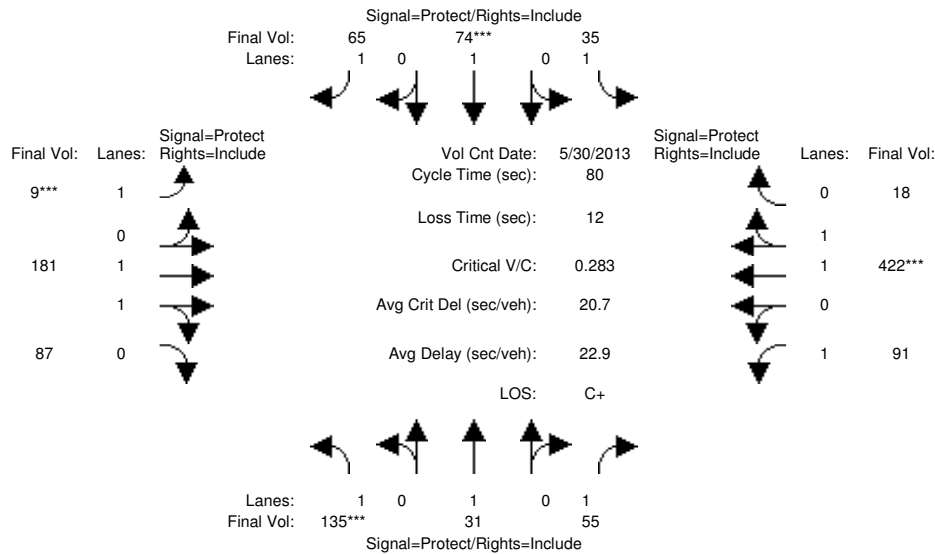
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.03	0.02	0.04	0.04	0.01	0.07	0.07	0.05	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	22.3	19.8	19.8	13.8	11.3	11.3	14.2	19.3	19.3	15.1	20.2	20.2
Volume/Cap:	0.28	0.07	0.13	0.12	0.28	0.26	0.03	0.28	0.28	0.28	0.41	0.41
Delay/Veh:	22.8	23.1	23.5	28.1	31.3	31.2	27.3	24.8	24.8	28.3	25.2	25.2
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:	22.8	23.1	23.5	28.1	31.3	31.2	27.3	24.8	24.8	28.3	25.2	25.2
LOS by Move:	C+	C	C	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	1	1	1	2	2	0	2	2	2	4	4

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am											
Base Vol:	135	31	55	35	74	65	9	163	84	91	365	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:	135	31	55	35	74	65	9	163	84	91	365	18
Added Vol:	0	0	0	0	0	0	0	18	3	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	31	55	35	74	65	9	181	87	91	422	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:	135	31	55	35	74	65	9	181	87	91	422	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	31	55	35	74	65	9	181	87	91	422	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:	135	31	55	35	74	65	9	181	87	91	422	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2498	1201	1750	3549	151

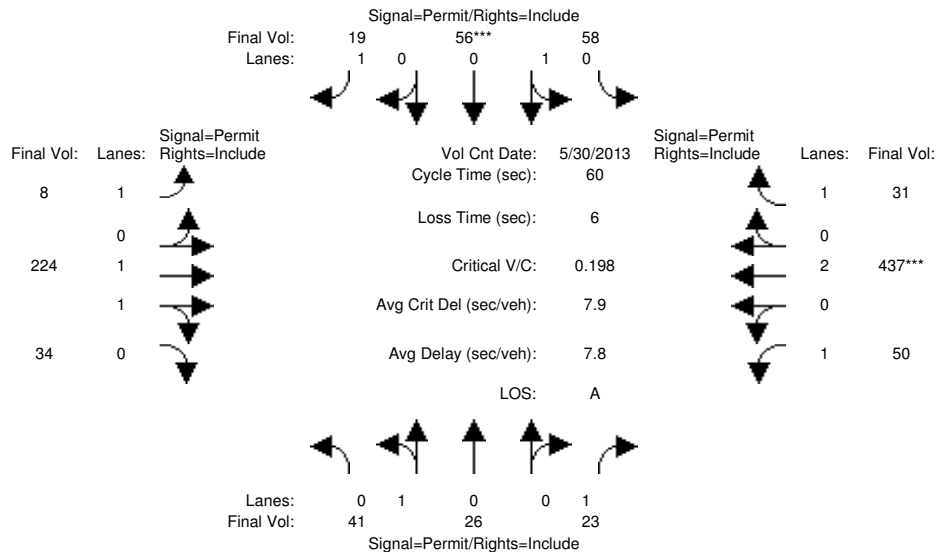
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.03	0.02	0.04	0.04	0.01	0.07	0.07	0.05	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	20.0	17.7	17.7	12.4	10.1	10.1	7.0	22.3	22.3	15.6	30.9	30.9
Volume/Cap:	0.31	0.07	0.14	0.13	0.31	0.29	0.06	0.26	0.26	0.27	0.31	0.31
Uniform Del:	24.4	24.6	25.0	29.1	31.8	31.7	33.5	22.5	22.5	27.3	17.1	17.1
IncrcmntDel:	0.4	0.1	0.2	0.2	0.7	0.7	0.2	0.1	0.1	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	24.8	24.7	25.2	29.4	32.5	32.5	33.6	22.6	22.6	27.8	17.2	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:	24.8	24.7	25.2	29.4	32.5	32.5	33.6	22.6	22.6	27.8	17.2	17.2
LOS by Move:	C	C	C	C	C-	C-	C-	C+	C+	C	B	B
HCM2kAvgQ:	3	1	1	1	2	2	0	3	3	2	4	4

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 May 2013 << 8:00-9:00am											
Base Vol:	41	26	23	58	56	19	8	224	34	50	437	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	26	23	58	56	19	8	224	34	50	437	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	26	23	58	56	19	8	224	34	50	437	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	26	23	58	56	19	8	224	34	50	437	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	26	23	58	56	19	8	224	34	50	437	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	26	23	58	56	19	8	224	34	50	437	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.61	0.39	1.00	0.51	0.49	1.00	1.00	1.73	0.27	1.00	2.00	1.00
Final Sat.:	1101	699	1750	916	884	1750	1750	3212	488	1750	3800	1750

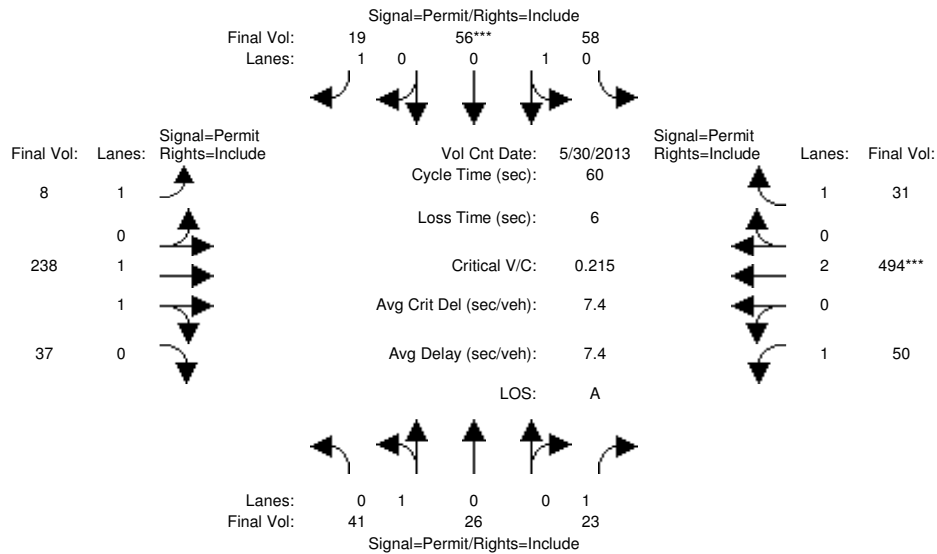
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.06	0.06	0.01	0.00	0.07	0.07	0.03	0.12	0.02
Crit Moves:					****						****	
Green Time:	19.2	19.2	19.2	19.2	19.2	19.2	34.8	34.8	34.8	34.8	34.8	34.8
Volume/Cap:	0.12	0.12	0.04	0.20	0.20	0.03	0.01	0.12	0.12	0.05	0.20	0.03
Delay/Veh:	14.5	14.5	14.1	15.0	15.0	14.1	5.3	5.7	5.7	5.5	6.0	5.4
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:	14.5	14.5	14.1	15.0	15.0	14.1	5.3	5.7	5.7	5.5	6.0	5.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	2	2	0	0	1	1	0	2	0

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 May 2013 << 8:00-9:00am											
Base Vol:	41	26	23	58	56	19	8	224	34	50	437	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	26	23	58	56	19	8	224	34	50	437	31
Added Vol:	0	0	0	0	0	0	0	14	3	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	26	23	58	56	19	8	238	37	50	494	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	26	23	58	56	19	8	238	37	50	494	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	26	23	58	56	19	8	238	37	50	494	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	26	23	58	56	19	8	238	37	50	494	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.61	0.39	1.00	0.51	0.49	1.00	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1101	699	1750	916	884	1750	1750	3202	498	1750	3800	1750

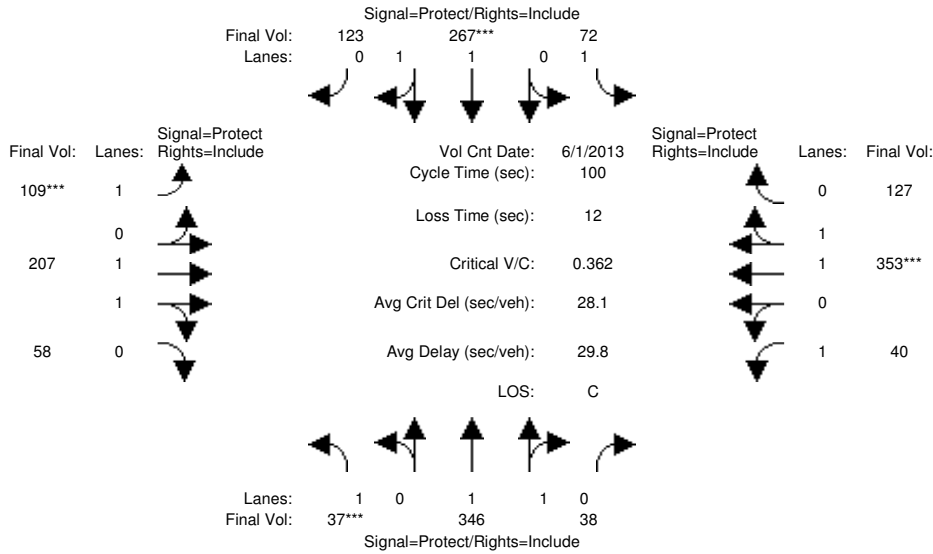
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.06	0.06	0.01	0.00	0.07	0.07	0.03	0.13	0.02
Crit Moves:					****						****	
Green Time:	17.7	17.7	17.7	17.7	17.7	17.7	36.3	36.3	36.3	36.3	36.3	36.3
Volume/Cap:	0.13	0.13	0.04	0.21	0.21	0.04	0.01	0.12	0.12	0.05	0.21	0.03
Uniform Del:	15.5	15.5	15.1	15.9	15.9	15.1	4.7	5.1	5.1	4.8	5.4	4.8
IncrcmntDel:	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.6	15.6	15.2	16.1	16.1	15.1	4.7	5.1	5.1	4.8	5.4	4.8
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:	15.6	15.6	15.2	16.1	16.1	15.1	4.7	5.1	5.1	4.8	5.4	4.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	2	2	0	0	1	1	0	2	0

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<												
Base Vol:	37	346	38	72	267	123	109	207	58	40	353	127					
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:	37	346	38	72	267	123	109	207	58	40	353	127					
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:	37	346	38	72	267	123	109	207	58	40	353	127					
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:	37	346	38	72	267	123	109	207	58	40	353	127					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	37	346	38	72	267	123	109	207	58	40	353	127					
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:	37	346	38	72	267	123	109	207	58	40	353	127					

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	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	1.35	0.65	1.00	1.55	0.45	1.00	1.46	0.54
Final Sat.:	1750	3334	366	1750	2532	1167	1750	2890	810	1750	2720	979

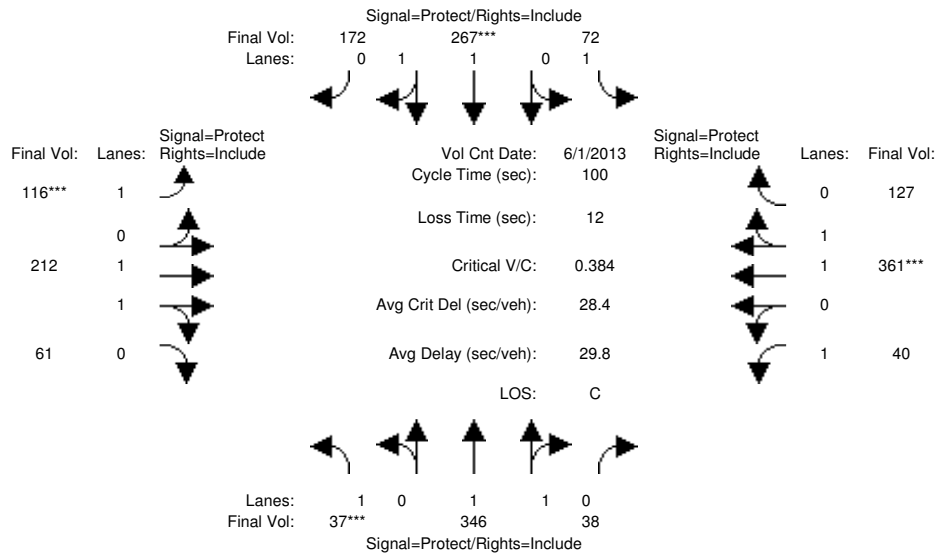
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.04	0.11	0.11	0.06	0.07	0.07	0.02	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	7.0	21.3	21.3	14.4	28.7	28.7	17.0	30.8	30.8	21.5	35.3	35.3
Volume/Cap:	0.30	0.49	0.49	0.29	0.37	0.37	0.37	0.23	0.23	0.11	0.37	0.37
Delay/Veh:	45.6	35.0	35.0	38.9	28.6	28.6	37.5	25.9	25.9	31.6	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	35.0	35.0	38.9	28.6	28.6	37.5	25.9	25.9	31.6	24.2	24.2
LOS by Move:	D	D+	D+	D+	C	C	D+	C	C	C	C	C
HCM2kAvgQ:	1	5	5	2	5	5	3	3	3	1	6	6

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	37	346	38	72	267	123	109	207	58	40	353	127
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:	37	346	38	72	267	123	109	207	58	40	353	127
Added Vol:	0	0	0	0	0	49	7	5	3	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	346	38	72	267	172	116	212	61	40	361	127
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:	37	346	38	72	267	172	116	212	61	40	361	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	346	38	72	267	172	116	212	61	40	361	127
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:	37	346	38	72	267	172	116	212	61	40	361	127

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	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.80	0.20	1.00	1.20	0.80	1.00	1.54	0.46	1.00	1.47	0.53
Final Sat.:	1750	3334	366	1750	2249	1449	1750	2873	827	1750	2736	963

Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.04	0.12	0.12	0.07	0.07	0.07	0.02	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	7.0	22.3	22.3	15.0	30.3	30.3	16.9	29.8	29.8	20.9	33.7	33.7
Volume/Cap:	0.30	0.47	0.47	0.27	0.39	0.39	0.39	0.25	0.25	0.11	0.39	0.39
Uniform Del:	44.2	33.7	33.7	37.6	27.5	27.5	36.9	26.6	26.6	32.0	25.3	25.3
IncrcmntDel:	1.4	0.4	0.4	0.6	0.2	0.2	0.9	0.1	0.1	0.1	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.6	34.1	34.1	38.2	27.8	27.8	37.8	26.7	26.7	32.2	25.5	25.5
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:	45.6	34.1	34.1	38.2	27.8	27.8	37.8	26.7	26.7	32.2	25.5	25.5
LOS by Move:	D	C-	C-	D+	C	C	D+	C	C	C-	C	C
HCM2kAvgQ:	1	5	5	2	6	6	3	3	3	1	6	6

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #24: Latham Street / Showers Drive

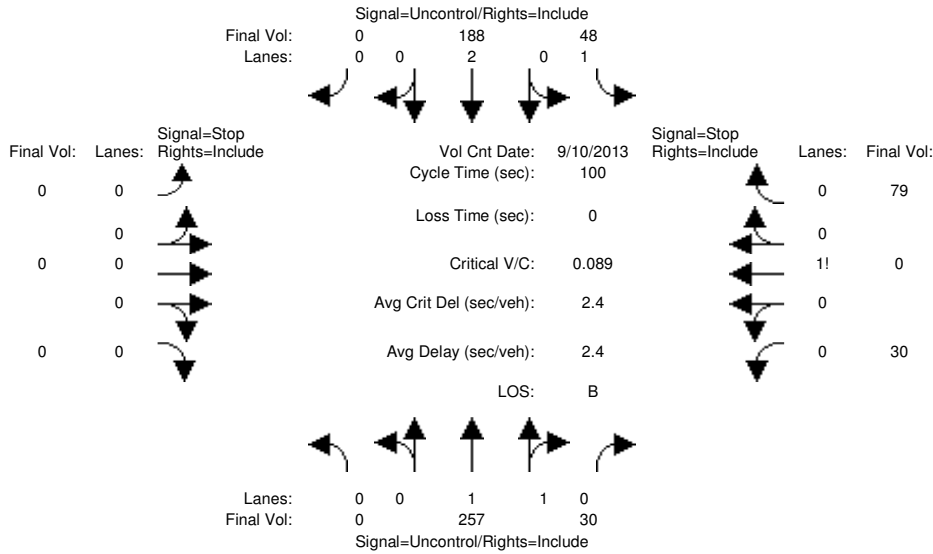


Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume), Critical Gap Module, Capacity Module, and Level Of Service Module.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 257 30	48 188 0	0 0 0 0	30 0 79
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.7

```

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
    FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=109]
    SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=632]
    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 #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 257 30	48 188 0	0 0 0 0	30 0 79

```

Major Street Volume:          523
Minor Approach Volume:       109
Minor Approach Volume Threshold: 508
    
```

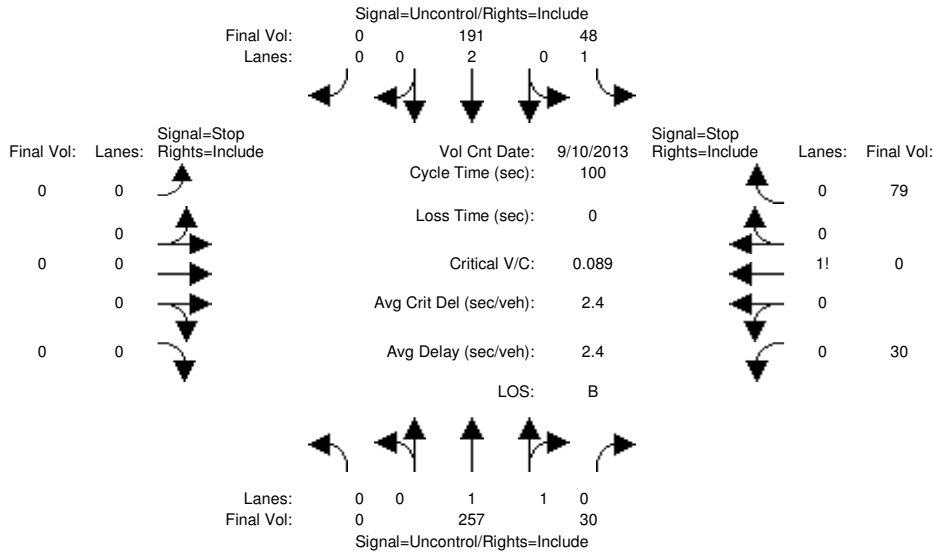
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 11 rows of traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns and 2 rows of gap and follow-up time data.

Capacity Module table with 12 columns and 4 rows of capacity-related data including Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 12 columns and 10 rows of LOS data including 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 257 30	48 191 0	0 0 0 0	30 0 79
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.7

Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.3]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=109]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=635]
 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 #24 Latham Street / Showers Drive

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 257 30	48 191 0	0 0 0 0	30 0 79

Major Street Volume: 526
 Minor Approach Volume: 109
 Minor Approach Volume Threshold: 506

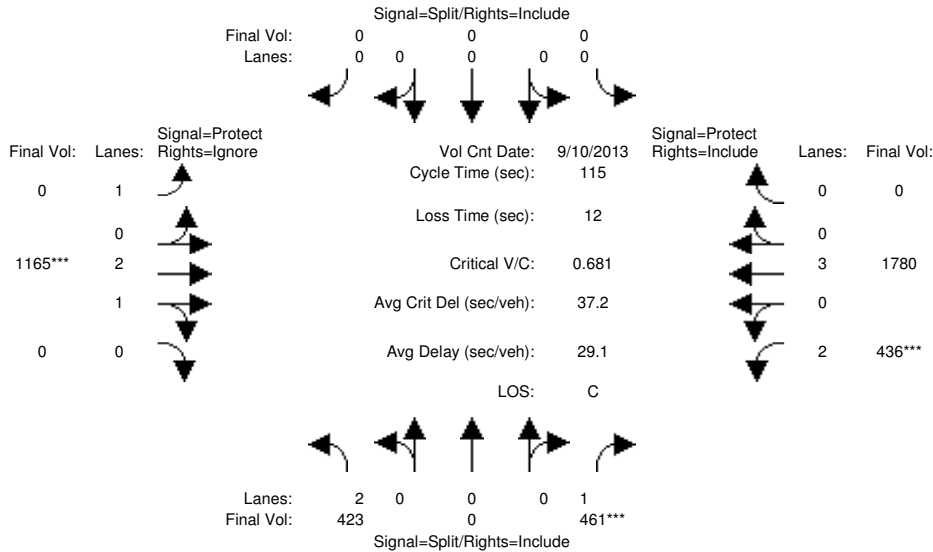
 SIGNAL WARRANT DISCLAIMER
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<						
Base Vol:	423	0	461	0	0	0	1165	292	436	1780	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
Initial Bse:	423	0	461	0	0	0	0	1165	292	436	1780
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	0	461	0	0	0	0	1165	292	436	1780
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	423	0	461	0	0	0	0	1165	0	436	1780
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	0	461	0	0	0	0	1165	0	436	1780
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	423	0	461	0	0	0	0	1165	0	436	1780

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5600	0	3150	5700	0

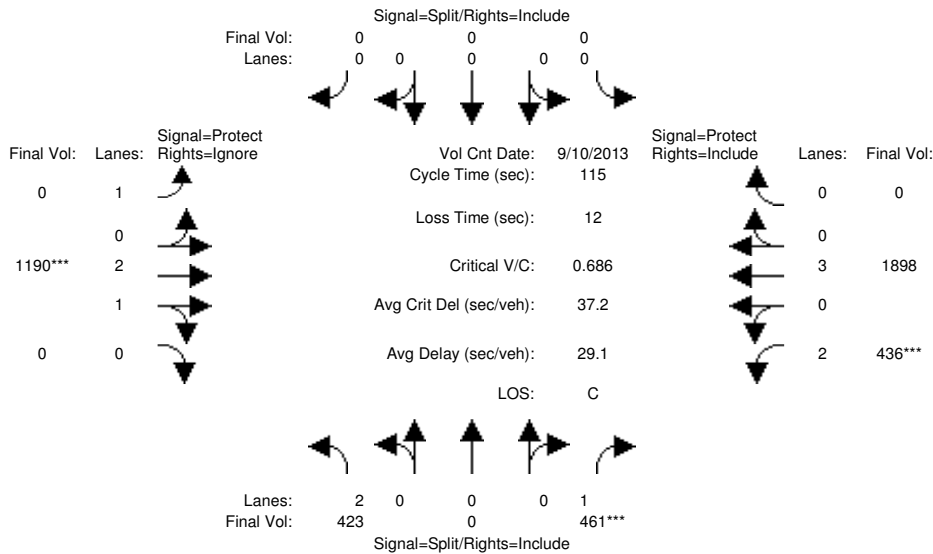
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.26	0.00	0.00	0.00	0.00	0.21	0.00	0.14	0.31	0.00
Crit Moves:			****					****			****	
Green Time:	44.5	0.0	44.5	0.0	0.0	0.0	0.0	35.1	0.0	23.4	58.5	0.0
Volume/Cap:	0.35	0.00	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.68	0.61	0.00
Delay/Veh:	25.1	0.0	32.2	0.0	0.0	0.0	0.0	36.2	0.0	45.4	20.6	0.0
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:	25.1	0.0	32.2	0.0	0.0	0.0	0.0	36.2	0.0	45.4	20.6	0.0
LOS by Move:	C	A	C-	A	A	A	A	D+	A	D	C+	A
HCM2kAvgQ:	6	0	15	0	0	0	0	13	0	10	15	0

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	423	0	461	0	0	0	0	1165	292	436	1780	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:	423	0	461	0	0	0	0	1165	292	436	1780	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	0	461	0	0	0	0	1190	292	436	1898	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	423	0	461	0	0	0	0	1190	0	436	1898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	0	461	0	0	0	0	1190	0	436	1898	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	423	0	461	0	0	0	0	1190	0	436	1898	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5600	0	3150	5700	0

Capacity Analysis Module:

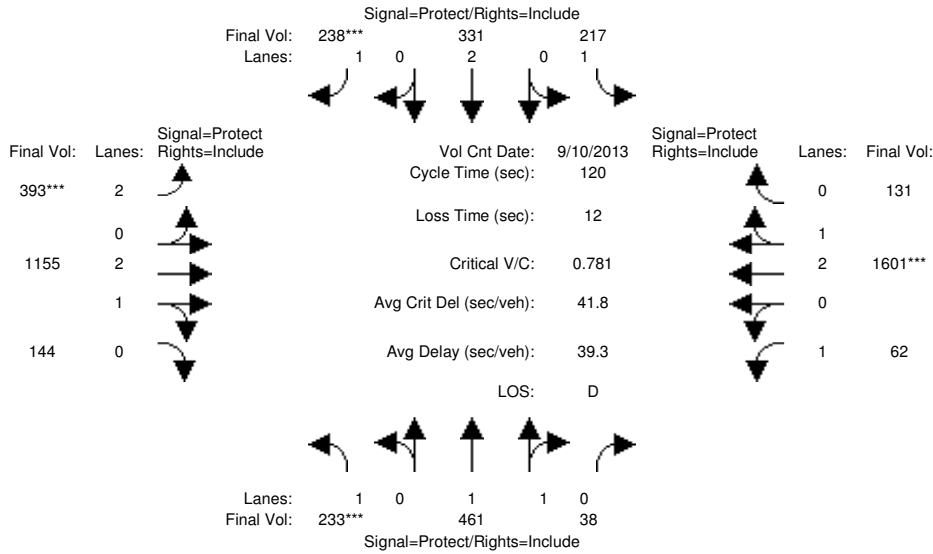
Vol/Sat:	0.13	0.00	0.26	0.00	0.00	0.00	0.00	0.21	0.00	0.14	0.33	0.00
Crit Moves:			****					****		****		
Green Time:	44.2	0.0	44.2	0.0	0.0	0.0	0.0	35.6	0.0	23.2	58.8	0.0
Volume/Cap:	0.35	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.69	0.65	0.00
Uniform Del:	25.2	0.0	29.6	0.0	0.0	0.0	0.0	34.8	0.0	42.5	20.6	0.0
IncrcmntDel:	0.2	0.0	3.0	0.0	0.0	0.0	0.0	1.2	0.0	3.1	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	25.4	0.0	32.6	0.0	0.0	0.0	0.0	35.9	0.0	45.7	21.1	0.0
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:	25.4	0.0	32.6	0.0	0.0	0.0	0.0	35.9	0.0	45.7	21.1	0.0
LOS by Move:	C	A	C-	A	A	A	A	D+	A	D	C+	A
HCM2kAvgQ:	6	0	15	0	0	0	0	13	0	10	17	0

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	233	461	38	217	331	238	393	1155	144	62	1601	131				
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:	233	461	38	217	331	238	393	1155	144	62	1601	131				
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:	233	461	38	217	331	238	393	1155	144	62	1601	131				
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:	233	461	38	217	331	238	393	1155	144	62	1601	131				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	233	461	38	217	331	238	393	1155	144	62	1601	131				
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:	233	461	38	217	331	238	393	1155	144	62	1601	131				

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	1.84	0.16	1.00	2.00	1.00	2.00	2.66	0.34	1.00	2.76	0.24
Final Sat.:	1750	3418	282	1750	3800	1750	3150	4978	621	1750	5176	424

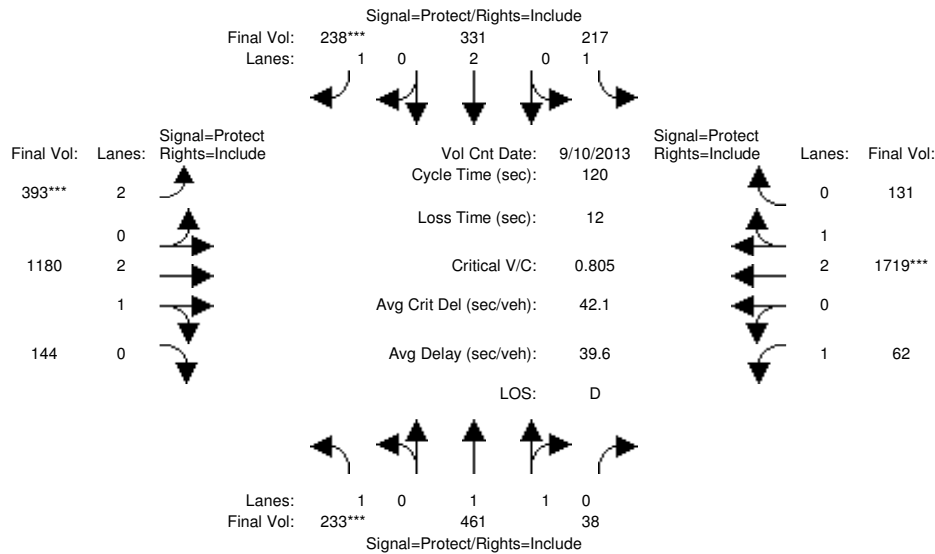
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.09	0.14	0.12	0.23	0.23	0.04	0.31	0.31
Crit Moves:	****					****	****			****		
Green Time:	20.4	21.5	21.5	19.8	20.9	20.9	19.2	53.3	53.3	13.4	47.5	47.5
Volume/Cap:	0.78	0.75	0.75	0.75	0.50	0.78	0.78	0.52	0.52	0.32	0.78	0.78
Delay/Veh:	60.2	51.5	51.5	58.3	45.4	59.7	56.2	24.4	24.4	50.0	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:	60.2	51.5	51.5	58.3	45.4	59.7	56.2	24.4	24.4	50.0	33.6	33.6
LOS by Move:	E	D-	D-	E+	D	E+	E+	C	C	D	C-	C-
HCM2kAvgQ:	11	11	11	10	6	11	10	12	12	2	19	19

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	233	461	38	217	331	238	393	1155	144	62	1601	131				
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:	233	461	38	217	331	238	393	1155	144	62	1601	131				
Added Vol:	0	0	0	0	0	0	0	25	0	0	118	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	233	461	38	217	331	238	393	1180	144	62	1719	131				
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:	233	461	38	217	331	238	393	1180	144	62	1719	131				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	233	461	38	217	331	238	393	1180	144	62	1719	131				
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:	233	461	38	217	331	238	393	1180	144	62	1719	131				

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	1.84	0.16	1.00	2.00	1.00	2.00	2.66	0.34	1.00	2.78	0.22
Final Sat.:	1750	3418	282	1750	3800	1750	3150	4990	609	1750	5203	397

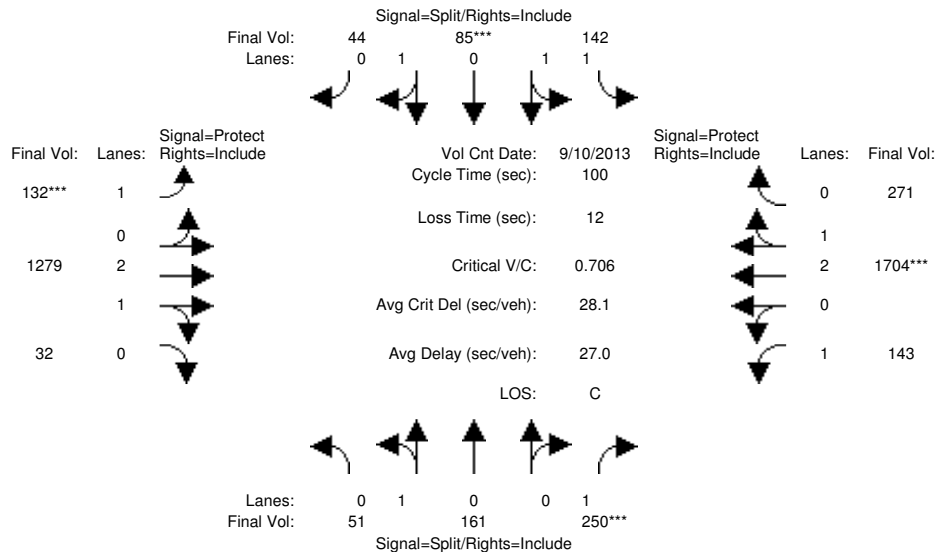
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.09	0.14	0.12	0.24	0.24	0.04	0.33	0.33
Crit Moves:	****					****	****				****	
Green Time:	19.9	20.9	20.9	19.2	20.3	20.3	18.6	54.4	54.4	13.4	49.3	49.3
Volume/Cap:	0.80	0.77	0.77	0.77	0.52	0.80	0.80	0.52	0.52	0.32	0.80	0.80
Uniform Del:	48.2	47.3	47.3	48.3	45.4	48.0	48.9	23.5	23.5	49.1	31.1	31.1
IncrcmntDel:	15.0	5.8	5.8	12.6	0.7	14.8	9.4	0.2	0.2	0.9	2.2	2.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.3	53.1	53.1	60.9	46.1	62.7	58.4	23.7	23.7	50.0	33.3	33.3
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:	63.3	53.1	53.1	60.9	46.1	62.7	58.4	23.7	23.7	50.0	33.3	33.3
LOS by Move:	E	D-	D-	E	D	E	E+	C	C	D	C-	C-
HCM2kAvgQ:	11	11	11	10	6	11	11	12	12	2	20	20

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	51	161	250	142	85	44	132	1279	32	143	1704	271
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:	51	161	250	142	85	44	132	1279	32	143	1704	271
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:	51	161	250	142	85	44	132	1279	32	143	1704	271
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:	51	161	250	142	85	44	132	1279	32	143	1704	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	161	250	142	85	44	132	1279	32	143	1704	271
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:	51	161	250	142	85	44	132	1279	32	143	1704	271

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:	0.24	0.76	1.00	1.59	0.93	0.48	1.00	2.92	0.08	1.00	2.57	0.43
Final Sat.:	433	1367	1750	2803	1678	869	1750	5463	137	1750	4831	768

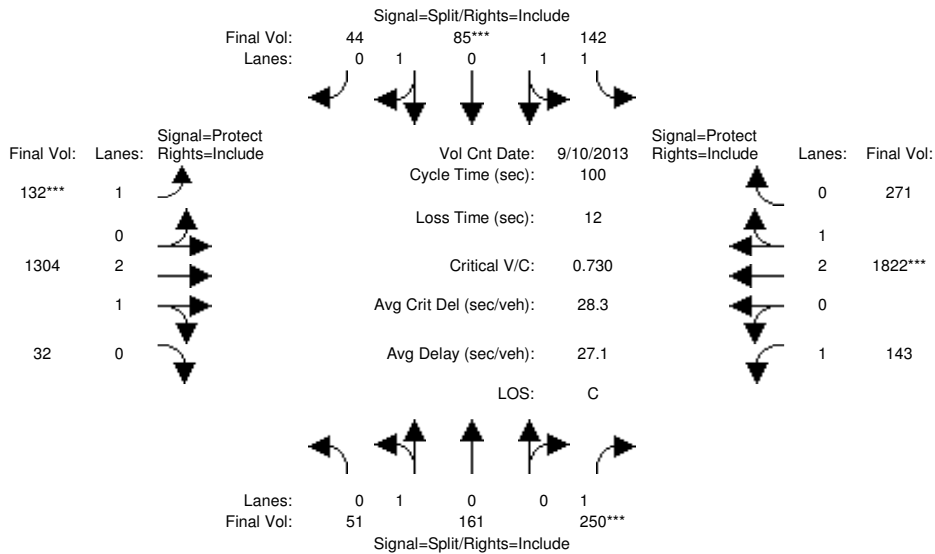
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.14	0.05	0.05	0.05	0.08	0.23	0.23	0.08	0.35	0.35
Crit Moves:			****		****		****				****	
Green Time:	19.5	19.5	19.5	10.0	10.0	10.0	10.3	43.4	43.4	15.1	48.2	48.2
Volume/Cap:	0.60	0.60	0.73	0.51	0.51	0.51	0.73	0.54	0.54	0.54	0.73	0.73
Delay/Veh:	39.7	39.7	45.7	43.5	43.5	43.5	57.8	21.2	21.2	41.5	21.8	21.8
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:	39.7	39.7	45.7	43.5	43.5	43.5	57.8	21.2	21.2	41.5	21.8	21.8
LOS by Move:	D	D	D	D	D	D	E+	C+	C+	D	C+	C+
HCM2kAvgQ:	7	7	9	3	3	3	4	10	10	5	17	17

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

SF13-0693
The Village at San Antonio Center
Existing & E+P AM

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	51	161	250	142	85	44	132	1279	32	143	1704	271
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:	51	161	250	142	85	44	132	1279	32	143	1704	271
Added Vol:	0	0	0	0	0	0	0	25	0	0	118	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	161	250	142	85	44	132	1304	32	143	1822	271
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:	51	161	250	142	85	44	132	1304	32	143	1822	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	161	250	142	85	44	132	1304	32	143	1822	271
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:	51	161	250	142	85	44	132	1304	32	143	1822	271

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:	0.24	0.76	1.00	1.59	0.93	0.48	1.00	2.93	0.07	1.00	2.60	0.40
Final Sat.:	433	1367	1750	2803	1678	869	1750	5466	134	1750	4874	725

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.14	0.05	0.05	0.05	0.08	0.24	0.24	0.08	0.37	0.37
Crit Moves:			****		****		****				****	
Green Time:	18.8	18.8	18.8	10.0	10.0	10.0	9.9	44.1	44.1	15.1	49.2	49.2
Volume/Cap:	0.63	0.63	0.76	0.51	0.51	0.51	0.76	0.54	0.54	0.54	0.76	0.76
Uniform Del:	37.4	37.4	38.4	42.7	42.7	42.7	43.9	20.5	20.5	39.2	20.6	20.6
IncrcmntDel:	3.7	3.7	9.8	0.8	0.8	0.8	17.5	0.2	0.2	2.3	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.0	41.0	48.3	43.5	43.5	43.5	61.4	20.8	20.8	41.5	21.8	21.8
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:	41.0	41.0	48.3	43.5	43.5	43.5	61.4	20.8	20.8	41.5	21.8	21.8
LOS by Move:	D	D	D	D	D	D	E	C+	C+	D	C+	C+
HCM2kAvgQ:	7	7	10	3	3	3	5	10	10	5	19	19

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				Existing PP PM						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	B+	10.8	0.448	10.3	B+	10.4	0.563	+ 0.115	11.5	+ 1.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D+	38.9	0.772	42.7	D	39.9	0.811	+ 0.039	44.5	+ 1.9	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	48.9	0.745	51.7	D	49.6	0.781	+ 0.035	50.6	- 1.0	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	48.7	0.776	58.7	D-	53.4	0.873	+ 0.097	66.2	+ 7.5	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	B	16.2	0.333	14.6	B-	19.5	0.386	+ 0.053	18.7	+ 4.1	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	D	47.1	0.766	48.6	D	49.3	0.801	+ 0.034	51.6	+ 3.0	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B	13.0	0.474	11.4	B	12.9	0.485	+ 0.012	11.3	- 0.1	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	B	17.6	0.519	19.4	B	17.4	0.527	+ 0.007	19.3	- 0.1	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	34.6	0.617	35.1	C-	34.5	0.629	+ 0.011	35.1	- 0.1	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	C	28.7	0.548	28.8	C	28.9	0.567	+ 0.019	29.0	+ 0.2	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	C+	22.9	0.543	18.4	C+	22.5	0.553	+ 0.010	18.2	- 0.2	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	C	27.5	0.581	28.4	C	27.0	0.591	+ 0.010	28.1	- 0.3	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	39.4	0.770	42.0	D	39.6	0.790	+ 0.020	42.8	+ 0.8	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	17.1	0.506	17.5	B	16.8	0.518	+ 0.012	17.4	- 0.1	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B-	18.5	0.535	18.0	B-	18.3	0.547	+ 0.012	17.9	- 0.1	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	31.3	0.710	39.4	C	31.2	0.724	+ 0.014	39.5	+ 0.1	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B	13.2	0.468	12.4	B	14.1	0.501	+ 0.032	13.6	+ 1.2	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C+	21.3	0.511	18.4	C+	21.1	0.534	+ 0.023	18.1	- 0.3	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	8.6	0.249	8.6	A	8.7	0.258	+ 0.008	8.7	+ 0.1	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	17.2	0.330	15.3	B-	19.8	0.433	+ 0.104	19.1	+ 3.8	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	C	25.5	0.420	25.4	C	25.0	0.460	+ 0.040	24.6	- 0.8	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	A	5.6	0.253	4.8	A	5.3	0.284	+ 0.031	4.6	- 0.3	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	C-	34.5	0.445	33.8	C-	34.8	0.480	+ 0.035	34.9	+ 1.1	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	1.8	0.098	1.8	B	1.8	0.098	+ 0.000	1.8	- 0.0	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	29.2	0.715	34.3	C	29.0	0.743	+ 0.028	34.3	+ 0.0	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	39.3	0.762	39.2	D	39.3	0.790	+ 0.028	39.5	+ 0.3	?	xx.x	x.xxx	xx.x

SF13-0693
The Village at San Antonio
Existing & E+P PM

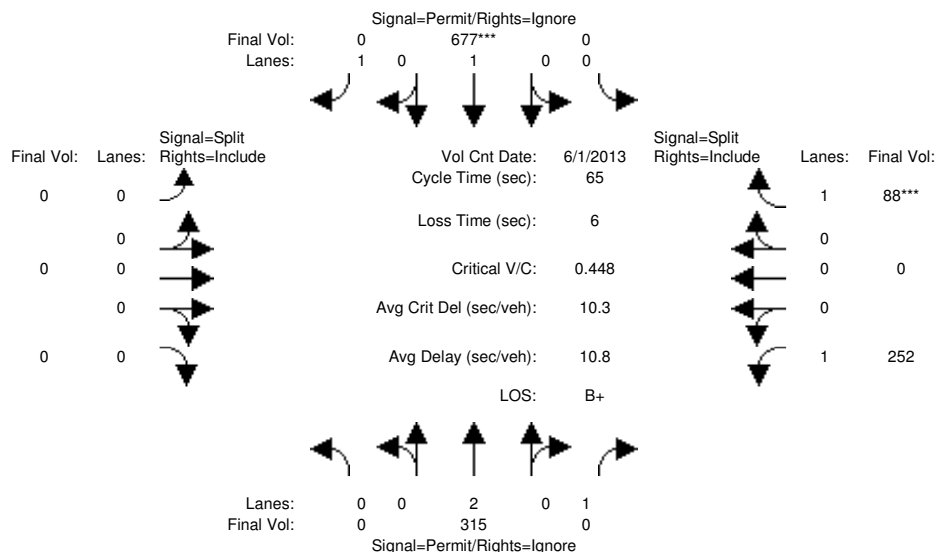
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				Existing PP PM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	C	31.4	0.720	34.4	C	31.2	0.748	+ 0.028	34.5	+ 0.1	?	xx.x	x.xxx	xx.x

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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:	1 Jun 2013	<<							
Base Vol:	0	315	744	0	677	294	0	0	0	252	0	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:	0	315	744	0	677	294	0	0	0	252	0	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:	0	315	744	0	677	294	0	0	0	252	0	88
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	315	0	0	677	0	0	0	0	252	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	315	0	0	677	0	0	0	0	252	0	88
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	315	0	0	677	0	0	0	0	252	0	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

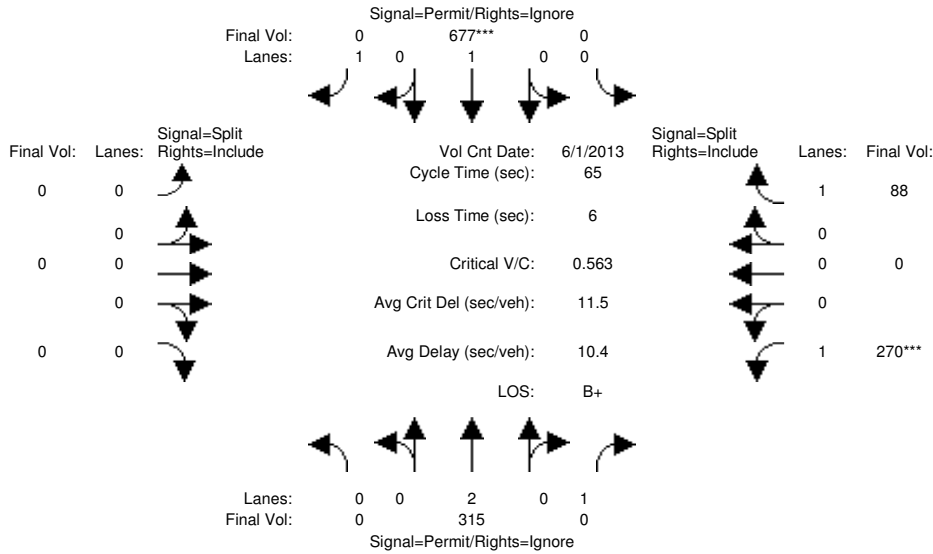
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.14	0.00	0.05
Crit Moves:					****							****
Green Time:	0.0	38.1	0.0	0.0	38.1	0.0	0.0	0.0	0.0	20.9	0.0	20.9
Volume/Cap:	0.00	0.14	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.45	0.00	0.16
Delay/Veh:	0.0	6.1	0.0	0.0	9.6	0.0	0.0	0.0	0.0	18.1	0.0	15.9
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:	0.0	6.1	0.0	0.0	9.6	0.0	0.0	0.0	0.0	18.1	0.0	15.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B-	A	B
HCM2kAvgQ:	0	1	0	0	9	0	0	0	0	5	0	1

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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:	1 Jun 2013	<<							
Base Vol:	0	315	744	0	677	294	0	0	0	252	0	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:	0	315	744	0	677	294	0	0	0	252	0	88
Added Vol:	0	0	101	0	0	0	0	0	0	18	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	315	845	0	677	294	0	0	0	270	0	88
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	315	0	0	677	0	0	0	0	270	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	315	0	0	677	0	0	0	0	270	0	88
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	315	0	0	677	0	0	0	0	270	0	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

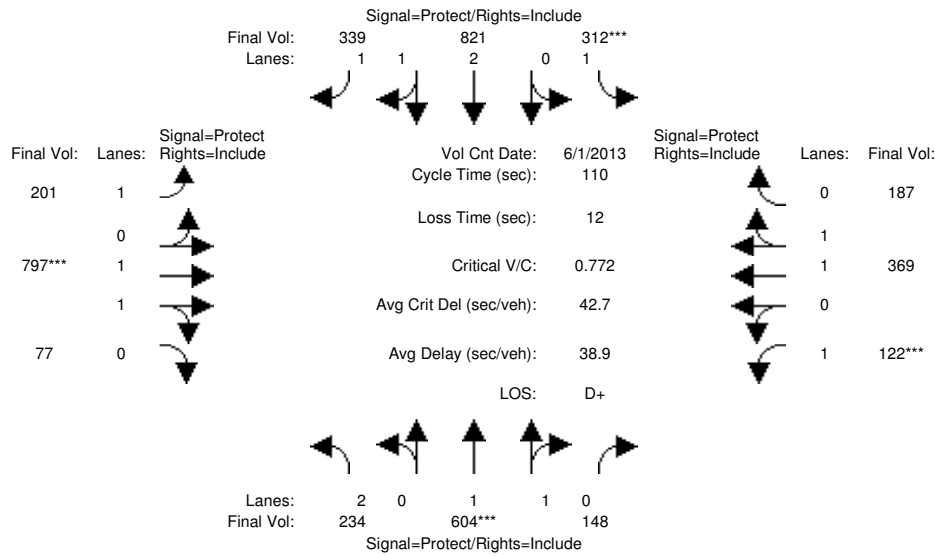
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.00	0.36	0.00	0.00	0.00	0.00	0.15	0.00	0.05
Crit Moves:	****						****					
Green Time:	0.0	41.2	0.0	0.0	41.2	0.0	0.0	0.0	0.0	17.8	0.0	17.8
Volume/Cap:	0.00	0.13	0.00	0.00	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.18
Uniform Del:	0.0	4.8	0.0	0.0	6.8	0.0	0.0	0.0	0.0	20.2	0.0	18.0
IncrcmntDel:	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	1.5	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	4.8	0.0	0.0	7.4	0.0	0.0	0.0	0.0	21.8	0.0	18.2
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:	0.0	4.8	0.0	0.0	7.4	0.0	0.0	0.0	0.0	21.8	0.0	18.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	B-
HCM2kAvgQ:	0	1	0	0	8	0	0	0	0	6	0	2

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	234	604	148	312	821	339	201	797	77	122	369	187
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:	234	604	148	312	821	339	201	797	77	122	369	187
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:	234	604	148	312	821	339	201	797	77	122	369	187
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:	234	604	148	312	821	339	201	797	77	122	369	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	604	148	312	821	339	201	797	77	122	369	187
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:	234	604	148	312	821	339	201	797	77	122	369	187

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	1.60	0.40	1.00	2.79	1.21	1.00	1.82	0.18	1.00	1.31	0.69
Final Sat.:	3150	2971	728	1750	5282	2181	1750	3374	326	1750	2455	1244

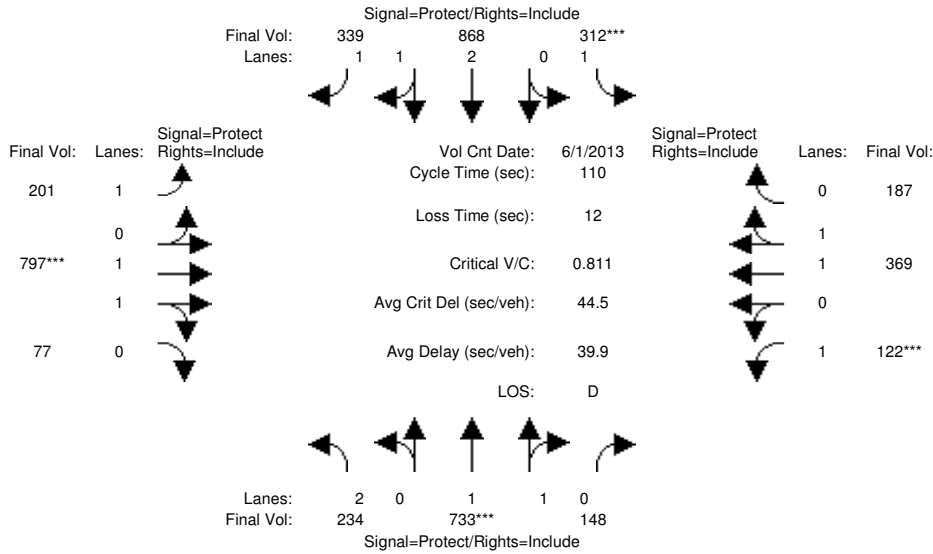
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.18	0.16	0.16	0.11	0.24	0.24	0.07	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.6	29.0	29.0	25.4	36.8	36.8	18.9	33.7	33.7	9.9	24.7	24.7
Volume/Cap:	0.46	0.77	0.77	0.77	0.46	0.46	0.67	0.77	0.77	0.77	0.67	0.67
Delay/Veh:	42.6	41.3	41.3	48.4	29.0	29.0	48.3	38.0	38.0	69.5	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:	42.6	41.3	41.3	48.4	29.0	29.0	48.3	38.0	38.0	69.5	41.0	41.0
LOS by Move:	D	D	D	D	C	C	D	D+	D+	E	D	D
HCM2kAvgQ:	4	12	12	12	8	8	8	15	15	6	10	10

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	234	604	148	312	821	339	201	797	77	122	369	187
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:	234	604	148	312	821	339	201	797	77	122	369	187
Added Vol:	0	129	0	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	733	148	312	868	339	201	797	77	122	369	187
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:	234	733	148	312	868	339	201	797	77	122	369	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	733	148	312	868	339	201	797	77	122	369	187
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:	234	733	148	312	868	339	201	797	77	122	369	187

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	1.65	0.35	1.00	2.84	1.16	1.00	1.82	0.18	1.00	1.31	0.69
Final Sat.:	3150	3078	621	1750	5367	2096	1750	3374	326	1750	2455	1244

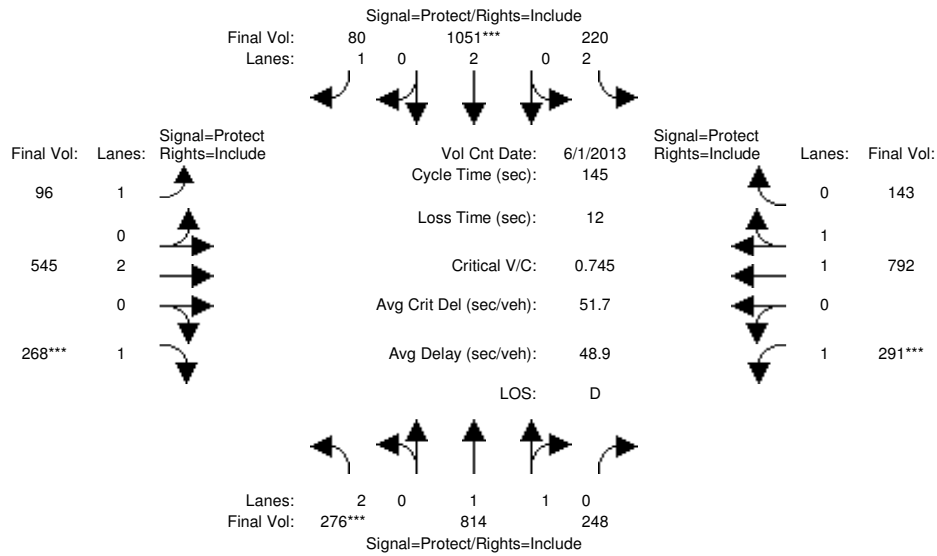
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.18	0.16	0.16	0.11	0.24	0.24	0.07	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.8	32.3	32.3	24.2	38.7	38.7	18.0	32.0	32.0	9.5	23.5	23.5
Volume/Cap:	0.46	0.81	0.81	0.81	0.46	0.46	0.70	0.81	0.81	0.81	0.70	0.70
Uniform Del:	41.8	36.0	36.0	40.7	27.6	27.6	43.5	36.2	36.2	49.4	40.0	40.0
IncrcmntDel:	0.7	4.7	4.7	12.2	0.1	0.1	7.7	4.7	4.7	27.1	2.9	2.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.4	40.7	40.7	53.0	27.7	27.7	51.1	40.9	40.9	76.5	42.9	42.9
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:	42.4	40.7	40.7	53.0	27.7	27.7	51.1	40.9	40.9	76.5	42.9	42.9
LOS by Move:	D	D	D	D-	C	C	D-	D	D	E-	D	D
HCM2kAvgQ:	4	14	14	13	8	8	8	16	16	7	10	10

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	276	814	248	220	1051	80	96	545	268	291	792	143
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:	276	814	248	220	1051	80	96	545	268	291	792	143
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:	276	814	248	220	1051	80	96	545	268	291	792	143
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:	276	814	248	220	1051	80	96	545	268	291	792	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	814	248	220	1051	80	96	545	268	291	792	143
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:	276	814	248	220	1051	80	96	545	268	291	792	143

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	3150	2835	864	3150	3800	1750	1750	3800	1750	1750	3134	566

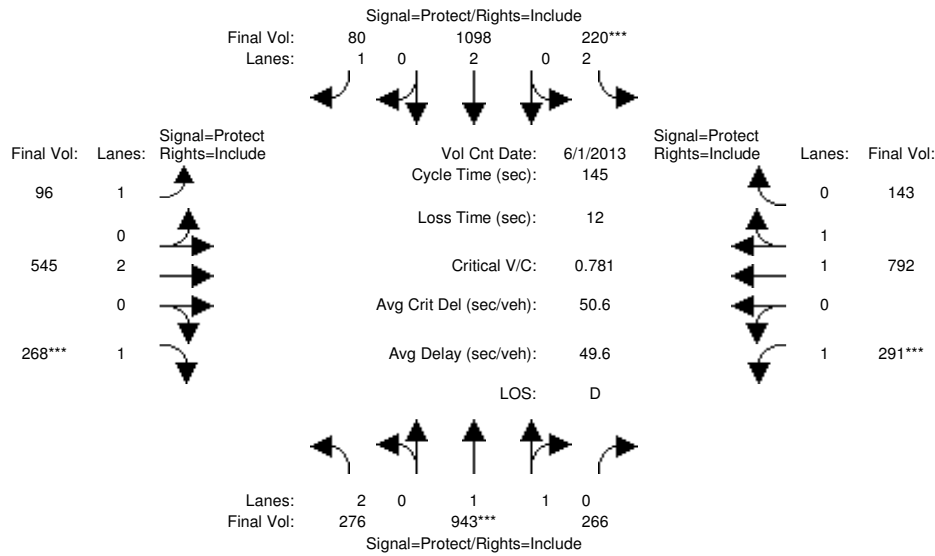
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.07	0.28	0.05	0.05	0.14	0.15	0.17	0.25	0.25
Crit Moves:	****			****			****		****			
Green Time:	17.0	57.0	57.0	13.9	53.8	53.8	11.1	29.8	29.8	32.4	51.1	51.1
Volume/Cap:	0.75	0.73	0.73	0.73	0.75	0.12	0.72	0.70	0.75	0.75	0.72	0.72
Delay/Veh:	69.9	39.4	39.4	72.5	41.8	30.1	82.5	56.2	62.3	60.1	42.7	42.7
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:	69.9	39.4	39.4	72.5	41.8	30.1	82.5	56.2	62.3	60.1	42.7	42.7
LOS by Move:	E	D	D	E	D	C	F	E+	E	E	D	D
HCM2kAvgQ:	9	21	21	6	20	2	6	12	13	14	19	19

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	276	814	248	220	1051	80	96	545	268	291	792	143
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:	276	814	248	220	1051	80	96	545	268	291	792	143
Added Vol:	0	129	18	0	47	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	943	266	220	1098	80	96	545	268	291	792	143
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:	276	943	266	220	1098	80	96	545	268	291	792	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	943	266	220	1098	80	96	545	268	291	792	143
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:	276	943	266	220	1098	80	96	545	268	291	792	143

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.55	0.45	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	3150	2885	814	3150	3800	1750	1750	3800	1750	1750	3134	566

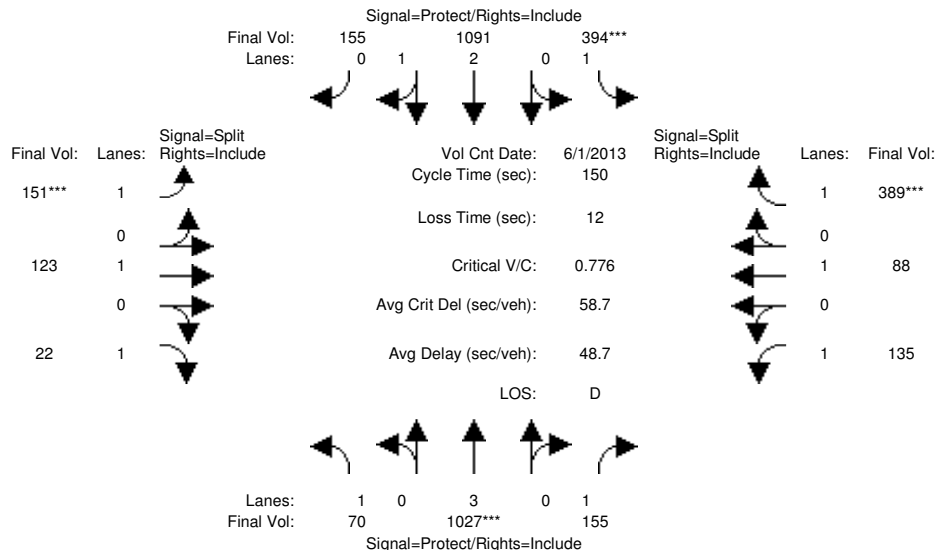
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.33	0.07	0.29	0.05	0.05	0.14	0.15	0.17	0.25	0.25
Crit Moves:	****			****					****	****		
Green Time:	17.1	60.7	60.7	13.0	56.5	56.5	10.6	28.4	28.4	30.9	48.7	48.7
Volume/Cap:	0.74	0.78	0.78	0.78	0.74	0.12	0.75	0.73	0.78	0.78	0.75	0.75
Uniform Del:	61.8	36.4	36.4	64.6	38.0	28.3	65.9	54.7	55.3	53.9	42.8	42.8
IncrcmntDel:	7.8	2.6	2.6	13.1	2.0	0.1	21.9	3.7	11.0	10.2	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.5	39.0	39.0	77.7	40.0	28.4	87.8	58.4	66.3	64.0	45.4	45.4
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:	69.5	39.0	39.0	77.7	40.0	28.4	87.8	58.4	66.3	64.0	45.4	45.4
LOS by Move:	E	D	D	E-	D	C	F	E+	E	E	D	D
HCM2kAvgQ:	9	25	25	6	21	2	6	13	14	15	20	20

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California 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:	1 Jun 2013	<<											
Base Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389				
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:	70	1027	155	394	1091	155	151	123	22	135	88	389				
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:	70	1027	155	394	1091	155	151	123	22	135	88	389				
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:	70	1027	155	394	1091	155	151	123	22	135	88	389				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389				
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				
Final Volume:	70	1027	155	394	1091	155	151	123	22	135	88	389				

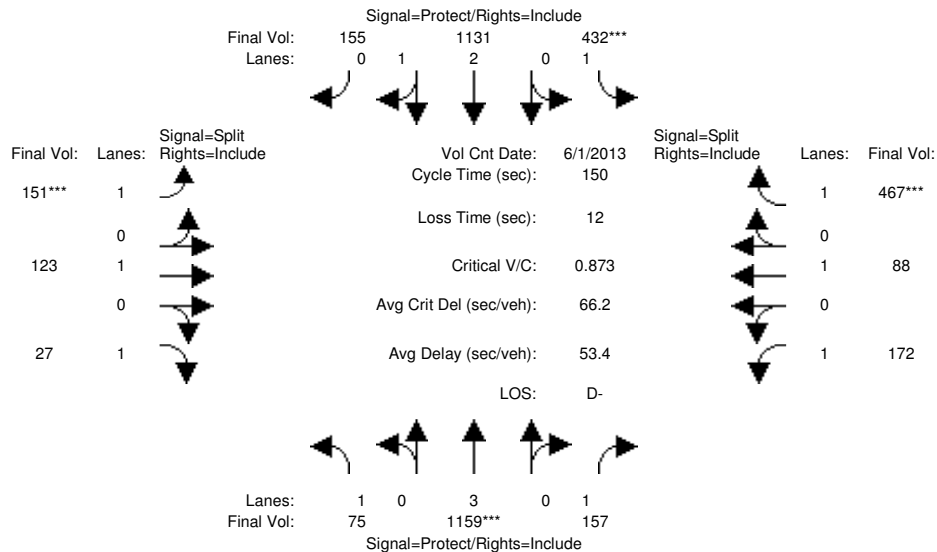
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.61	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4902	697	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.09	0.23	0.22	0.22	0.09	0.06	0.01	0.08	0.05	0.22
Crit Moves:	****			****			****					
Green Time:	13.6	34.8	34.8	43.5	64.8	64.8	16.7	16.7	16.7	43.0	43.0	43.0
Volume/Cap:	0.44	0.78	0.38	0.78	0.52	0.52	0.78	0.58	0.11	0.27	0.16	0.78
Delay/Veh:	66.6	56.9	49.1	56.2	31.3	31.3	82.5	67.4	60.3	41.7	40.2	56.6
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:	66.6	56.9	49.1	56.2	31.3	31.3	82.5	67.4	60.3	41.7	40.2	56.6
LOS by Move:	E	E+	D	E+	C	C	F	E	E	D	D	E+
HCM2kAvgQ:	4	16	7	19	14	14	9	6	1	5	3	19

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

SF13-0693
 The Village at San Antonio
 Existing & E+P PM
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PP PM

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California 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:	1 Jun 2013	<<							
Base Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389
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:	70	1027	155	394	1091	155	151	123	22	135	88	389
Added Vol:	5	132	2	38	40	0	0	0	5	37	0	78
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1159	157	432	1131	155	151	123	27	172	88	467
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:	75	1159	157	432	1131	155	151	123	27	172	88	467
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1159	157	432	1131	155	151	123	27	172	88	467
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
Final Volume:	75	1159	157	432	1131	155	151	123	27	172	88	467

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.63	0.37	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4924	675	1750	1900	1750	1750	1900	1750

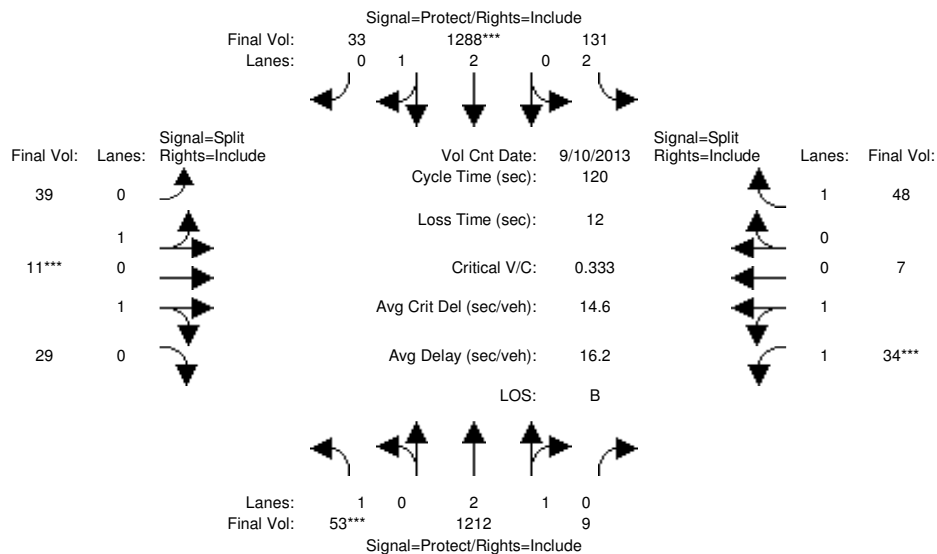
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.09	0.25	0.23	0.23	0.09	0.06	0.02	0.10	0.05	0.27
Crit Moves:	****			****			****			****		
Green Time:	13.1	34.9	34.9	42.4	64.3	64.3	14.8	14.8	14.8	45.8	45.8	45.8
Volume/Cap:	0.49	0.87	0.39	0.87	0.54	0.54	0.87	0.66	0.16	0.32	0.15	0.87
Uniform Del:	65.3	55.4	48.5	51.2	31.8	31.8	66.7	65.1	61.9	40.1	37.9	49.3
IncramntDel:	2.5	6.7	0.6	15.7	0.2	0.2	35.3	8.1	0.4	0.4	0.1	14.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.8	62.1	49.1	66.9	32.0	32.0	102.0	73.2	62.3	40.5	38.0	64.0
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:	67.8	62.1	49.1	66.9	32.0	32.0	102.0	73.2	62.3	40.5	38.0	64.0
LOS by Move:	E	E	D	E	C-	C-	F	E	E	D	D+	E
HCM2kAvgQ:	4	20	7	23	15	15	10	7	1	6	3	25

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	53	1212	9	131	1288	33	39	11	29	34	7	48
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:	53	1212	9	131	1288	33	39	11	29	34	7	48
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:	53	1212	9	131	1288	33	39	11	29	34	7	48
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:	53	1212	9	131	1288	33	39	11	29	34	7	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1212	9	131	1288	33	39	11	29	34	7	48
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:	53	1212	9	131	1288	33	39	11	29	34	7	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.98	0.02	2.00	2.92	0.08	0.99	0.28	0.73	1.66	0.34	1.00
Final Sat.:	1750	5559	41	3150	5460	140	1777	501	1322	2944	606	1750

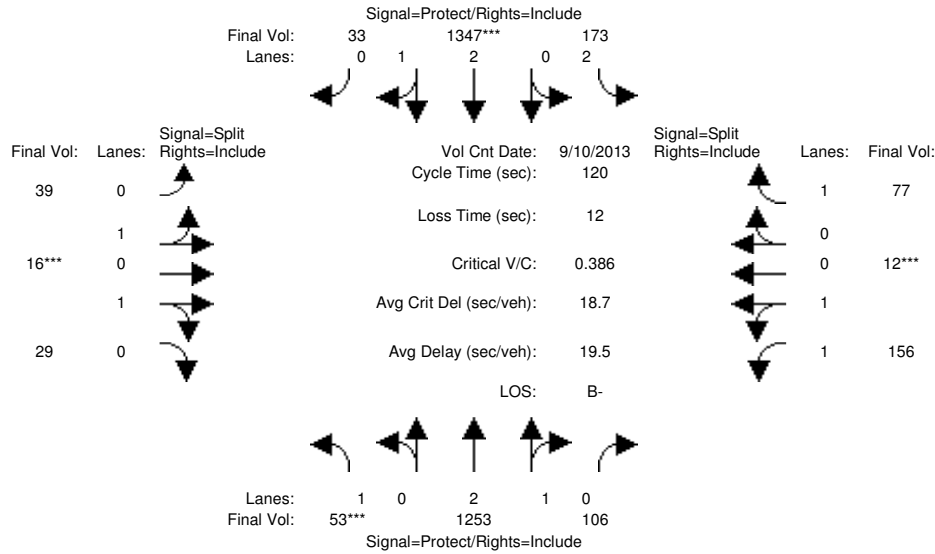
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.04	0.24	0.24	0.02	0.02	0.02	0.01	0.01	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.0	69.4	69.4	18.6	78.0	78.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.36	0.38	0.38	0.27	0.36	0.36	0.26	0.26	0.26	0.14	0.14	0.33
Delay/Veh:	53.5	13.7	13.7	45.0	9.7	9.7	52.0	52.0	52.0	51.2	51.2	53.2
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:	53.5	13.7	13.7	45.0	9.7	9.7	52.0	52.0	52.0	51.2	51.2	53.2
LOS by Move:	D-	B	B	D	A	A	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	2	8	8	3	7	7	2	2	2	1	1	2

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	53	1212	9	131	1288	33	39	11	29	34	7	48
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:	53	1212	9	131	1288	33	39	11	29	34	7	48
Added Vol:	0	41	97	42	59	0	0	5	0	122	5	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1253	106	173	1347	33	39	16	29	156	12	77
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:	53	1253	106	173	1347	33	39	16	29	156	12	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1253	106	173	1347	33	39	16	29	156	12	77
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:	53	1253	106	173	1347	33	39	16	29	156	12	77

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.76	0.24	2.00	2.93	0.07	0.93	0.38	0.69	1.86	0.14	1.00
Final Sat.:	1750	5163	437	3150	5466	134	1671	686	1243	3296	254	1750

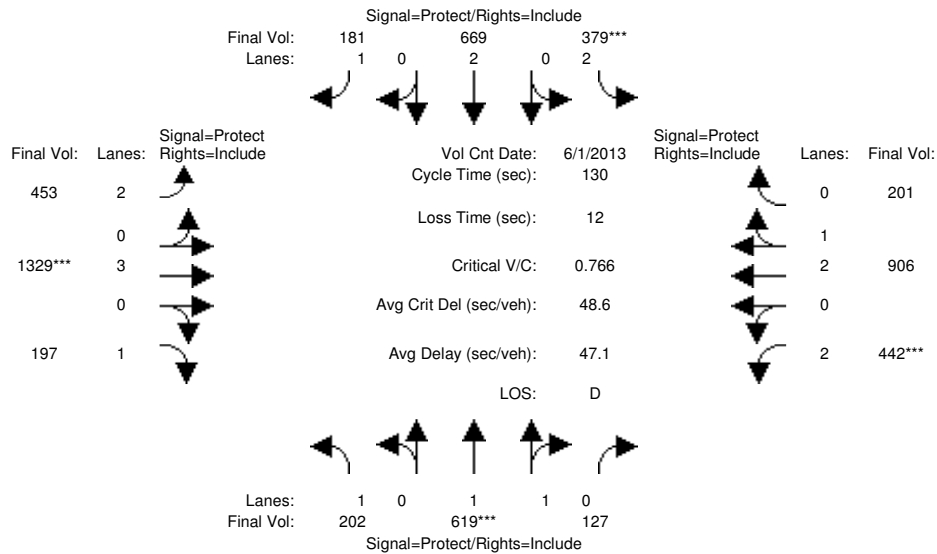
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.05	0.25	0.25	0.02	0.02	0.02	0.05	0.05	0.04
Crit Moves:	****			****			****			****		
Green Time:	9.2	67.5	67.5	16.2	74.5	74.5	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.40	0.43	0.43	0.41	0.40	0.40	0.28	0.28	0.28	0.40	0.40	0.37
Uniform Del:	52.8	15.2	15.2	47.5	11.4	11.4	51.6	51.6	51.6	48.9	48.9	48.7
IncrcmntDel:	1.9	0.1	0.1	0.6	0.1	0.1	0.5	0.5	0.5	0.6	0.6	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.7	15.3	15.3	48.1	11.5	11.5	52.1	52.1	52.1	49.5	49.5	49.8
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:	54.7	15.3	15.3	48.1	11.5	11.5	52.1	52.1	52.1	49.5	49.5	49.8
LOS by Move:	D-	B	B	D	B+	B+	D-	D-	D-	D	D	D
HCM2kAvgQ:	2	10	10	4	9	9	2	2	2	3	3	3

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	202	619	127	379	669	181	453	1329	197	442	906	201
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:	202	619	127	379	669	181	453	1329	197	442	906	201
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:	202	619	127	379	669	181	453	1329	197	442	906	201
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:	202	619	127	379	669	181	453	1329	197	442	906	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	619	127	379	669	181	453	1329	197	442	906	201
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:	202	619	127	379	669	181	453	1329	197	442	906	201

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	1.65	0.35	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.44	0.56
Final Sat.:	1750	3070	630	3150	3800	1750	3150	5700	1750	3150	4582	1017

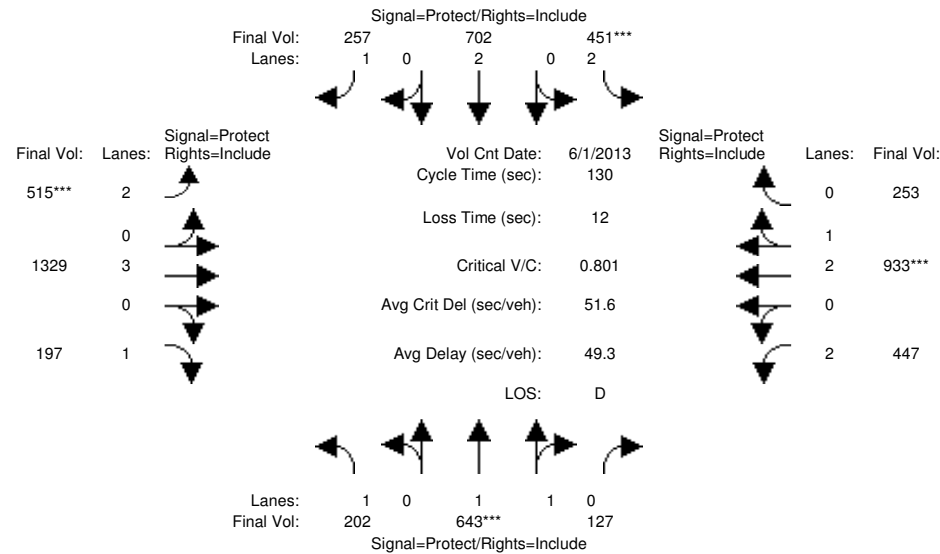
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.20	0.12	0.18	0.10	0.14	0.23	0.11	0.14	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.6	34.2	34.2	20.4	33.0	33.0	26.7	39.6	39.6	23.8	36.7	36.7
Volume/Cap:	0.69	0.77	0.77	0.77	0.69	0.41	0.70	0.77	0.37	0.77	0.70	0.70
Delay/Veh:	58.1	47.9	47.9	59.6	46.1	41.0	51.4	43.1	35.9	56.6	43.2	43.2
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:	58.1	47.9	47.9	59.6	46.1	41.0	51.4	43.1	35.9	56.6	43.2	43.2
LOS by Move:	E+	D	D	E+	D	D	D-	D	D+	E+	D	D
HCM2kAvgQ:	9	16	16	10	13	7	11	17	7	12	14	14

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	202	619	127	379	669	181	453	1329	197	442	906	201
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:	202	619	127	379	669	181	453	1329	197	442	906	201
Added Vol:	0	24	0	72	33	76	62	0	0	5	27	52
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	643	127	451	702	257	515	1329	197	447	933	253
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:	202	643	127	451	702	257	515	1329	197	447	933	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	643	127	451	702	257	515	1329	197	447	933	253
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:	202	643	127	451	702	257	515	1329	197	447	933	253

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	1.66	0.34	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.34	0.66
Final Sat.:	1750	3089	610	3150	3800	1750	3150	5700	1750	3150	4404	1194

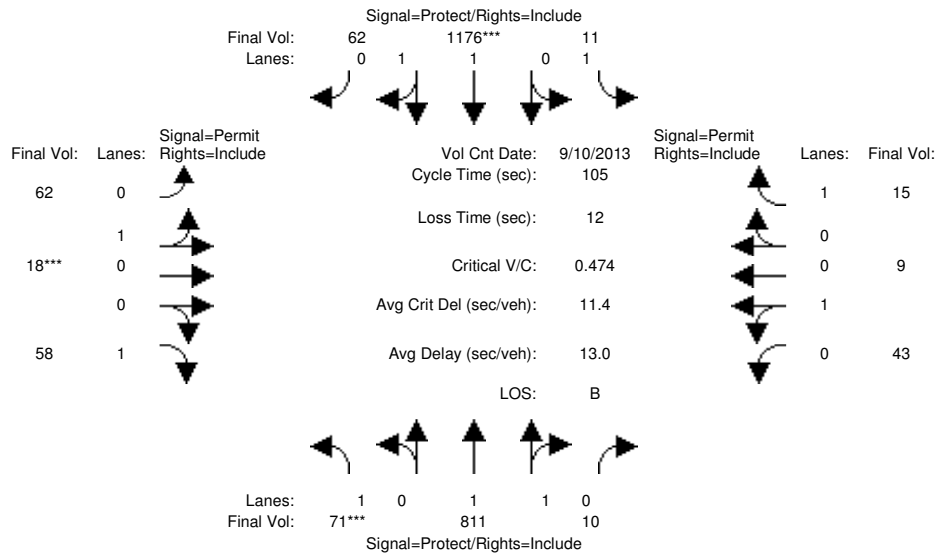
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.21	0.14	0.18	0.15	0.16	0.23	0.11	0.14	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.9	33.8	33.8	23.2	35.1	35.1	26.5	37.9	37.9	23.1	34.4	34.4
Volume/Cap:	0.68	0.80	0.80	0.80	0.68	0.54	0.80	0.80	0.39	0.80	0.80	0.80
Uniform Del:	50.8	45.0	45.0	51.2	42.5	40.6	49.2	42.6	36.8	51.3	44.6	44.6
IncrcmntDel:	6.5	4.9	4.9	8.0	1.9	1.3	7.1	2.9	0.5	8.0	3.2	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.3	49.8	49.8	59.2	44.4	41.9	56.3	45.4	37.3	59.3	47.8	47.8
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:	57.3	49.8	49.8	59.2	44.4	41.9	56.3	45.4	37.3	59.3	47.8	47.8
LOS by Move:	E+	D	D	E+	D	D	E+	D	D+	E+	D	D
HCM2kAvgQ:	9	17	17	12	13	10	14	18	7	12	17	17

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	71	811	10	11	1176	62	62	18	58	43	9	15
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:	71	811	10	11	1176	62	62	18	58	43	9	15
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:	71	811	10	11	1176	62	62	18	58	43	9	15
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:	71	811	10	11	1176	62	62	18	58	43	9	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	811	10	11	1176	62	62	18	58	43	9	15
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:	71	811	10	11	1176	62	62	18	58	43	9	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	1.90	0.10	0.77	0.23	1.00	0.83	0.17	1.00
Final Sat.:	1750	3655	45	1750	3515	185	1395	405	1750	1488	312	1750

Capacity Analysis Module:

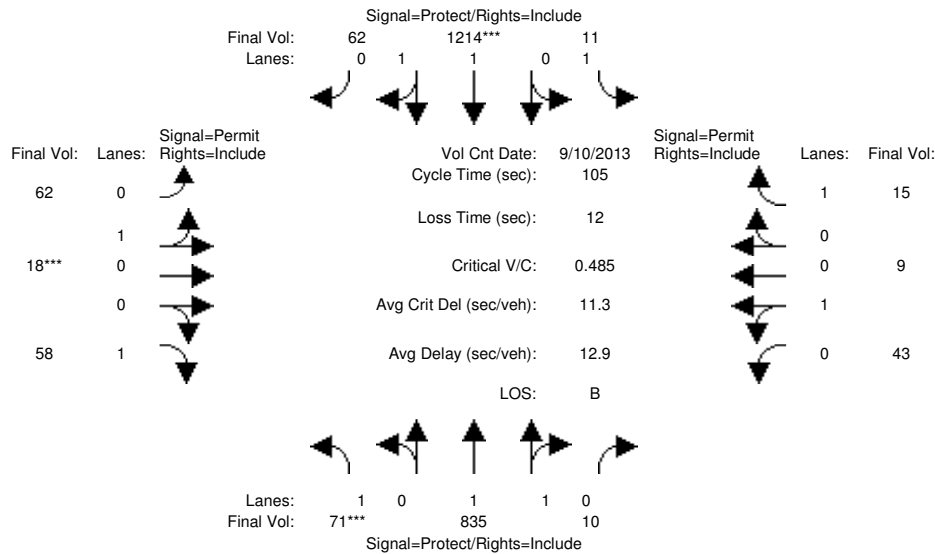
Vol/Sat:	0.04	0.22	0.22	0.01	0.33	0.33	0.04	0.04	0.03	0.03	0.03	0.01
Crit Moves:	****			****			****					
Green Time:	9.0	63.8	63.8	19.2	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.47	0.37	0.37	0.03	0.47	0.47	0.47	0.47	0.35	0.30	0.30	0.09
Delay/Veh:	48.1	10.5	10.5	35.3	7.0	7.0	47.0	47.0	45.7	45.3	45.3	43.6
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:	48.1	10.5	10.5	35.3	7.0	7.0	47.0	47.0	45.7	45.3	45.3	43.6
LOS by Move:	D	B+	B+	D+	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	7	7	0	9	9	3	3	2	2	2	1

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	71	811	10	11	1176	62	62	18	58	43	9	15
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:	71	811	10	11	1176	62	62	18	58	43	9	15
Added Vol:	0	24	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	835	10	11	1214	62	62	18	58	43	9	15
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:	71	835	10	11	1214	62	62	18	58	43	9	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	835	10	11	1214	62	62	18	58	43	9	15
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:	71	835	10	11	1214	62	62	18	58	43	9	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.90	0.10	0.77	0.23	1.00	0.83	0.17	1.00
Final Sat.:	1750	3656	44	1750	3520	180	1395	405	1750	1488	312	1750

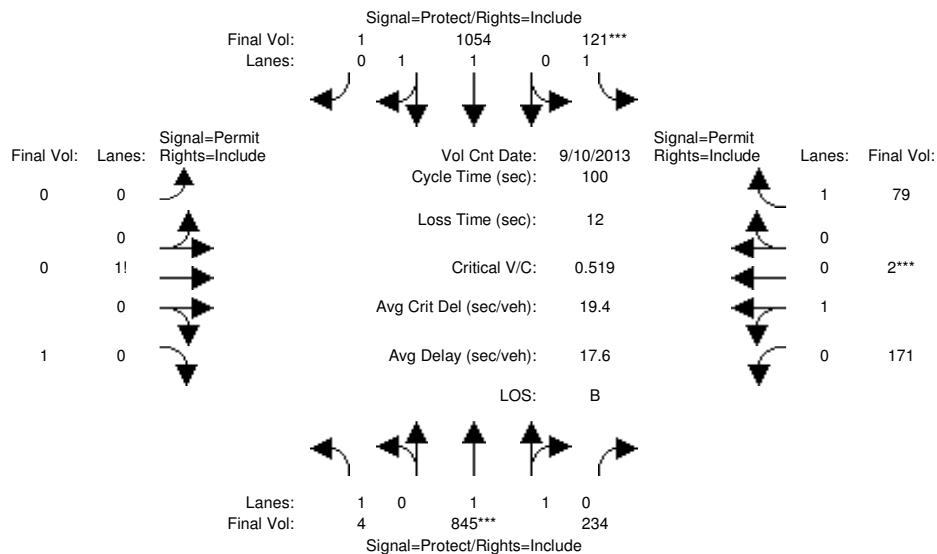
Capacity Analysis Module:

Vol/Sat:	0.04	0.23	0.23	0.01	0.34	0.34	0.04	0.04	0.03	0.03	0.03	0.01
Crit Moves:	****			****			****					
Green Time:	8.7	64.2	64.2	18.8	74.3	74.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.49	0.37	0.37	0.04	0.49	0.49	0.47	0.47	0.35	0.30	0.30	0.09
Uniform Del:	46.0	10.2	10.2	35.6	6.9	6.9	45.0	45.0	44.4	44.3	44.3	43.3
IncrcmntDel:	2.6	0.1	0.1	0.0	0.1	0.1	2.0	2.0	1.3	1.0	1.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.6	10.4	10.4	35.7	7.0	7.0	47.0	47.0	45.7	45.3	45.3	43.6
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:	48.6	10.4	10.4	35.7	7.0	7.0	47.0	47.0	45.7	45.3	45.3	43.6
LOS by Move:	D	B+	B+	D+	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	7	7	0	9	9	3	3	2	2	2	1

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

SF13-0693
 The Village at San Antonio
 Existing & E+P PM
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	4	845	234	121	1054	1	0	0	1	171	2	79
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	845	234	121	1054	1	0	0	1	171	2	79
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	845	234	121	1054	1	0	0	1	171	2	79
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	845	234	121	1054	1	0	0	1	171	2	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	845	234	121	1054	1	0	0	1	171	2	79
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:	4	845	234	121	1054	1	0	0	1	171	2	79

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	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.55	0.45	1.00	1.99	0.01	0.00	0.00	1.00	0.99	0.01	1.00
Final Sat.:	1750	2897	802	1750	3697	4	0	0	1750	1779	21	1750

Capacity Analysis Module:

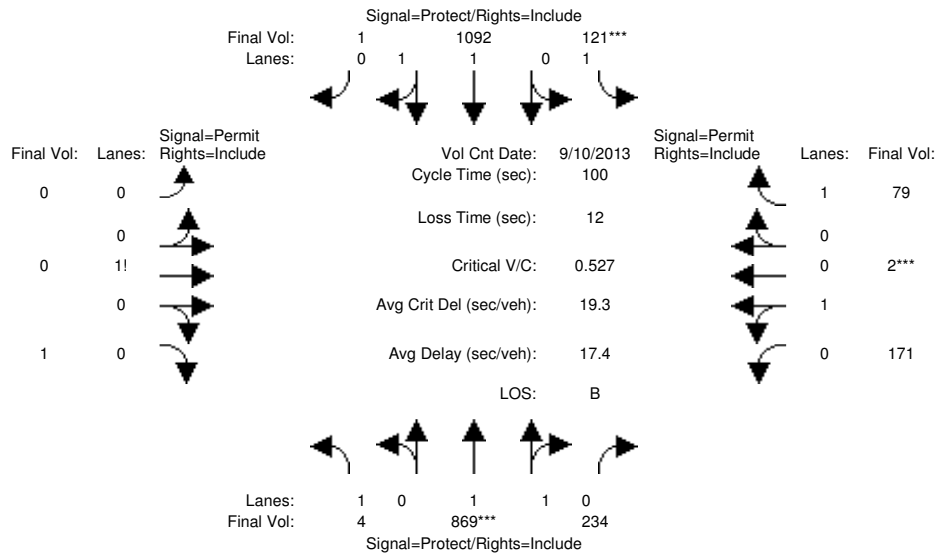
Vol/Sat:	0.00	0.29	0.29	0.07	0.29	0.29	0.00	0.00	0.00	0.10	0.10	0.05
Crit Moves:	****			****						****		
Green Time:	13.7	56.2	56.2	13.3	55.8	55.8	0.0	0.0	18.5	18.5	18.5	18.5
Volume/Cap:	0.02	0.52	0.52	0.52	0.51	0.51	0.00	0.00	0.00	0.52	0.52	0.24
Delay/Veh:	37.4	13.8	13.8	42.4	13.9	13.9	0.0	0.0	33.2	38.2	38.2	35.2
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:	37.4	13.8	13.8	42.4	13.9	13.9	0.0	0.0	33.2	38.2	38.2	35.2
LOS by Move:	D+	B	B	D	B	B	A	A	C-	D+	D+	D+
HCM2kAvgQ:	0	11	11	4	10	10	0	0	0	6	6	2

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	4	845	234	121	1054	1	0	0	1	171	2	79
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	845	234	121	1054	1	0	0	1	171	2	79
Added Vol:	0	24	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	869	234	121	1092	1	0	0	1	171	2	79
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	869	234	121	1092	1	0	0	1	171	2	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	869	234	121	1092	1	0	0	1	171	2	79
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:	4	869	234	121	1092	1	0	0	1	171	2	79

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	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.56	0.44	1.00	1.99	0.01	0.00	0.00	1.00	0.99	0.01	1.00
Final Sat.:	1750	2914	785	1750	3697	3	0	0	1750	1779	21	1750

Capacity Analysis Module:

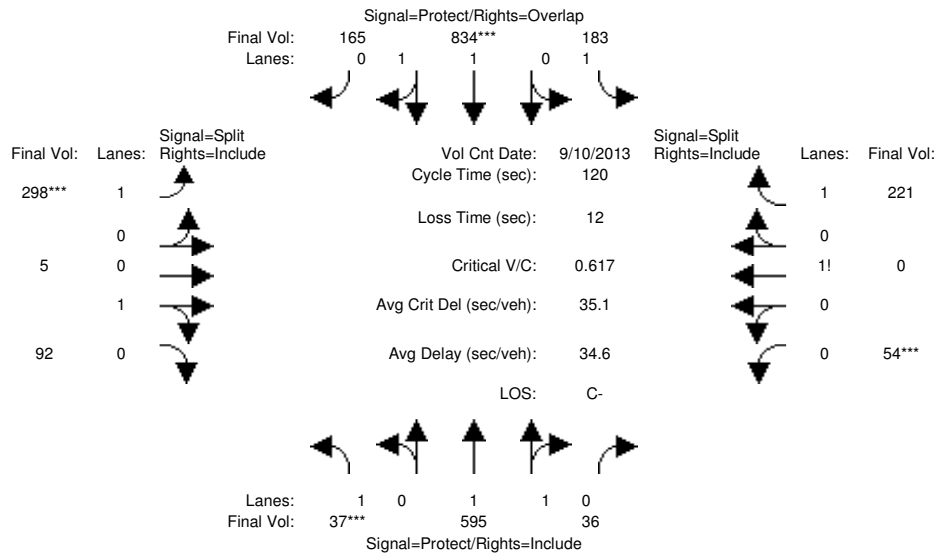
Vol/Sat:	0.00	0.30	0.30	0.07	0.30	0.30	0.00	0.00	0.00	0.10	0.10	0.05
Crit Moves:	****			****						****		
Green Time:	13.4	56.6	56.6	13.1	56.4	56.4	0.0	0.0	18.3	18.3	18.3	18.3
Volume/Cap:	0.02	0.53	0.53	0.53	0.52	0.52	0.00	0.00	0.00	0.53	0.53	0.25
Uniform Del:	37.6	13.4	13.4	40.5	13.5	13.5	0.0	0.0	33.4	37.0	37.0	35.0
IncrcmntDel:	0.0	0.3	0.3	2.3	0.2	0.2	0.0	0.0	0.0	1.6	1.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	37.6	13.7	13.7	42.8	13.7	13.7	0.0	0.0	33.4	38.6	38.6	35.4
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:	37.6	13.7	13.7	42.8	13.7	13.7	0.0	0.0	33.4	38.6	38.6	35.4
LOS by Move:	D+	B	B	D	B	B	A	A	C-	D+	D+	D+
HCM2kAvgQ:	0	11	11	4	10	10	0	0	0	6	6	2

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	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: 10 Sep 2013 <<											
Base Vol:	37	595	36	183	834	165	298	5	92	54	0	221
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:	37	595	36	183	834	165	298	5	92	54	0	221
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:	37	595	36	183	834	165	298	5	92	54	0	221
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:	37	595	36	183	834	165	298	5	92	54	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	595	36	183	834	165	298	5	92	54	0	221
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
Final Volume:	37	595	36	183	834	165	298	5	92	54	0	221

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	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	1.66	0.34	1.00	0.05	0.95	0.33	0.00	1.67
Final Sat.:	1750	3489	211	1750	3088	611	1750	93	1707	574	0	2926

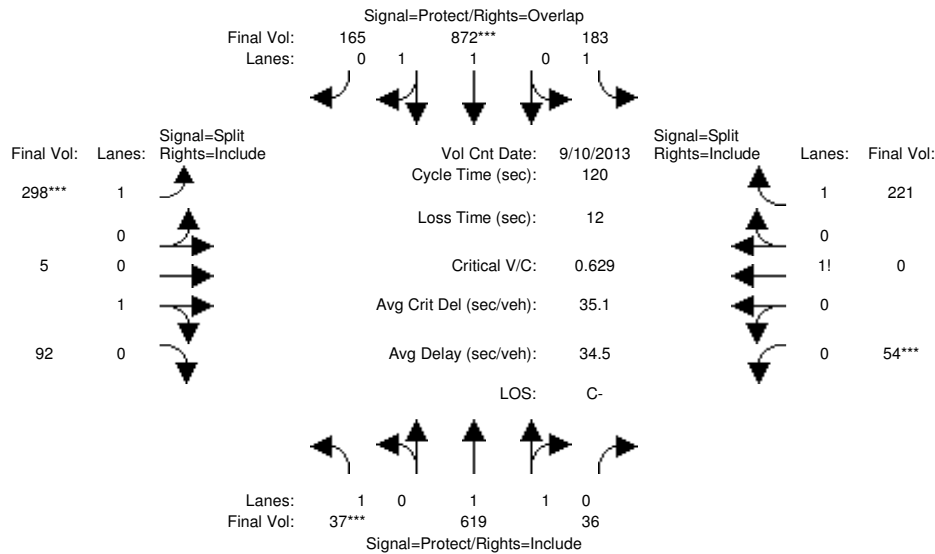
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.10	0.27	0.27	0.17	0.05	0.05	0.09	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	36.0	36.0	22.1	51.0	83.2	32.2	32.2	32.2	17.8	0.0	17.8
Volume/Cap:	0.36	0.57	0.57	0.57	0.63	0.39	0.63	0.20	0.20	0.63	0.00	0.51
Delay/Veh:	56.5	36.2	36.2	47.0	28.0	7.8	41.6	34.2	34.2	51.2	0.0	47.9
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:	56.5	36.2	36.2	47.0	28.0	7.8	41.6	34.2	34.2	51.2	0.0	47.9
LOS by Move:	E+	D+	D+	D	C	A	D	C-	C-	D-	A	D
HCM2kAvgQ:	2	10	10	7	15	8	11	3	3	7	0	5

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	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: 10 Sep 2013 <<

Base Vol:	37	595	36	183	834	165	298	5	92	54	0	221
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:	37	595	36	183	834	165	298	5	92	54	0	221
Added Vol:	0	24	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	619	36	183	872	165	298	5	92	54	0	221
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:	37	619	36	183	872	165	298	5	92	54	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	619	36	183	872	165	298	5	92	54	0	221
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
Final Volume:	37	619	36	183	872	165	298	5	92	54	0	221

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	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.67	0.33	1.00	0.05	0.95	0.33	0.00	1.67
Final Sat.:	1750	3497	203	1750	3111	589	1750	93	1707	574	0	2926

Capacity Analysis Module:

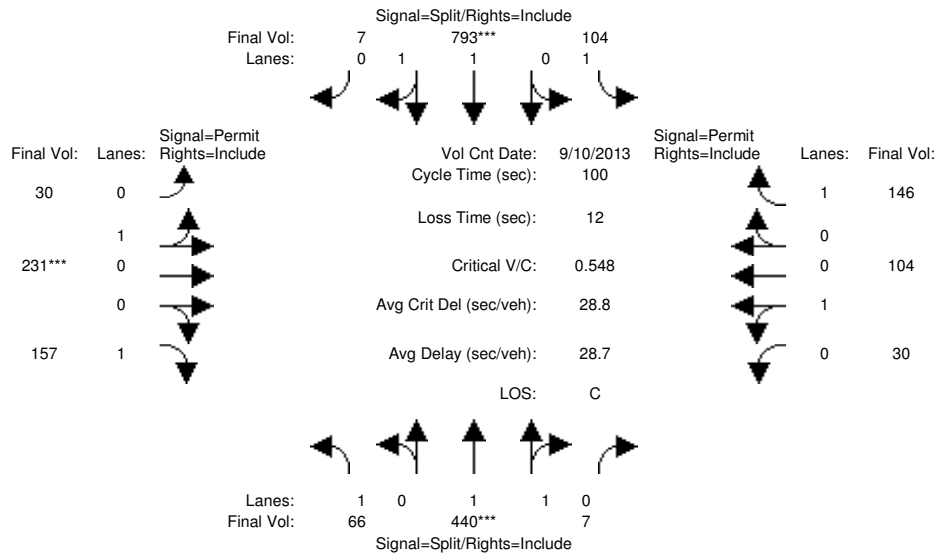
Vol/Sat:	0.02	0.18	0.18	0.10	0.28	0.28	0.17	0.05	0.05	0.09	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	37.1	37.1	21.9	52.0	83.6	31.6	31.6	31.6	17.4	0.0	17.4
Volume/Cap:	0.36	0.57	0.57	0.57	0.65	0.40	0.65	0.20	0.20	0.65	0.00	0.52
Uniform Del:	54.4	34.8	34.8	44.8	26.8	7.7	39.3	34.4	34.4	48.4	0.0	47.4
IncrementDel:	2.2	0.7	0.7	2.5	0.9	0.1	3.2	0.2	0.2	3.5	0.0	0.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	56.5	35.5	35.5	47.3	27.7	7.8	42.5	34.6	34.6	51.8	0.0	48.3
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:	56.5	35.5	35.5	47.3	27.7	7.8	42.5	34.6	34.6	51.8	0.0	48.3
LOS by Move:	E+	D+	D+	D	C	A	D	C-	C-	D-	A	D
HCM2kAvgQ:	2	11	11	7	16	8	11	3	3	7	0	5

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	66	440	7	104	793	7	30	231	157	30	104	146
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:	66	440	7	104	793	7	30	231	157	30	104	146
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:	66	440	7	104	793	7	30	231	157	30	104	146
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:	66	440	7	104	793	7	30	231	157	30	104	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	440	7	104	793	7	30	231	157	30	104	146
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:	66	440	7	104	793	7	30	231	157	30	104	146

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	1.98	0.02	0.11	0.89	1.00	0.22	0.78	1.00
Final Sat.:	1750	3642	58	1750	3668	32	207	1593	1750	403	1397	1750

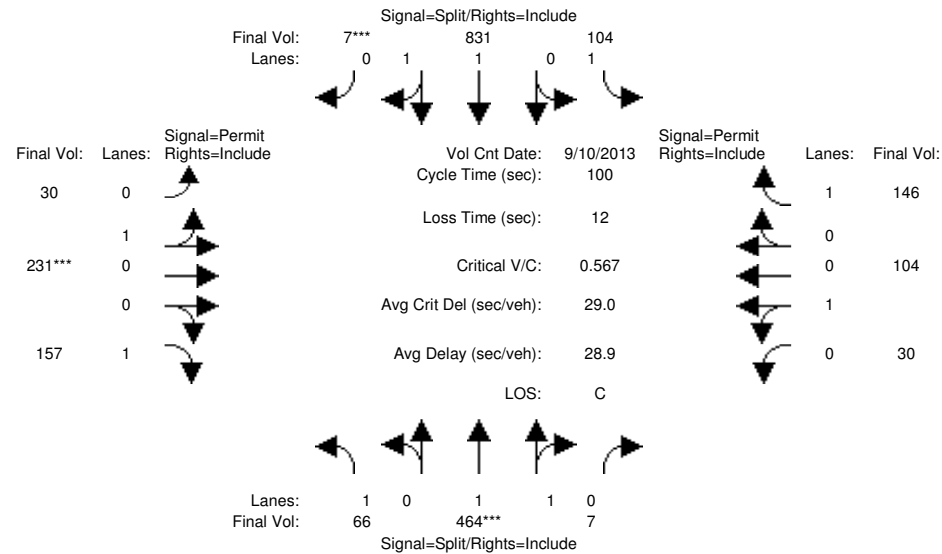
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.06	0.22	0.22	0.15	0.15	0.09	0.07	0.07	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.1	22.1	22.1	39.5	39.5	39.5	26.5	26.5	26.5	26.5	26.5	26.5
Volume/Cap:	0.17	0.55	0.55	0.15	0.55	0.55	0.55	0.55	0.34	0.28	0.28	0.32
Delay/Veh:	31.8	35.3	35.3	19.6	23.8	23.8	33.0	33.0	30.1	29.5	29.5	29.9
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:	31.8	35.3	35.3	19.6	23.8	23.8	33.0	33.0	30.1	29.5	29.5	29.9
LOS by Move:	C	D+	D+	B-	C	C	C-	C-	C	C	C	C
HCM2kAvgQ:	2	7	7	2	10	10	8	8	4	4	4	4

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	66	440	7	104	793	7	30	231	157	30	104	146
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:	66	440	7	104	793	7	30	231	157	30	104	146
Added Vol:	0	24	0	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	464	7	104	831	7	30	231	157	30	104	146
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:	66	464	7	104	831	7	30	231	157	30	104	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	464	7	104	831	7	30	231	157	30	104	146
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:	66	464	7	104	831	7	30	231	157	30	104	146

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.97	0.03	1.00	1.98	0.02	0.11	0.89	1.00	0.22	0.78	1.00
Final Sat.:	1750	3645	55	1750	3669	31	207	1593	1750	403	1397	1750

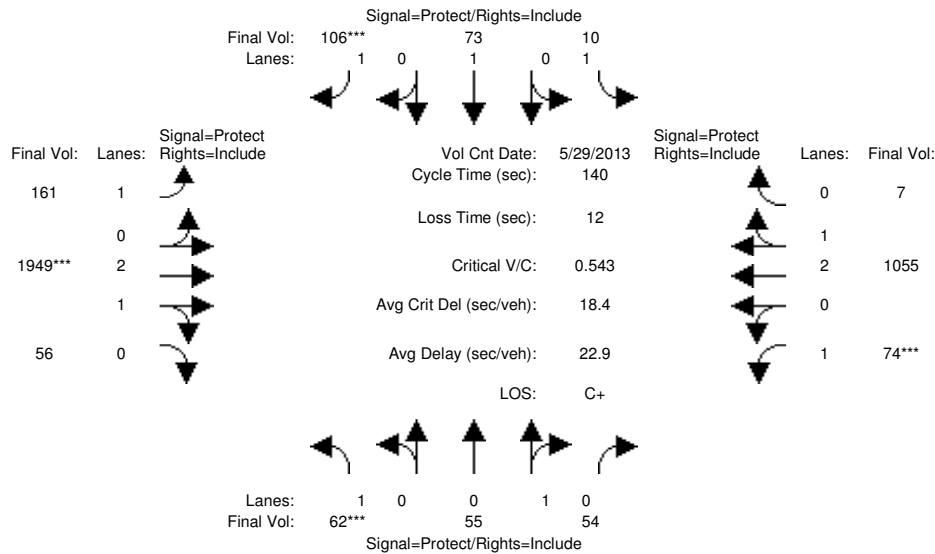
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.13	0.06	0.23	0.23	0.15	0.15	0.09	0.07	0.07	0.08
Crit Moves:	****			****			****			****		
Green Time:	22.5	22.5	22.5	40.0	40.0	40.0	25.6	25.6	25.6	25.6	25.6	25.6
Volume/Cap:	0.17	0.57	0.57	0.15	0.57	0.57	0.57	0.57	0.35	0.29	0.29	0.33
Uniform Del:	31.2	34.4	34.4	19.2	23.3	23.3	32.4	32.4	30.4	29.9	29.9	30.2
IncrcmntDel:	0.2	0.9	0.9	0.1	0.5	0.5	1.7	1.7	0.5	0.4	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	31.4	35.4	35.4	19.3	23.8	23.8	34.0	34.0	30.9	30.3	30.3	30.6
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:	31.4	35.4	35.4	19.3	23.8	23.8	34.0	34.0	30.9	30.3	30.3	30.6
LOS by Move:	C	D+	D+	B-	C	C	C-	C-	C	C	C	C
HCM2kAvgQ:	2	7	7	2	11	11	8	8	4	4	4	4

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm						
Base Vol:	62	55	54	10	73	106	161	1949	56	74	1055	7
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:	62	55	54	10	73	106	161	1949	56	74	1055	7
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:	62	55	54	10	73	106	161	1949	56	74	1055	7
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:	62	55	54	10	73	106	161	1949	56	74	1055	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	55	54	10	73	106	161	1949	56	74	1055	7
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:	62	55	54	10	73	106	161	1949	56	74	1055	7

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	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	1.00	1.00	1.00	1.00	2.91	0.09	1.00	2.98	0.02
Final Sat.:	1750	908	892	1750	1900	1750	1750	5443	156	1750	5563	37

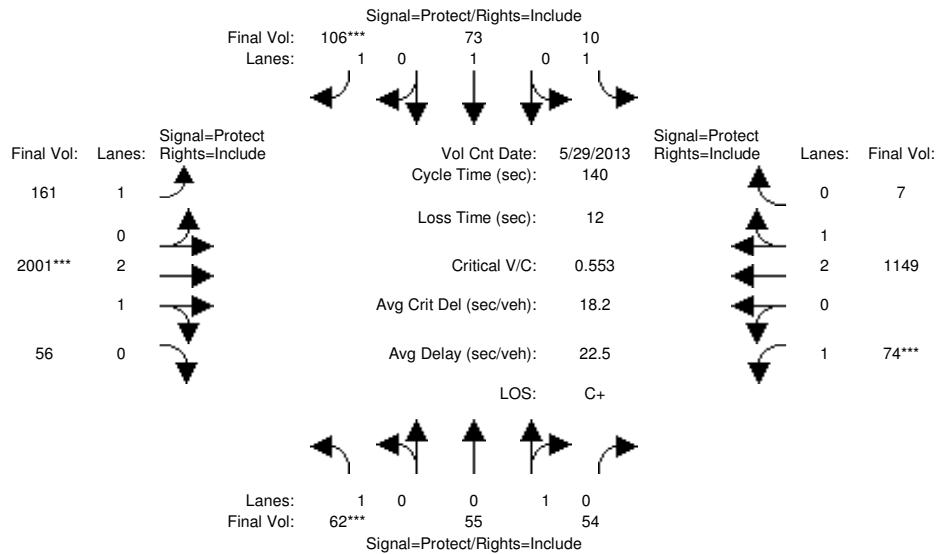
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.01	0.04	0.06	0.09	0.36	0.36	0.04	0.19	0.19
Crit Moves:	****					****		****		****		
Green Time:	9.1	14.6	14.6	10.2	15.6	15.6	33.7	92.3	92.3	10.9	69.5	69.5
Volume/Cap:	0.54	0.58	0.58	0.08	0.34	0.54	0.38	0.54	0.54	0.54	0.38	0.38
Delay/Veh:	68.7	64.4	64.4	60.8	58.4	61.9	45.0	12.8	12.8	66.6	22.0	22.0
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:	68.7	64.4	64.4	60.8	58.4	61.9	45.0	12.8	12.8	66.6	22.0	22.0
LOS by Move:	E	E	E	E	E+	E	D	B	B	E	C+	C+
HCM2kAvgQ:	4	6	6	0	3	5	6	15	15	3	9	9

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm						
Base Vol:	62	55	54	10	73	106	161	1949	56	74	1055	7
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:	62	55	54	10	73	106	161	1949	56	74	1055	7
Added Vol:	0	0	0	0	0	0	0	52	0	0	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	55	54	10	73	106	161	2001	56	74	1149	7
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:	62	55	54	10	73	106	161	2001	56	74	1149	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	55	54	10	73	106	161	2001	56	74	1149	7
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:	62	55	54	10	73	106	161	2001	56	74	1149	7

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	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.50	0.50	1.00	1.00	1.00	1.00	2.92	0.08	1.00	2.98	0.02
Final Sat.:	1750	908	892	1750	1900	1750	1750	5447	152	1750	5566	34

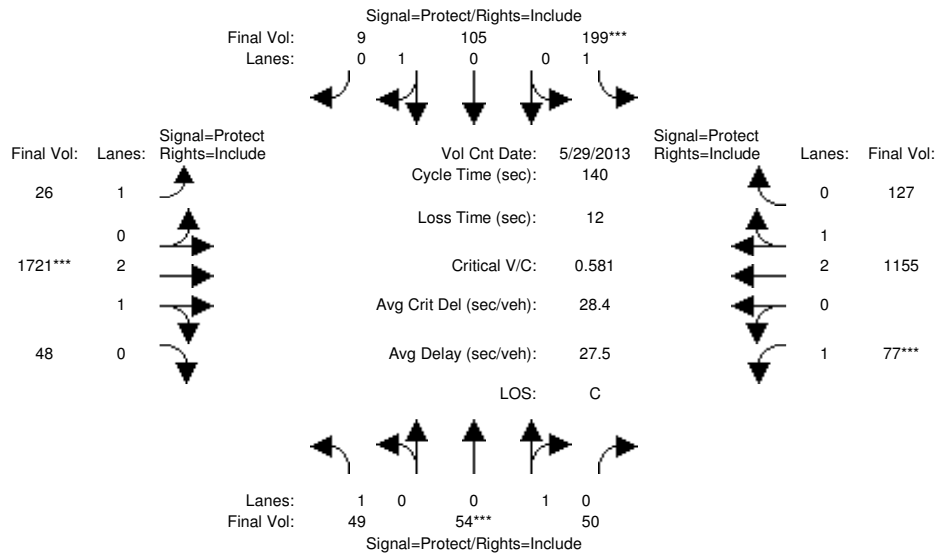
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.01	0.04	0.06	0.09	0.37	0.37	0.04	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	9.0	14.3	14.3	10.0	15.3	15.3	32.0	93.0	93.0	10.7	71.7	71.7
Volume/Cap:	0.55	0.59	0.59	0.08	0.35	0.55	0.40	0.55	0.55	0.55	0.40	0.40
Uniform Del:	63.6	60.1	60.1	60.7	57.7	59.1	45.9	12.5	12.5	62.3	21.0	21.0
IncrcmntDel:	5.9	5.1	5.1	0.3	1.0	3.5	0.7	0.2	0.2	5.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.5	65.2	65.2	61.0	58.7	62.6	46.6	12.7	12.7	67.3	21.1	21.1
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:	69.5	65.2	65.2	61.0	58.7	62.6	46.6	12.7	12.7	67.3	21.1	21.1
LOS by Move:	E	E	E	E	E+	E	D	B	B	E	C+	C+
HCM2kAvgQ:	4	6	6	0	3	5	6	16	16	3	10	10

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 5:00-6:00pm

Base Vol:	49	54	50	199	105	9	26	1721	48	77	1155	127
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	54	50	199	105	9	26	1721	48	77	1155	127
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	54	50	199	105	9	26	1721	48	77	1155	127
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	54	50	199	105	9	26	1721	48	77	1155	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	54	50	199	105	9	26	1721	48	77	1155	127
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	54	50	199	105	9	26	1721	48	77	1155	127

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.52	0.48	1.00	0.92	0.08	1.00	2.92	0.08	1.00	2.69	0.31
Final Sat.:	1750	935	865	1750	1658	142	1750	5448	152	1750	5045	555

Capacity Analysis Module:

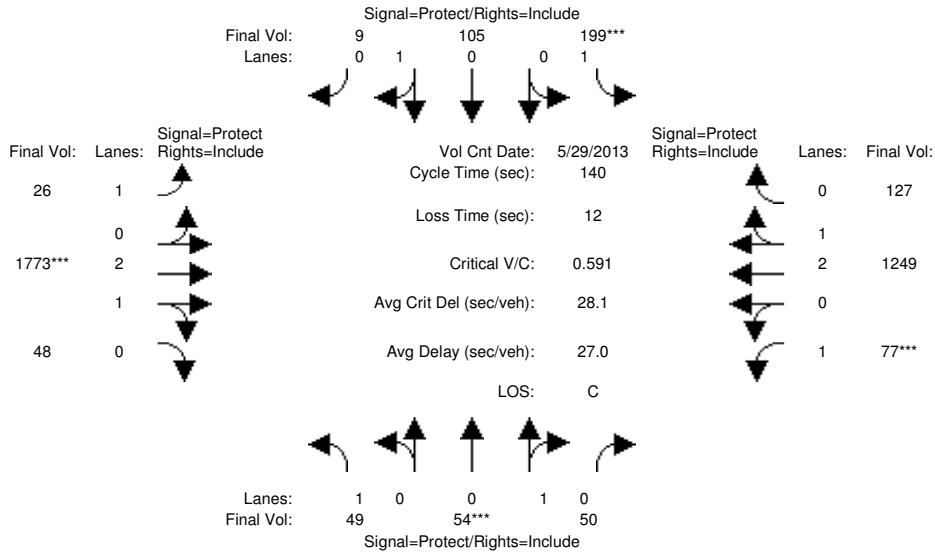
Vol/Sat:	0.03	0.06	0.06	0.11	0.06	0.06	0.01	0.32	0.32	0.04	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.0	13.9	13.9	27.4	24.3	24.3	15.5	76.1	76.1	10.6	71.2	71.2
Volume/Cap:	0.23	0.58	0.58	0.58	0.36	0.36	0.13	0.58	0.58	0.58	0.45	0.45
Delay/Veh:	56.1	65.0	65.0	53.6	51.8	51.8	56.5	21.6	21.6	68.9	22.1	22.1
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:	56.1	65.0	65.0	53.6	51.8	51.8	56.5	21.6	21.6	68.9	22.1	22.1
LOS by Move:	E+	E	E	D-	D-	D-	E+	C+	C+	E	C+	C+
HCM2kAvgQ:	2	5	5	9	5	5	1	17	17	3	11	11

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 5:00-6:00pm

Base Vol:	49	54	50	199	105	9	26	1721	48	77	1155	127
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	54	50	199	105	9	26	1721	48	77	1155	127
Added Vol:	0	0	0	0	0	0	0	52	0	0	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	54	50	199	105	9	26	1773	48	77	1249	127
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	54	50	199	105	9	26	1773	48	77	1249	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	54	50	199	105	9	26	1773	48	77	1249	127
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	54	50	199	105	9	26	1773	48	77	1249	127

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	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.52	0.48	1.00	0.92	0.08	1.00	2.92	0.08	1.00	2.71	0.29
Final Sat.:	1750	935	865	1750	1658	142	1750	5452	148	1750	5082	517

Capacity Analysis Module:

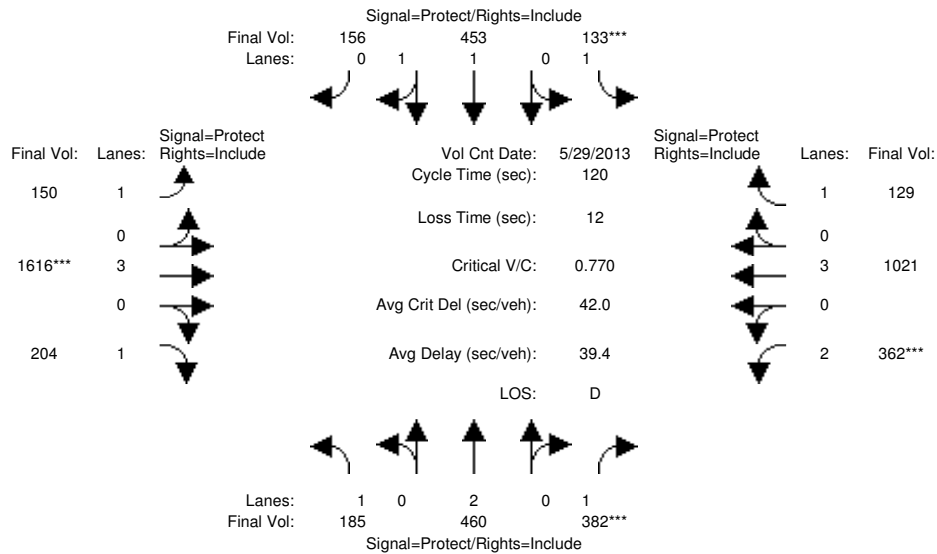
Vol/Sat:	0.03	0.06	0.06	0.11	0.06	0.06	0.01	0.33	0.33	0.04	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.7	13.7	13.7	26.9	23.9	23.9	14.8	77.0	77.0	10.4	72.6	72.6
Volume/Cap:	0.23	0.59	0.59	0.59	0.37	0.37	0.14	0.59	0.59	0.59	0.47	0.47
Uniform Del:	55.8	60.5	60.5	51.5	51.4	51.4	56.8	21.0	21.0	62.7	21.5	21.5
IncrcmntDel:	0.6	5.3	5.3	2.8	0.8	0.8	0.4	0.3	0.3	7.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.4	65.8	65.8	54.3	52.2	52.2	57.2	21.3	21.3	69.8	21.6	21.6
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:	56.4	65.8	65.8	54.3	52.2	52.2	57.2	21.3	21.3	69.8	21.6	21.6
LOS by Move:	E+	E	E	D-	D-	D-	E+	C+	C+	E	C+	C+
HCM2kAvgQ:	2	5	5	9	5	5	1	17	17	3	12	12

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm						
Base Vol:	185	460	382	133	453	156	150	1616	204	362	1021	129
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:	185	460	382	133	453	156	150	1616	204	362	1021	129
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:	185	460	382	133	453	156	150	1616	204	362	1021	129
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:	185	460	382	133	453	156	150	1616	204	362	1021	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	460	382	133	453	156	150	1616	204	362	1021	129
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:	185	460	382	133	453	156	150	1616	204	362	1021	129

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2752	948	1750	5700	1750	3150	5700	1750

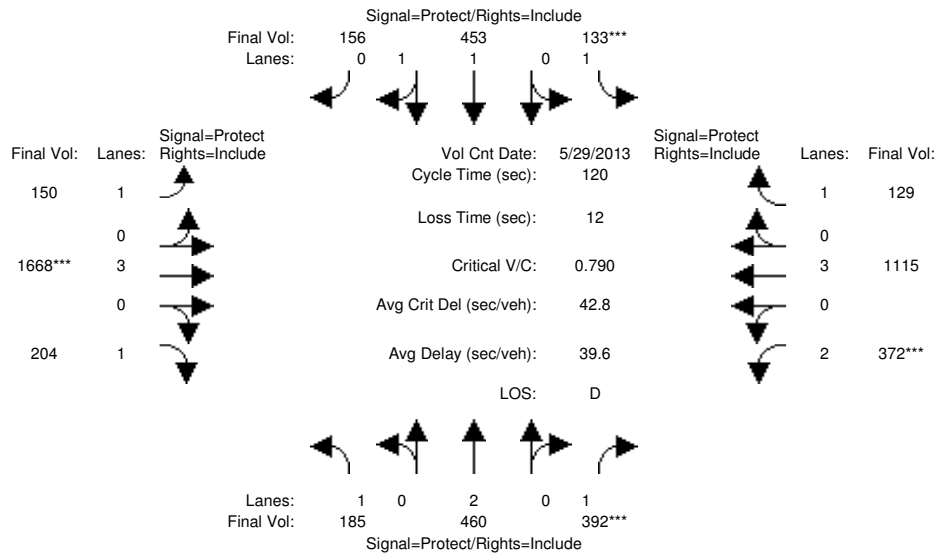
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.22	0.08	0.16	0.16	0.09	0.28	0.12	0.11	0.18	0.07
Crit Moves:			****	****				****		****		
Green Time:	17.9	34.0	34.0	11.8	27.9	27.9	20.1	44.2	44.2	17.9	42.0	42.0
Volume/Cap:	0.71	0.43	0.77	0.77	0.71	0.71	0.51	0.77	0.32	0.77	0.51	0.21
Delay/Veh:	57.1	35.3	46.6	71.5	45.0	45.0	47.0	35.2	27.4	56.7	31.1	27.5
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:	57.1	35.3	46.6	71.5	45.0	45.0	47.0	35.2	27.4	56.7	31.1	27.5
LOS by Move:	E+	D+	D	E	D	D	D	D+	C	E+	C	C
HCM2kAvgQ:	8	7	15	7	12	12	5	17	6	8	10	3

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm
Base Vol:	185	460	382	133	453	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	460	382	133	453	156
Added Vol:	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	185	460	392	133	453	156
User Adj:	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
PHF Volume:	185	460	392	133	453	156
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	185	460	392	133	453	156
PCE Adj:	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
FinalVolume:	185	460	392	133	453	156

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2752	948	1750	5700	1750	3150	5700	1750

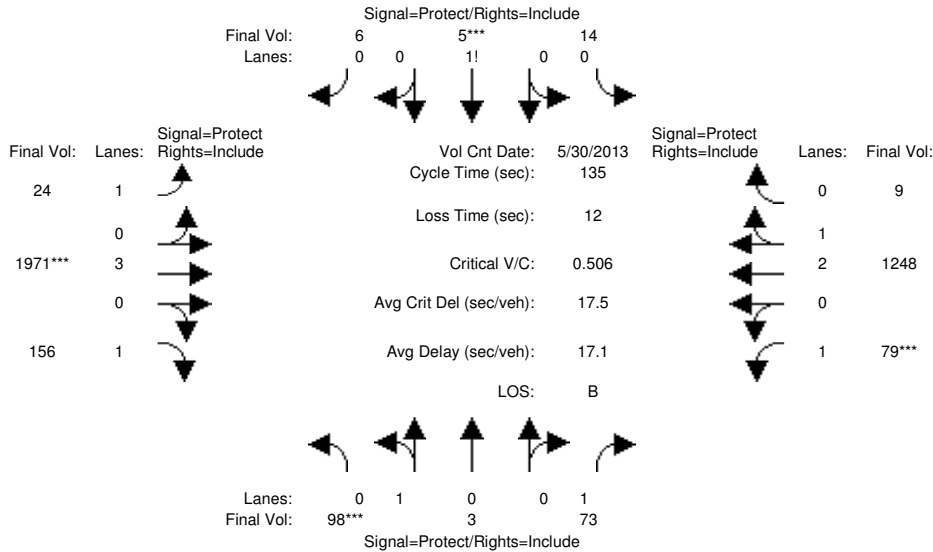
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.22	0.08	0.16	0.16	0.09	0.29	0.12	0.12	0.20	0.07
Crit Moves:			****	****				****		****		
Green Time:	17.8	34.0	34.0	11.5	27.8	27.8	19.0	44.5	44.5	17.9	43.4	43.4
Volume/Cap:	0.71	0.43	0.79	0.79	0.71	0.71	0.54	0.79	0.31	0.79	0.54	0.20
Uniform Del:	48.6	35.0	39.7	53.0	42.4	42.4	46.5	33.6	26.9	49.2	30.4	26.4
IncrcmntDel:	8.9	0.3	8.3	21.7	2.8	2.8	2.2	2.1	0.3	8.7	0.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.5	35.3	48.0	74.8	45.3	45.3	48.6	35.7	27.2	57.9	30.7	26.6
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:	57.5	35.3	48.0	74.8	45.3	45.3	48.6	35.7	27.2	57.9	30.7	26.6
LOS by Move:	E+	D+	D	E	D	D	D	D+	C	E+	C	C
HCM2kAvgQ:	8	7	16	7	12	12	5	18	5	8	11	3

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 5:00-6:00pm											
Base Vol:	98	3	73	14	5	6	24	1971	156	79	1248	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:	98	3	73	14	5	6	24	1971	156	79	1248	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:	98	3	73	14	5	6	24	1971	156	79	1248	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:	98	3	73	14	5	6	24	1971	156	79	1248	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	3	73	14	5	6	24	1971	156	79	1248	9
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:	98	3	73	14	5	6	24	1971	156	79	1248	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.97	0.03	1.00	0.56	0.20	0.24	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	1747	53	1750	980	350	420	1750	5700	1750	1750	5560	40

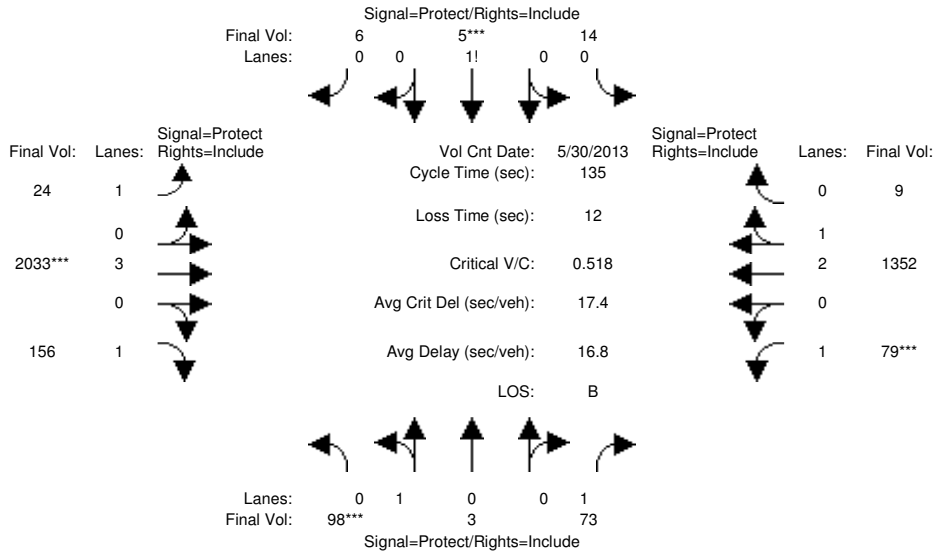
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.01	0.01	0.01	0.01	0.35	0.09	0.05	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	14.2	14.2	14.2	10.0	10.0	10.0	18.5	87.4	87.4	11.4	80.3	80.3
Volume/Cap:	0.53	0.53	0.40	0.19	0.19	0.19	0.10	0.53	0.14	0.53	0.38	0.38
Delay/Veh:	60.2	60.1	57.8	59.5	59.4	59.4	51.1	13.0	9.3	63.0	14.4	14.4
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:	60.2	60.1	57.8	59.5	59.4	59.4	51.1	13.0	9.3	63.0	14.4	14.4
LOS by Move:	E	E	E+	E+	E+	E+	D-	B	A	E	B	B
HCM2kAvgQ:	5	5	3	1	1	1	1	14	3	3	9	9

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	98	3	73	14	5	6	24	1971	156	79	1248	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:	98	3	73	14	5	6	24	1971	156	79	1248	9
Added Vol:	0	0	0	0	0	0	0	62	0	0	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	3	73	14	5	6	24	2033	156	79	1352	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:	98	3	73	14	5	6	24	2033	156	79	1352	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	3	73	14	5	6	24	2033	156	79	1352	9
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:	98	3	73	14	5	6	24	2033	156	79	1352	9

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.97	0.03	1.00	0.56	0.20	0.24	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	1747	53	1750	980	350	420	1750	5700	1750	1750	5563	37

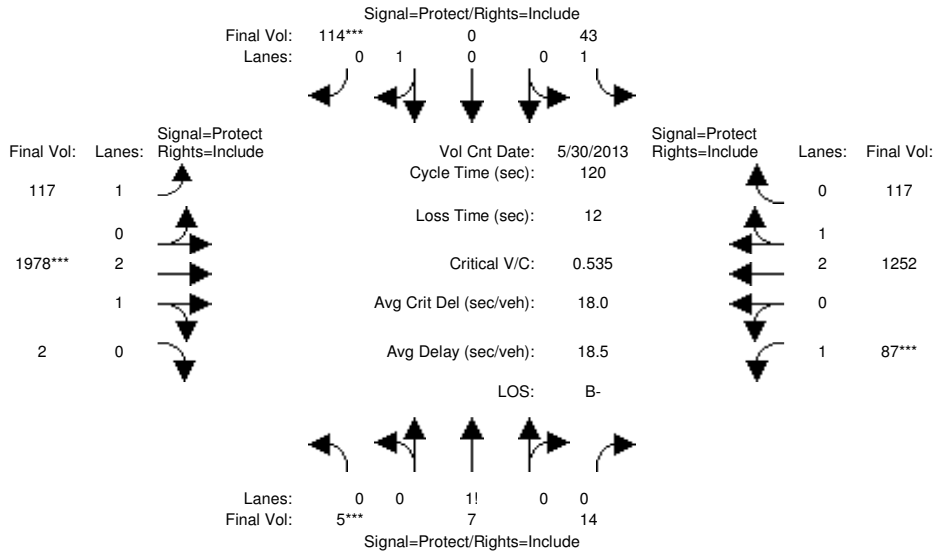
Capacity Analysis Module:	Vol/Sat:	0.06	0.06	0.04	0.01	0.01	0.01	0.36	0.09	0.05	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	13.8	14.0	14.0	9.8	10.0	10.0	17.4	88.0	88.0	11.1	81.7	81.7
Volume/Cap:	0.55	0.54	0.40	0.20	0.19	0.19	0.11	0.55	0.14	0.55	0.40	0.40
Uniform Del:	57.6	57.4	56.6	58.9	58.7	58.7	51.9	12.7	9.0	59.5	13.9	13.9
IncrcmntDel:	3.4	3.2	1.5	0.8	0.7	0.7	0.2	0.2	0.1	4.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.0	60.6	58.0	59.6	59.4	59.4	52.1	12.9	9.0	63.9	14.0	14.0
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:	61.0	60.6	58.0	59.6	59.4	59.4	52.1	12.9	9.0	63.9	14.0	14.0
LOS by Move:	E	E	E+	E+	E+	E+	D-	B	A	E	B	B
HCM2kAvgQ:	5	5	3	1	1	1	1	14	3	3	10	10

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	5	7	14	43	0	114	117	1978	2	87	1252	117
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:	5	7	14	43	0	114	117	1978	2	87	1252	117
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:	5	7	14	43	0	114	117	1978	2	87	1252	117
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:	5	7	14	43	0	114	117	1978	2	87	1252	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	7	14	43	0	114	117	1978	2	87	1252	117
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:	5	7	14	43	0	114	117	1978	2	87	1252	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.19	0.27	0.54	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.73	0.27
Final Sat.:	337	471	942	1750	0	1800	1750	5594	6	1750	5121	479

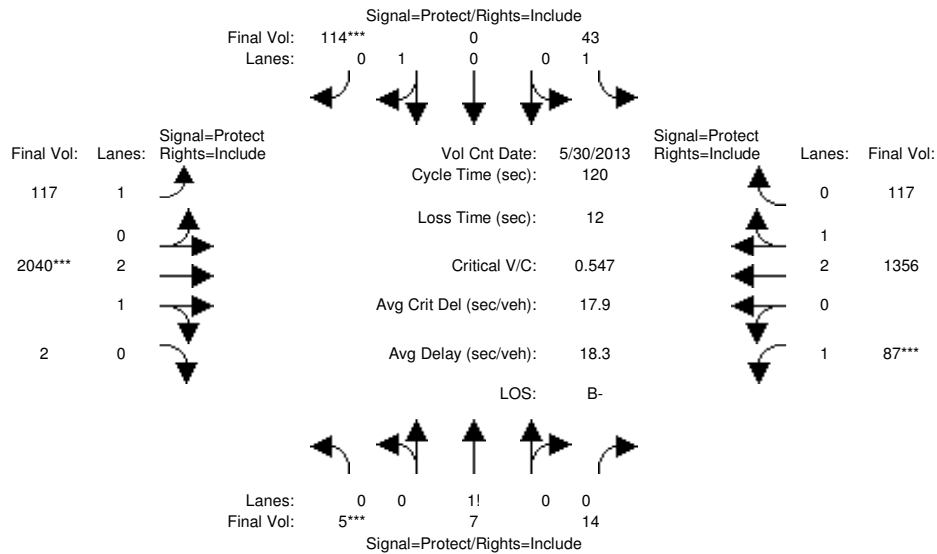
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.00	0.06	0.07	0.35	0.35	0.05	0.24	0.24
Crit Moves:	****					****		****		****		
Green Time:	10.0	11.7	11.7	11.7	0.0	13.3	18.2	74.3	74.3	10.4	66.5	66.5
Volume/Cap:	0.18	0.15	0.15	0.25	0.00	0.57	0.44	0.57	0.57	0.57	0.44	0.44
Delay/Veh:	51.8	50.1	50.1	50.9	0.0	54.6	47.5	13.7	13.7	57.8	15.9	15.9
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:	51.8	50.1	50.1	50.9	0.0	54.6	47.5	13.7	13.7	57.8	15.9	15.9
LOS by Move:	D-	D	D	D	A	D-	D	B	B	E+	B	B
HCM2kAvgQ:	1	1	1	2	0	5	4	14	14	4	10	10

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	5	7	14	43	0	114	117	1978	2	87	1252	117
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:	5	7	14	43	0	114	117	1978	2	87	1252	117
Added Vol:	0	0	0	0	0	0	0	62	0	0	104	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	7	14	43	0	114	117	2040	2	87	1356	117
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:	5	7	14	43	0	114	117	2040	2	87	1356	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	7	14	43	0	114	117	2040	2	87	1356	117
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:	5	7	14	43	0	114	117	2040	2	87	1356	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.19	0.27	0.54	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.75	0.25
Final Sat.:	337	471	942	1750	0	1800	1750	5595	5	1750	5155	445

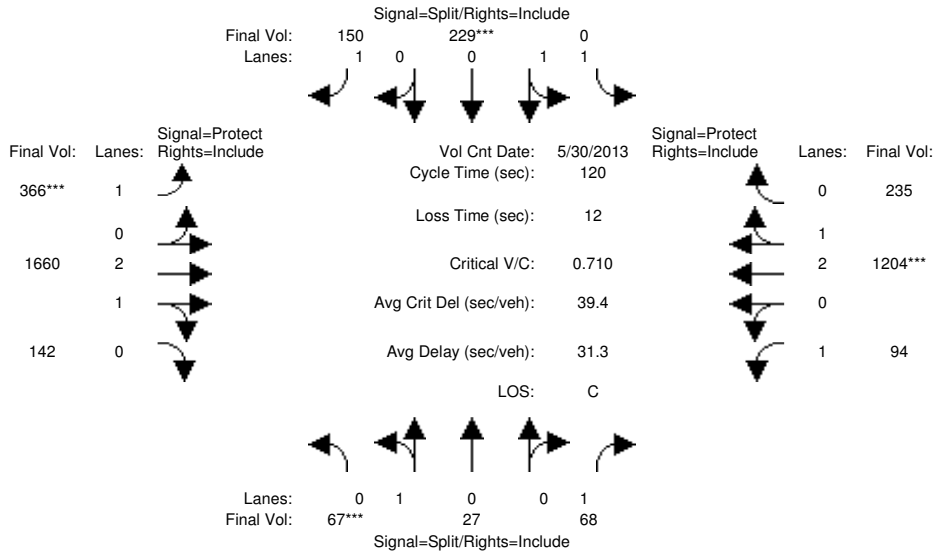
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.00	0.06	0.07	0.36	0.36	0.05	0.26	0.26
Crit Moves:	****					****		****		****		
Green Time:	10.0	11.5	11.5	11.5	0.0	13.0	17.2	74.8	74.8	10.2	67.8	67.8
Volume/Cap:	0.18	0.16	0.16	0.26	0.00	0.58	0.47	0.58	0.58	0.58	0.47	0.47
Uniform Del:	51.2	49.8	49.8	50.3	0.0	50.9	47.2	13.4	13.4	52.9	15.4	15.4
IncrcmntDel:	0.6	0.4	0.4	0.8	0.0	4.5	1.4	0.3	0.3	5.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.8	50.2	50.2	51.1	0.0	55.5	48.5	13.7	13.7	58.7	15.5	15.5
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:	51.8	50.2	50.2	51.1	0.0	55.5	48.5	13.7	13.7	58.7	15.5	15.5
LOS by Move:	D-	D	D	D-	A	E+	D	B	B	E+	B	B
HCM2kAvgQ:	1	1	1	2	0	5	4	15	15	4	11	11

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 4:00-6:00pm

Base Vol:	67	27	68	0	229	150	366	1660	142	94	1204	235
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:	67	27	68	0	229	150	366	1660	142	94	1204	235
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:	67	27	68	0	229	150	366	1660	142	94	1204	235
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:	67	27	68	0	229	150	366	1660	142	94	1204	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	27	68	0	229	150	366	1660	142	94	1204	235
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:	67	27	68	0	229	150	366	1660	142	94	1204	235

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	0.71	0.29	1.00	1.00	1.00	1.00	1.00	2.75	0.25	1.00	2.49	0.51
Final Sat.:	1283	517	1750	1750	1900	1750	1750	5158	441	1750	4684	914

Capacity Analysis Module:

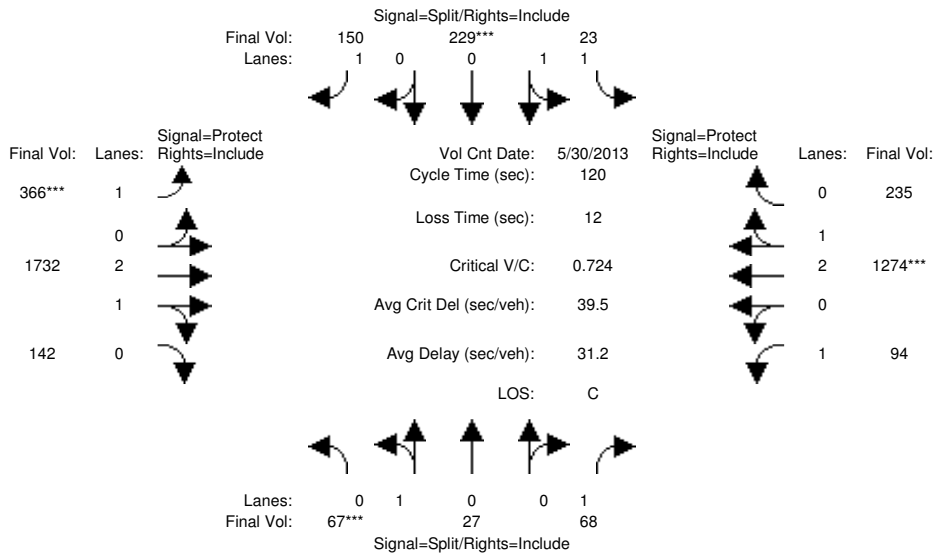
Vol/Sat:	0.05	0.05	0.04	0.00	0.12	0.09	0.21	0.32	0.32	0.05	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	0.0	20.1	20.1	34.9	65.9	65.9	11.9	42.9	42.9
Volume/Cap:	0.63	0.63	0.47	0.00	0.72	0.51	0.72	0.59	0.59	0.54	0.72	0.72
Delay/Veh:	61.3	61.3	54.8	0.0	54.9	47.0	43.0	18.3	18.3	54.8	34.6	34.6
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:	61.3	61.3	54.8	0.0	54.9	47.0	43.0	18.3	18.3	54.8	34.6	34.6
LOS by Move:	E	E	D-	A	D-	D	D	B-	B-	D-	C-	C-
HCM2kAvgQ:	5	5	3	0	8	5	14	15	15	4	16	16

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 4:00-6:00pm											
Base Vol:	67	27	68	0	229	150	366	1660	142	94	1204	235
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:	67	27	68	0	229	150	366	1660	142	94	1204	235
Added Vol:	0	0	0	23	0	0	0	72	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	27	68	23	229	150	366	1732	142	94	1274	235
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:	67	27	68	23	229	150	366	1732	142	94	1274	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	27	68	23	229	150	366	1732	142	94	1274	235
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:	67	27	68	23	229	150	366	1732	142	94	1274	235

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	0.71	0.29	1.00	1.00	1.00	1.00	1.00	2.76	0.24	1.00	2.52	0.48
Final Sat.:	1283	517	1750	1750	1900	1750	1750	5175	424	1750	4727	872

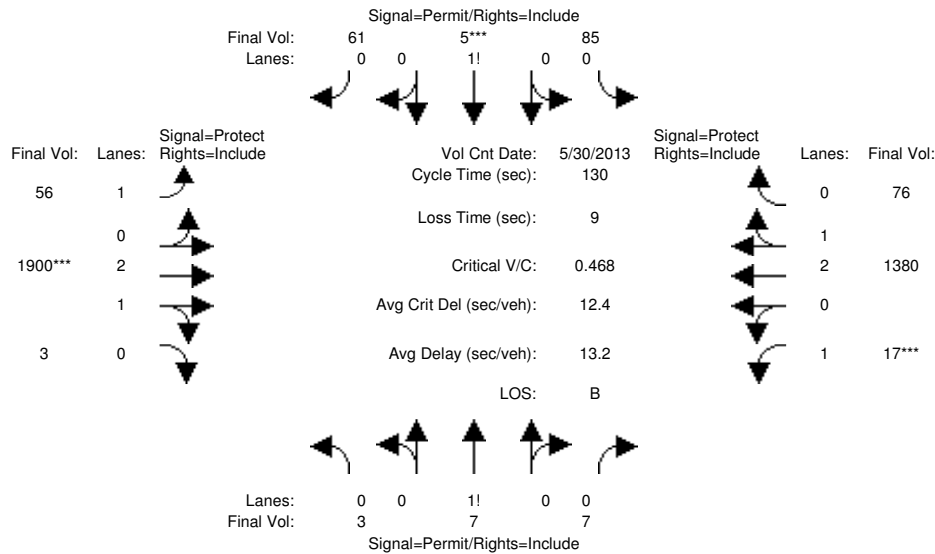
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.01	0.12	0.09	0.21	0.33	0.33	0.05	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	19.7	19.7	19.7	34.2	66.7	66.7	11.6	44.1	44.1
Volume/Cap:	0.63	0.63	0.47	0.08	0.73	0.52	0.73	0.60	0.60	0.55	0.73	0.73
Uniform Del:	53.2	53.2	52.5	42.5	47.6	45.8	38.8	17.8	17.8	51.7	32.9	32.9
IncrcmntDel:	8.1	8.1	2.3	0.0	8.0	1.7	5.6	0.3	0.3	4.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.3	61.3	54.8	42.5	55.6	47.6	44.4	18.1	18.1	55.7	34.3	34.3
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:	61.3	61.3	54.8	42.5	55.6	47.6	44.4	18.1	18.1	55.7	34.3	34.3
LOS by Move:	E	E	D-	D	E+	D	D	B-	B-	E+	C-	C-
HCM2kAvgQ:	5	5	3	1	8	5	14	16	16	4	16	16

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	4:45-5:45pm						
Base Vol:	3	7	7	85	5	61	56	1900	3	17	1380	76
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:	3	7	7	85	5	61	56	1900	3	17	1380	76
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:	3	7	7	85	5	61	56	1900	3	17	1380	76
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:	3	7	7	85	5	61	56	1900	3	17	1380	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	7	7	85	5	61	56	1900	3	17	1380	76
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:	3	7	7	85	5	61	56	1900	3	17	1380	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.18	0.41	0.41	0.57	0.03	0.40	1.00	2.99	0.01	1.00	2.84	0.16
Final Sat.:	309	721	721	985	58	707	1750	5591	9	1750	5307	292

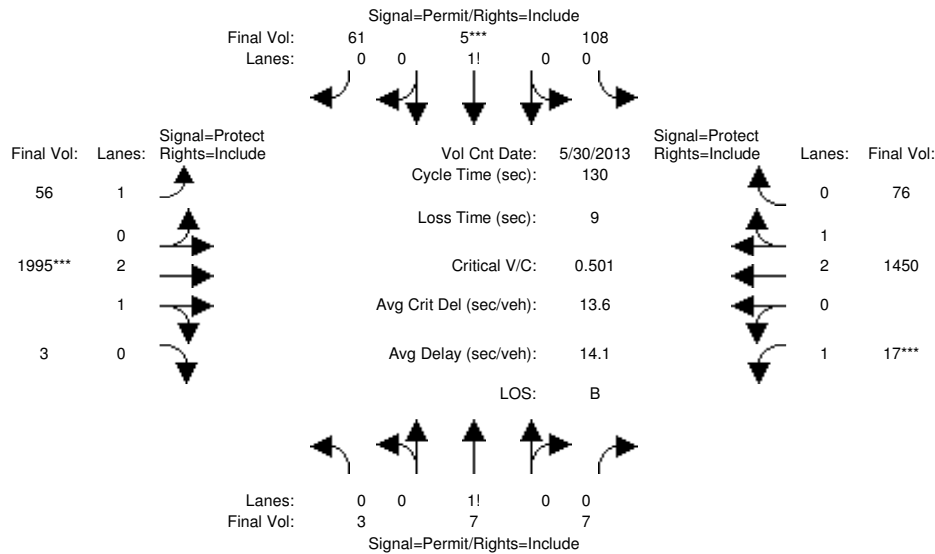
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.09	0.03	0.34	0.34	0.01	0.26	0.26
Crit Moves:				****				****		****		
Green Time:	23.1	23.1	23.1	23.1	23.1	23.1	16.8	90.9	90.9	7.0	81.1	81.1
Volume/Cap:	0.05	0.05	0.05	0.49	0.49	0.49	0.25	0.49	0.49	0.18	0.42	0.42
Delay/Veh:	44.5	44.5	44.5	49.3	49.3	49.3	51.5	9.0	9.0	59.7	12.5	12.5
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:	44.5	44.5	44.5	49.3	49.3	49.3	51.5	9.0	9.0	59.7	12.5	12.5
LOS by Move:	D	D	D	D	D	D	D-	A	A	E+	B	B
HCM2kAvgQ:	1	1	1	6	6	6	2	11	11	1	10	10

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 4:45-5:45pm											
Base Vol:	3	7	7	85	5	61	56	1900	3	17	1380	76
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:	3	7	7	85	5	61	56	1900	3	17	1380	76
Added Vol:	0	0	0	23	0	0	0	95	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	7	7	108	5	61	56	1995	3	17	1450	76
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:	3	7	7	108	5	61	56	1995	3	17	1450	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	7	7	108	5	61	56	1995	3	17	1450	76
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:	3	7	7	108	5	61	56	1995	3	17	1450	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.18	0.41	0.41	0.62	0.03	0.35	1.00	2.99	0.01	1.00	2.85	0.15
Final Sat.:	309	721	721	1086	50	614	1750	5592	8	1750	5321	279

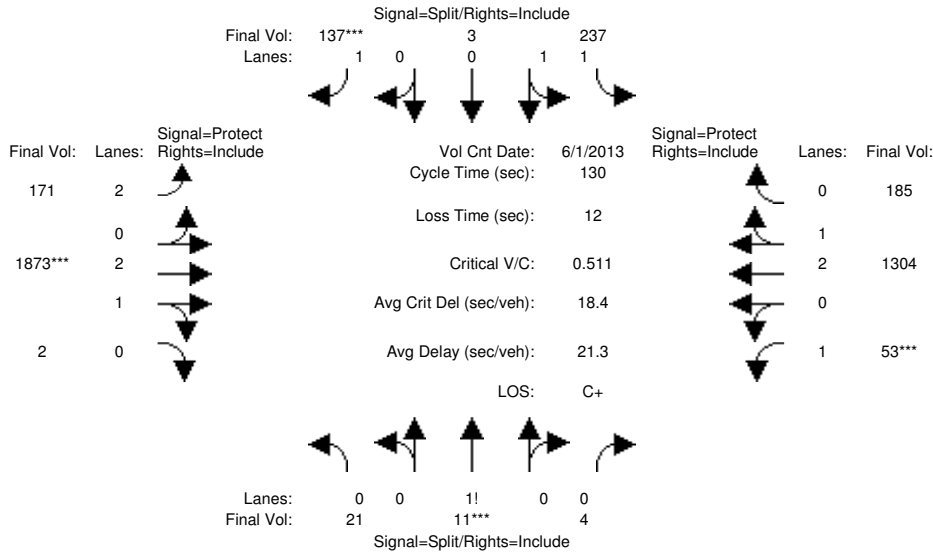
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.10	0.03	0.36	0.36	0.01	0.27	0.27
Crit Moves:					****			****		****		
Green Time:	24.8	24.8	24.8	24.8	24.8	24.8	15.9	89.2	89.2	7.0	80.3	80.3
Volume/Cap:	0.05	0.05	0.05	0.52	0.52	0.52	0.26	0.52	0.52	0.18	0.44	0.44
Uniform Del:	42.9	42.9	42.9	47.2	47.2	47.2	51.8	10.0	10.0	58.8	13.1	13.1
IncrcmntDel:	0.1	0.1	0.1	1.5	1.5	1.5	0.7	0.1	0.1	0.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	43.0	43.0	48.7	48.7	48.7	52.4	10.1	10.1	59.7	13.2	13.2
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:	43.0	43.0	43.0	48.7	48.7	48.7	52.4	10.1	10.1	59.7	13.2	13.2
LOS by Move:	D	D	D	D	D	D	D-	B+	B+	E+	B	B
HCM2kAvgQ:	1	1	1	7	7	7	2	13	13	1	10	10

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	21	11	4	237	3	137	171	1873	2	53	1304	185
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:	21	11	4	237	3	137	171	1873	2	53	1304	185
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:	21	11	4	237	3	137	171	1873	2	53	1304	185
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	11	4	237	3	137	171	1873	2	53	1304	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	11	4	237	3	137	171	1873	2	53	1304	185
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:	21	11	4	237	3	137	171	1873	2	53	1304	185

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.58	0.31	0.11	1.98	0.02	1.00	2.00	2.99	0.01	1.00	2.61	0.39
Final Sat.:	1021	535	194	3506	44	1750	3150	5594	6	1750	4903	696

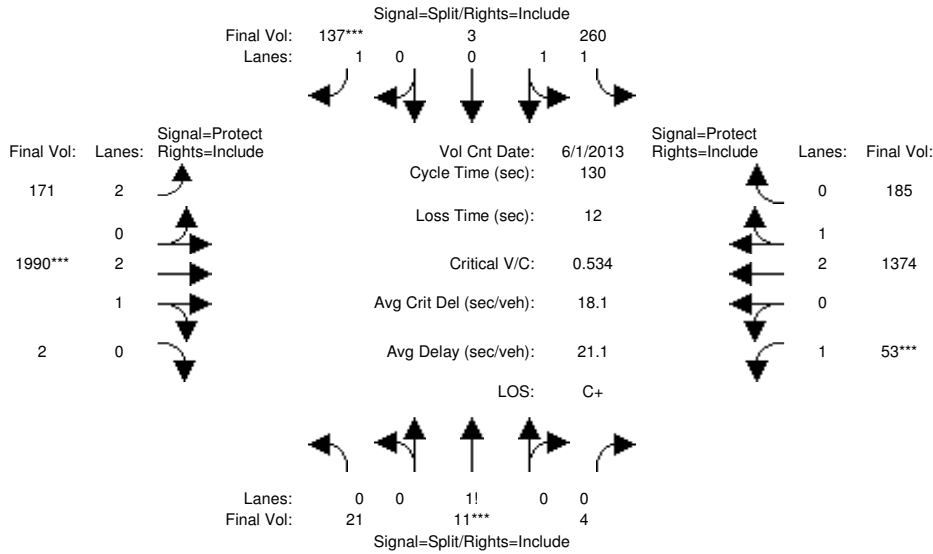
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.05	0.33	0.33	0.03	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	19.1	19.1	19.1	15.1	81.6	81.6	7.4	73.9	73.9
Volume/Cap:	0.27	0.27	0.27	0.46	0.46	0.53	0.47	0.53	0.53	0.53	0.47	0.47
Delay/Veh:	57.6	57.6	57.6	51.4	51.4	53.5	54.7	13.7	13.7	65.2	16.6	16.6
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:	57.6	57.6	57.6	51.4	51.4	53.5	54.7	13.7	13.7	65.2	16.6	16.6
LOS by Move:	E+	E+	E+	D-	D-	D-	D-	B	B	E	B	B
HCM2kAvgQ:	2	2	2	5	5	5	4	14	14	3	12	12

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	21	11	4	237	3	137	171	1873	2	53	1304	185
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:	21	11	4	237	3	137	171	1873	2	53	1304	185
Added Vol:	0	0	0	23	0	0	0	117	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	11	4	260	3	137	171	1990	2	53	1374	185
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	11	4	260	3	137	171	1990	2	53	1374	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	11	4	260	3	137	171	1990	2	53	1374	185
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:	21	11	4	260	3	137	171	1990	2	53	1374	185

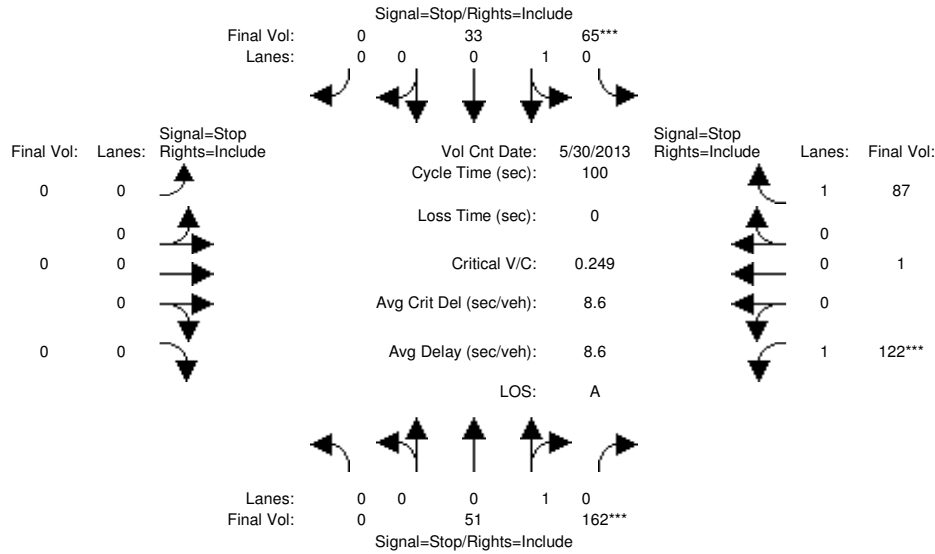
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.58	0.31	0.11	1.98	0.02	1.00	2.00	2.99	0.01	1.00	2.63	0.37
Final Sat.:	1021	535	194	3509	40	1750	3150	5594	6	1750	4935	664

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.05	0.36	0.36	0.03	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	18.2	18.2	18.2	14.6	82.7	82.7	7.0	75.1	75.1
Volume/Cap:	0.27	0.27	0.27	0.53	0.53	0.56	0.48	0.56	0.56	0.56	0.48	0.48
Uniform Del:	56.5	56.5	56.5	51.9	51.9	52.1	54.1	13.3	13.3	60.0	16.0	16.0
IncrcmntDel:	1.1	1.1	1.1	1.1	1.1	2.9	1.0	0.2	0.2	7.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.6	57.6	57.6	53.0	53.0	55.0	55.1	13.5	13.5	67.2	16.2	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:	57.6	57.6	57.6	53.0	53.0	55.0	55.1	13.5	13.5	67.2	16.2	16.2
LOS by Move:	E+	E+	E+	D-	D-	E+	E+	B	B	E	B	B
HCM2kAvgQ:	2	2	2	5	5	5	4	15	15	3	12	12

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

SF13-0693
 The Village at San Antonio
 Existing & E+P PM
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing PM

Intersection #19: California St / Del Medio Ave



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

Volume Module:	>> Count Date: 30 May 2013 << 4:00-6:00pm											
Base Vol:	0	51	162	65	33	0	0	0	0	122	1	87
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	51	162	65	33	0	0	0	0	122	1	87
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	51	162	65	33	0	0	0	0	122	1	87
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	51	162	65	33	0	0	0	0	122	1	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	51	162	65	33	0	0	0	0	122	1	87
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:	0	51	162	65	33	0	0	0	0	122	1	87

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.24	0.76	0.66	0.34	0.00	0.00	0.00	0.00	1.00	0.17	0.83
Final Sat.:	0	204	650	482	245	0	0	0	0	616	129	625

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.25	0.25	0.13	0.13	xxxx	xxxx	xxxx	xxxx	0.20	0.01	0.14
Crit Moves:			****	****						****		
Delay/Veh:	0.0	8.4	8.4	8.5	8.5	0.0	0.0	0.0	0.0	9.7	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	8.4	8.5	8.5	0.0	0.0	0.0	0.0	9.7	7.8	7.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	A	A
ApproachDel:		8.4			8.5		xxxxxx				8.9	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		8.4			8.5		xxxxxx				8.9	
LOS by Appr:		A			A		*				A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.1	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio 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	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 1 0 1 0
Initial Vol:	0 51 162	65 33 0	0 0 0 0	122 1 87
Major Street Volume:	311			
Minor Approach Volume:	210			
Minor Approach Volume Threshold:	660			

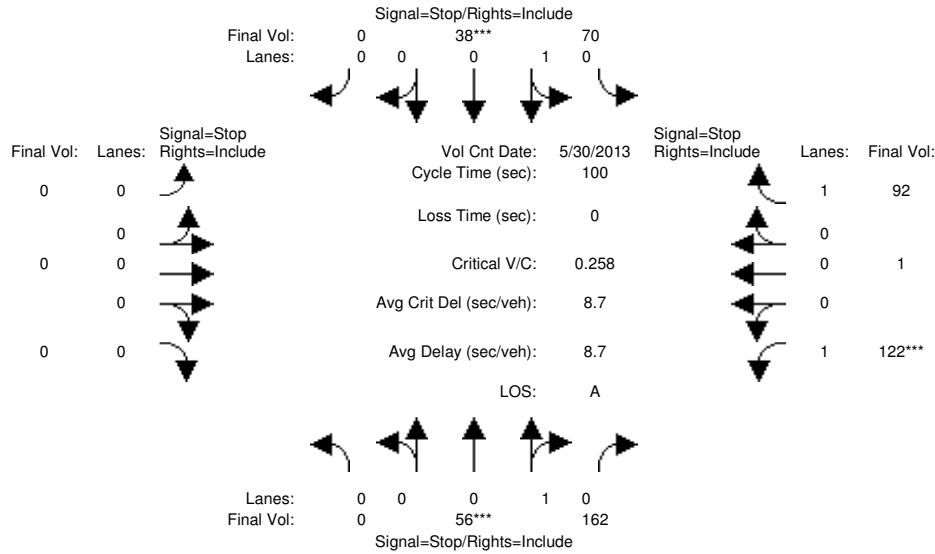
SIGNAL WARRANT DISCLAIMER

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.

SF13-0693
 The Village at San Antonio
 Existing & E+P PM
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing PP PM

Intersection #19: California St / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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

Volume Module:	>> Count Date: 30 May 2013 << 4:00-6:00pm											
Base Vol:	0	51	162	65	33	0	0	0	0	122	1	87
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	51	162	65	33	0	0	0	0	122	1	87
Added Vol:	0	5	0	5	5	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	56	162	70	38	0	0	0	0	122	1	92
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	56	162	70	38	0	0	0	0	122	1	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	56	162	70	38	0	0	0	0	122	1	92
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:	0	56	162	70	38	0	0	0	0	122	1	92

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.26	0.74	0.65	0.35	0.00	0.00	0.00	0.00	1.00	0.14	0.86
Final Sat.:	0	217	628	470	255	0	0	0	0	611	108	642

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.26	0.26	0.15	0.15	xxxx	xxxx	xxxx	xxxx	0.20	0.01	0.14
Crit Moves:		****			****						****	
Delay/Veh:	0.0	8.5	8.5	8.6	8.6	0.0	0.0	0.0	0.0	9.7	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	8.5	8.6	8.6	0.0	0.0	0.0	0.0	9.7	7.9	7.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	A	A
ApproachDel:		8.5			8.6		xxxxxx				8.9	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		8.5			8.6		xxxxxx				8.9	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio 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	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 1 0 1 0
Initial Vol:	0 56 162	70 38 0	0 0 0 0	122 1 92
Major Street Volume:	326			
Minor Approach Volume:	215			
Minor Approach Volume Threshold:	645			

SIGNAL WARRANT DISCLAIMER

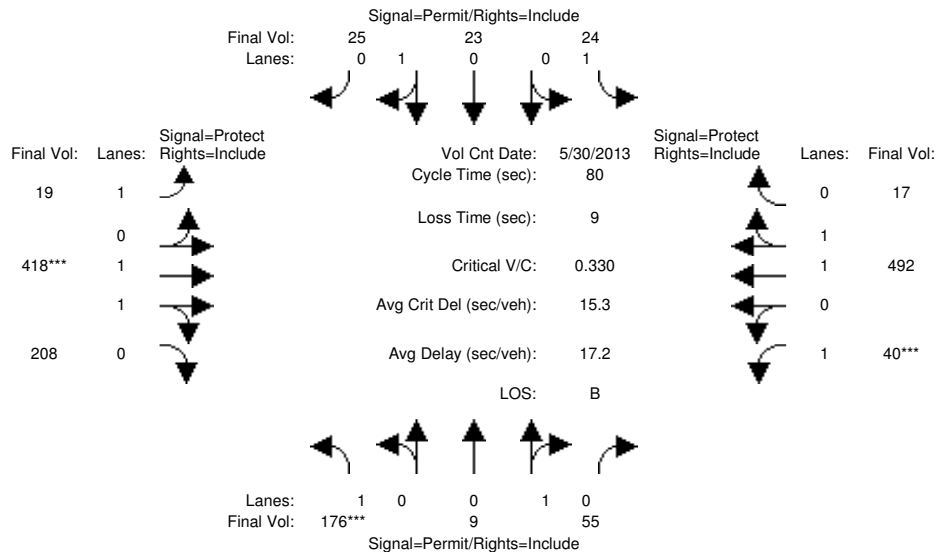
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm
Base Vol:	176	9	55	24	23	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	9	55	24	23	25
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	176	9	55	24	23	25
User Adj:	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
PHF Volume:	176	9	55	24	23	25
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	176	9	55	24	23	25
PCE Adj:	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
FinalVolume:	176	9	55	24	23	25

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	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	0.14	0.86	1.00	0.48	0.52	1.00	1.32	0.68	1.00	1.93	0.07
Final Sat.:	1750	253	1547	1750	863	938	1750	2470	1229	1750	3576	124

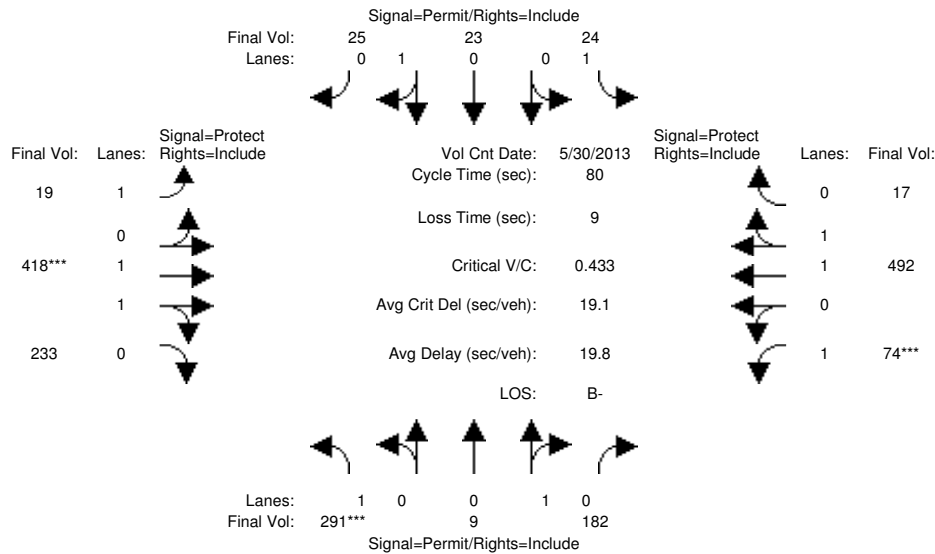
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.04	0.01	0.03	0.03	0.01	0.17	0.17	0.02	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	23.9	23.9	23.9	23.9	23.9	23.9	18.3	40.1	40.1	7.0	28.8	28.8
Volume/Cap:	0.34	0.12	0.12	0.05	0.09	0.09	0.05	0.34	0.34	0.26	0.38	0.38
Delay/Veh:	22.3	20.5	20.5	20.0	20.3	20.3	24.1	12.1	12.1	35.0	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:	22.3	20.5	20.5	20.0	20.3	20.3	24.1	12.1	12.1	35.0	19.2	19.2
LOS by Move:	C+	C+	C+	C+	C+	C+	C	B	B	C-	B-	B-
HCM2kAvgQ:	4	1	1	0	1	1	0	5	5	1	5	5

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm
Base Vol:	176	9	55	24	23	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	9	55	24	23	25
Added Vol:	115	0	127	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	291	9	182	24	23	25
User Adj:	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
PHF Volume:	291	9	182	24	23	25
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	291	9	182	24	23	25
PCE Adj:	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
FinalVolume:	291	9	182	24	23	25

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	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	0.05	0.95	1.00	0.48	0.52	1.00	1.26	0.74	1.00	1.93	0.07
Final Sat.:	1750	85	1715	1750	863	938	1750	2375	1324	1750	3576	124

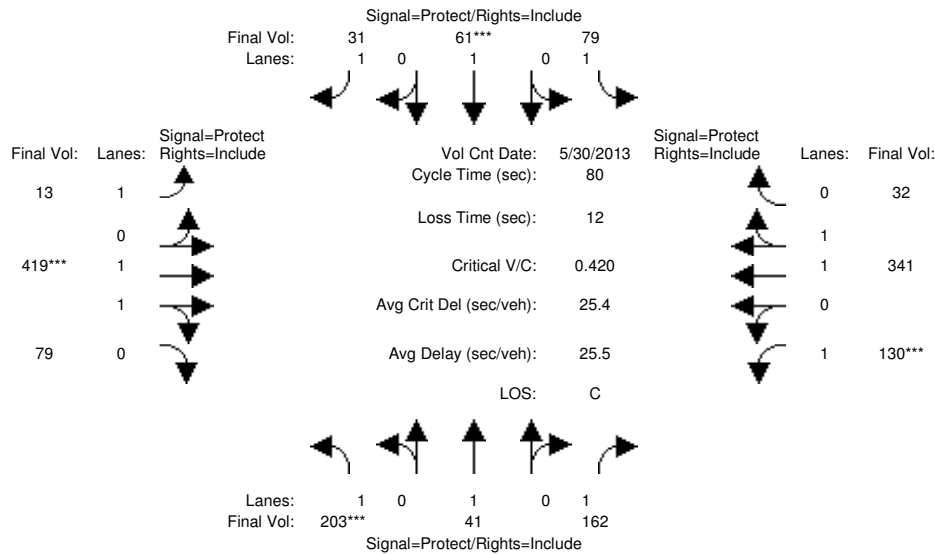
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.01	0.03	0.03	0.01	0.18	0.18	0.04	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	30.7	30.7	30.7	30.7	30.7	30.7	15.7	32.5	32.5	7.8	24.6	24.6
Volume/Cap:	0.43	0.28	0.28	0.04	0.07	0.07	0.06	0.43	0.43	0.43	0.45	0.45
Uniform Del:	18.2	17.0	17.0	15.4	15.6	15.6	26.2	17.1	17.1	34.0	22.2	22.2
IncrcmntDel:	0.5	0.2	0.2	0.0	0.0	0.0	0.1	0.2	0.2	1.8	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	18.7	17.2	17.2	15.4	15.7	15.7	26.2	17.3	17.3	35.8	22.5	22.5
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:	18.7	17.2	17.2	15.4	15.7	15.7	26.2	17.3	17.3	35.8	22.5	22.5
LOS by Move:	B-	B	B	B	B	B	C	B	B	D+	C+	C+
HCM2kAvgQ:	6	3	3	0	1	1	0	6	6	2	5	5

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #21: California St / Showers Dr



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: 30 May 2013 << 5:00-6:00pm											
Base Vol:	203	41	162	79	61	31	13	419	79	130	341	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	41	162	79	61	31	13	419	79	130	341	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	41	162	79	61	31	13	419	79	130	341	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	41	162	79	61	31	13	419	79	130	341	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	41	162	79	61	31	13	419	79	130	341	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	41	162	79	61	31	13	419	79	130	341	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.82	0.18
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3113	587	1750	3382	317

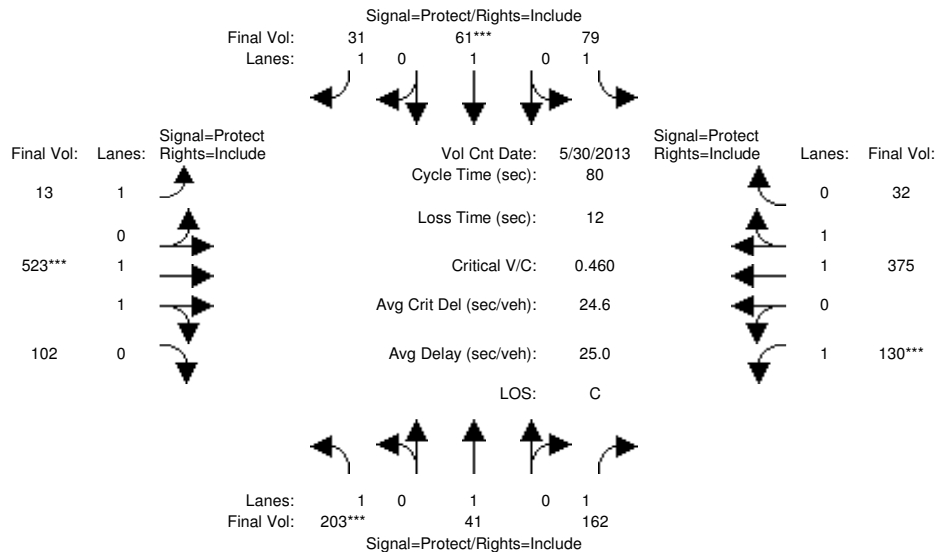
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.09	0.05	0.03	0.02	0.01	0.13	0.13	0.07	0.10	0.10
Crit Moves:	****				****			****		****		
Green Time:	20.7	18.1	18.1	12.6	10.0	10.0	15.4	24.0	24.0	13.3	21.9	21.9
Volume/Cap:	0.45	0.10	0.41	0.29	0.26	0.14	0.04	0.45	0.45	0.45	0.37	0.37
Delay/Veh:	25.6	24.6	27.1	30.3	32.2	31.5	26.4	22.9	22.9	31.2	23.7	23.7
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:	25.6	24.6	27.1	30.3	32.2	31.5	26.4	22.9	22.9	31.2	23.7	23.7
LOS by Move:	C	C	C	C	C-	C	C	C+	C+	C	C	C
HCM2kAvgQ:	4	1	4	2	2	1	0	5	5	3	4	4

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 5:00-6:00pm											
Base Vol:	203	41	162	79	61	31	13	419	79	130	341	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	41	162	79	61	31	13	419	79	130	341	32
Added Vol:	0	0	0	0	0	0	0	104	23	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	41	162	79	61	31	13	523	102	130	375	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	41	162	79	61	31	13	523	102	130	375	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	41	162	79	61	31	13	523	102	130	375	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	41	162	79	61	31	13	523	102	130	375	32

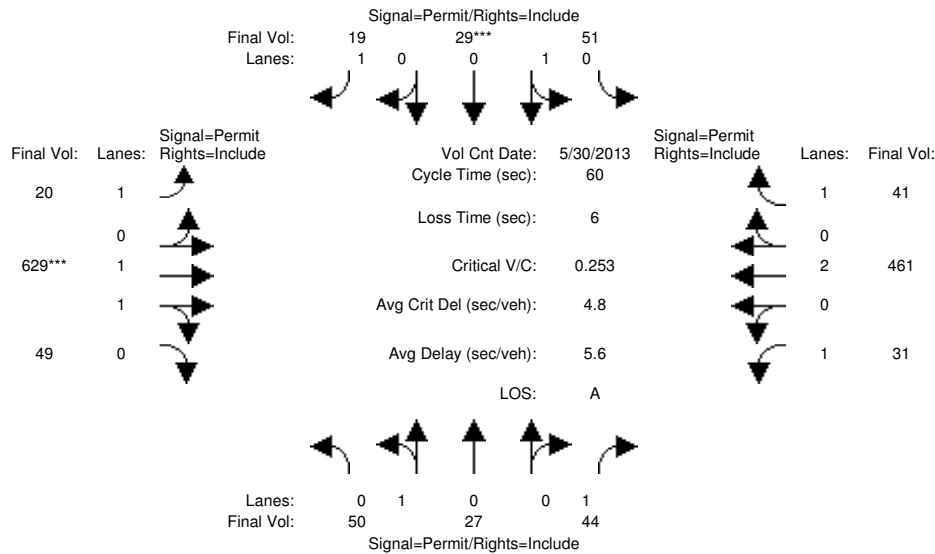
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3096	604	1750	3409	291

Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.09	0.05	0.03	0.02	0.01	0.17	0.17	0.07	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	18.7	16.9	16.9	11.8	10.0	10.0	16.2	27.3	27.3	12.0	23.1	23.1
Volume/Cap:	0.50	0.10	0.44	0.31	0.26	0.14	0.04	0.50	0.50	0.50	0.38	0.38
Uniform Del:	26.5	25.4	27.4	30.4	31.6	31.2	25.7	20.9	20.9	31.2	22.7	22.7
IncrcmntDel:	0.9	0.1	0.8	0.7	0.6	0.3	0.0	0.3	0.3	1.5	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.5	25.5	28.3	31.1	32.2	31.5	25.7	21.2	21.2	32.7	23.0	23.0
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:	27.5	25.5	28.3	31.1	32.2	31.5	25.7	21.2	21.2	32.7	23.0	23.0
LOS by Move:	C	C	C	C	C-	C	C	C+	C+	C-	C+	C+
HCM2kAvgQ:	5	1	4	2	2	1	0	6	6	3	4	4

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

SF13-0693
 The Village at San Antonio
 Existing & E+P PM
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 May 2013 << 5:00-6:00pm

Base Vol:	50	27	44	51	29	19	20	629	49	31	461	41
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:	50	27	44	51	29	19	20	629	49	31	461	41
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:	50	27	44	51	29	19	20	629	49	31	461	41
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:	50	27	44	51	29	19	20	629	49	31	461	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	27	44	51	29	19	20	629	49	31	461	41
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:	50	27	44	51	29	19	20	629	49	31	461	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.65	0.35	1.00	0.64	0.36	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1169	631	1750	1147	652	1750	1750	3432	267	1750	3800	1750

Capacity Analysis Module:

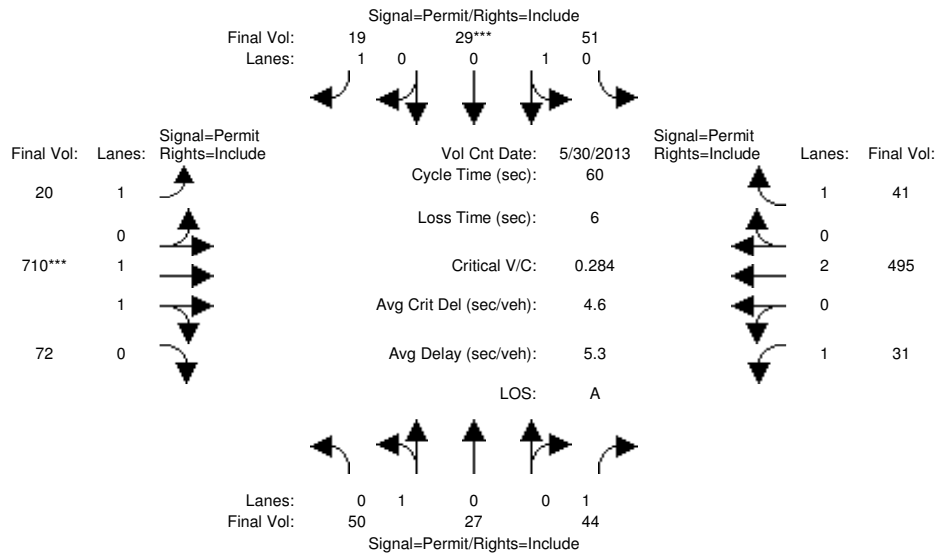
Vol/Sat:	0.04	0.04	0.03	0.04	0.04	0.01	0.01	0.18	0.18	0.02	0.12	0.02
Crit Moves:				****			****					
Green Time:	10.5	10.5	10.5	10.5	10.5	10.5	43.5	43.5	43.5	43.5	43.5	43.5
Volume/Cap:	0.24	0.24	0.14	0.25	0.25	0.06	0.02	0.25	0.25	0.02	0.17	0.03
Delay/Veh:	21.7	21.7	21.1	21.8	21.8	20.7	2.3	2.8	2.8	2.3	2.6	2.3
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:	21.7	21.7	21.1	21.8	21.8	20.7	2.3	2.8	2.8	2.3	2.6	2.3
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	0	0	2	2	0	1	0

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	50	27	44	51	29	19	20	629	49	31	461	41
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:	50	27	44	51	29	19	20	629	49	31	461	41
Added Vol:	0	0	0	0	0	0	0	81	23	0	34	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	27	44	51	29	19	20	710	72	31	495	41
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:	50	27	44	51	29	19	20	710	72	31	495	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	27	44	51	29	19	20	710	72	31	495	41
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:	50	27	44	51	29	19	20	710	72	31	495	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.65	0.35	1.00	0.64	0.36	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1169	631	1750	1147	652	1750	1750	3359	341	1750	3800	1750

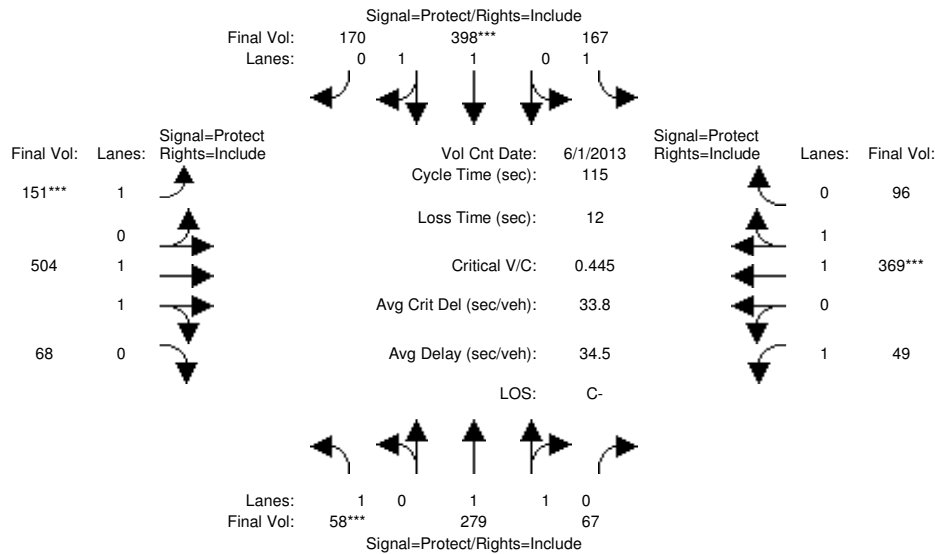
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.04	0.04	0.01	0.01	0.21	0.21	0.02	0.13	0.02
Crit Moves:				****				****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	44.0	44.0	44.0	44.0	44.0	44.0
Volume/Cap:	0.26	0.26	0.15	0.27	0.27	0.07	0.02	0.29	0.29	0.02	0.18	0.03
Uniform Del:	21.8	21.8	21.4	21.8	21.8	21.1	2.2	2.7	2.7	2.2	2.5	2.2
IncrcmntDel:	0.5	0.5	0.2	0.5	0.5	0.1	0.0	0.1	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.2	22.2	21.6	22.3	22.3	21.2	2.2	2.8	2.8	2.2	2.5	2.2
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:	22.2	22.2	21.6	22.3	22.3	21.2	2.2	2.8	2.8	2.2	2.5	2.2
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	0	0	2	2	0	1	0

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	58	279	67	167	398	170	151	504	68	49	369	96
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:	58	279	67	167	398	170	151	504	68	49	369	96
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:	58	279	67	167	398	170	151	504	68	49	369	96
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:	58	279	67	167	398	170	151	504	68	49	369	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	279	67	167	398	170	151	504	68	49	369	96
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:	58	279	67	167	398	170	151	504	68	49	369	96

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	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.60	0.40	1.00	1.38	0.62	1.00	1.76	0.24	1.00	1.58	0.42
Final Sat.:	1750	2983	716	1750	2592	1107	1750	3260	440	1750	2936	764

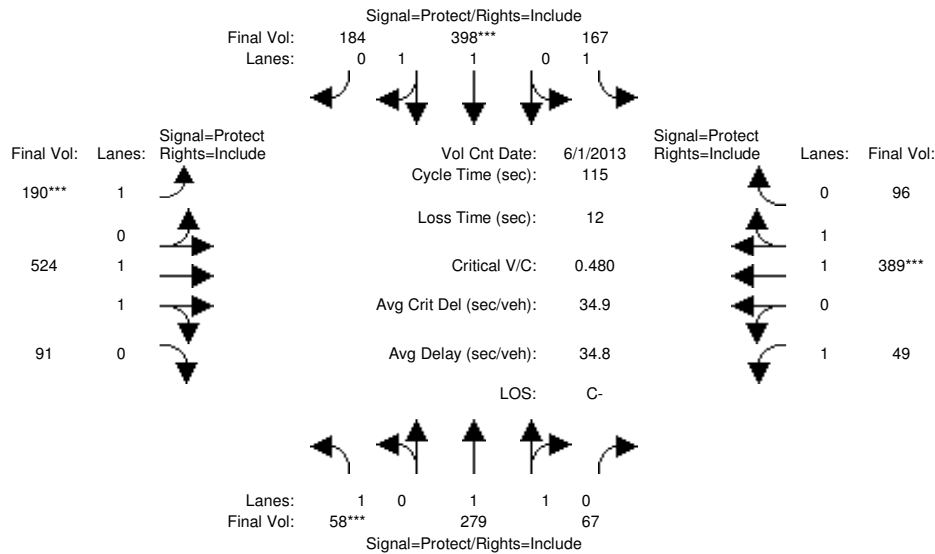
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.10	0.15	0.15	0.09	0.15	0.15	0.03	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	8.6	23.9	23.9	24.4	39.7	39.7	22.3	39.3	39.3	15.5	32.5	32.5
Volume/Cap:	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.21	0.45	0.45
Delay/Veh:	53.4	40.3	40.3	40.4	29.4	29.4	41.8	29.7	29.7	44.8	34.2	34.2
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:	53.4	40.3	40.3	40.4	29.4	29.4	41.8	29.7	29.7	44.8	34.2	34.2
LOS by Move:	D-	D	D	D	C	C	D	C	C	D	C-	C-
HCM2kAvgQ:	2	5	5	6	8	8	5	8	8	2	7	7

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	58	279	67	167	398	170	151	504	68	49	369	96
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:	58	279	67	167	398	170	151	504	68	49	369	96
Added Vol:	0	0	0	0	0	14	39	20	23	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	279	67	167	398	184	190	524	91	49	389	96
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:	58	279	67	167	398	184	190	524	91	49	389	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	279	67	167	398	184	190	524	91	49	389	96
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:	58	279	67	167	398	184	190	524	91	49	389	96

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	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.60	0.40	1.00	1.35	0.65	1.00	1.70	0.30	1.00	1.59	0.41
Final Sat.:	1750	2983	716	1750	2529	1169	1750	3152	547	1750	2967	732

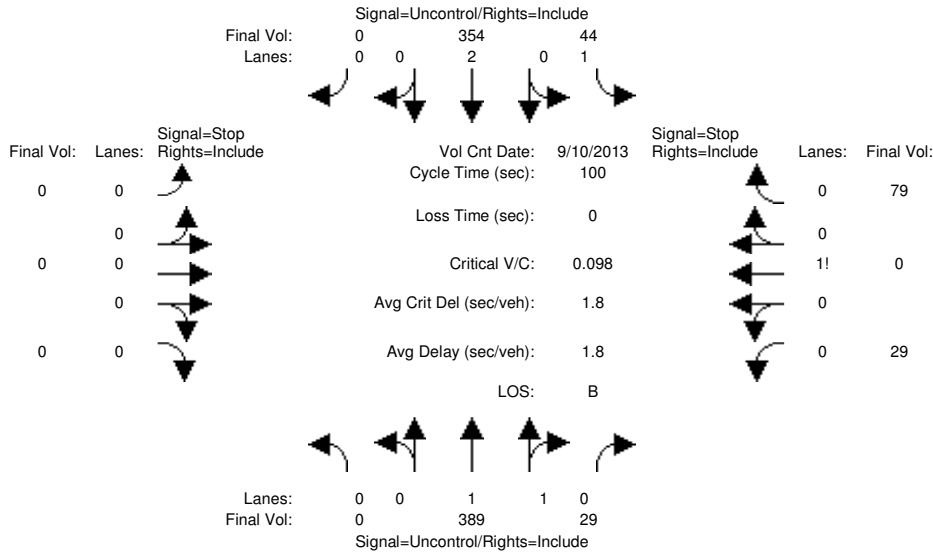
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.10	0.16	0.16	0.11	0.17	0.17	0.03	0.13	0.13
Crit Moves:	****			****			****			****		
Green Time:	7.9	22.6	22.6	23.0	37.7	37.7	26.0	42.0	42.0	15.4	31.4	31.4
Volume/Cap:	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.21	0.48	0.48
Uniform Del:	51.5	41.0	41.0	40.7	30.8	30.8	38.6	27.8	27.8	44.4	35.0	35.0
IncrcmntDel:	3.0	0.5	0.5	1.0	0.3	0.3	0.9	0.2	0.2	0.4	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.5	41.5	41.5	41.7	31.2	31.2	39.6	28.0	28.0	44.8	35.3	35.3
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:	54.5	41.5	41.5	41.7	31.2	31.2	39.6	28.0	28.0	44.8	35.3	35.3
LOS by Move:	D-	D	D	D	C	C	D	C	C	D	D+	D+
HCM2kAvgQ:	2	5	5	6	9	9	6	8	8	2	8	8

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and 12 rows of traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table showing Critical Gap (4.1, 6.8, 6.5, 6.9) and FollowUp Time (2.2, 3.5, 4.0, 3.3) for various movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each movement.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 389 29	44 354 0	0 0 0 0	29 0 79
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.0

Approach[westbound][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=108]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=924]
 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 #24 Latham Street / Showers Drive

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 389 29	44 354 0	0 0 0 0	29 0 79

Major Street Volume: 816
 Minor Approach Volume: 108
 Minor Approach Volume Threshold: 355

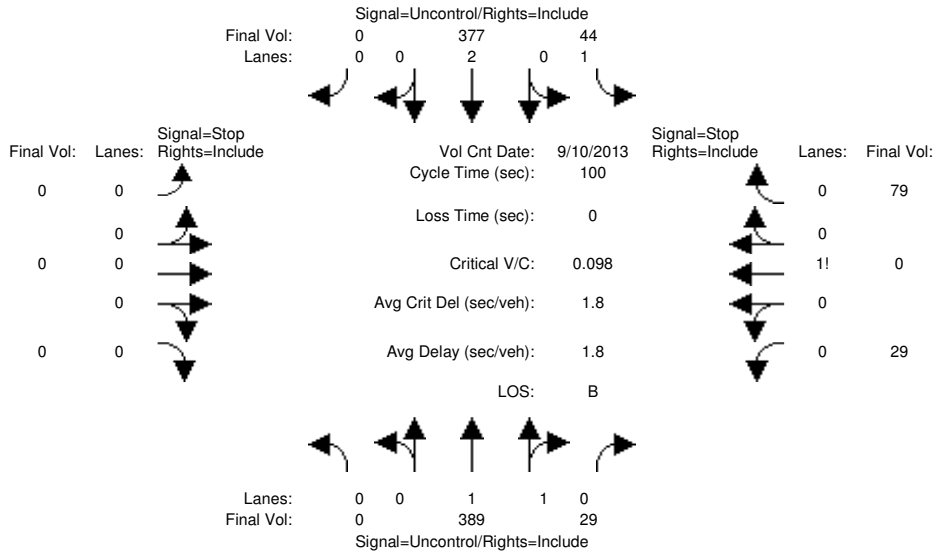
 SIGNAL WARRANT DISCLAIMER
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Table with 12 columns representing movements and rows for Critical Gap Module and FollowUpTim.

Table with 12 columns representing movements and rows for Capacity Module.

Table with 12 columns representing movements and rows for Level Of Service Module.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 389 29	44 377 0	0 0 0 0	29 0 79
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.1

```

Approach[westbound][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=108]
    SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=947]
    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 #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 389 29	44 377 0	0 0 0 0	29 0 79

```

Major Street Volume:      839
Minor Approach Volume:    108
Minor Approach Volume Threshold: 345
    
```

SIGNAL WARRANT DISCLAIMER

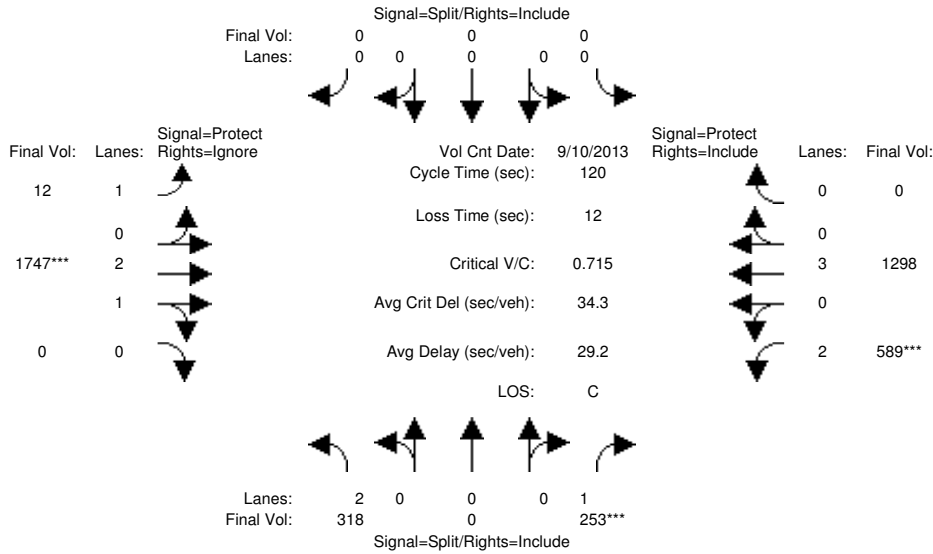
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	318	0	253	0	0	0	12	1747	408	589	1298	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:	318	0	253	0	0	0	12	1747	408	589	1298	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:	318	0	253	0	0	0	12	1747	408	589	1298	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	318	0	253	0	0	0	12	1747	0	589	1298	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	253	0	0	0	12	1747	0	589	1298	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	318	0	253	0	0	0	12	1747	0	589	1298	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5600	0	3150	5700	0

Capacity Analysis Module:

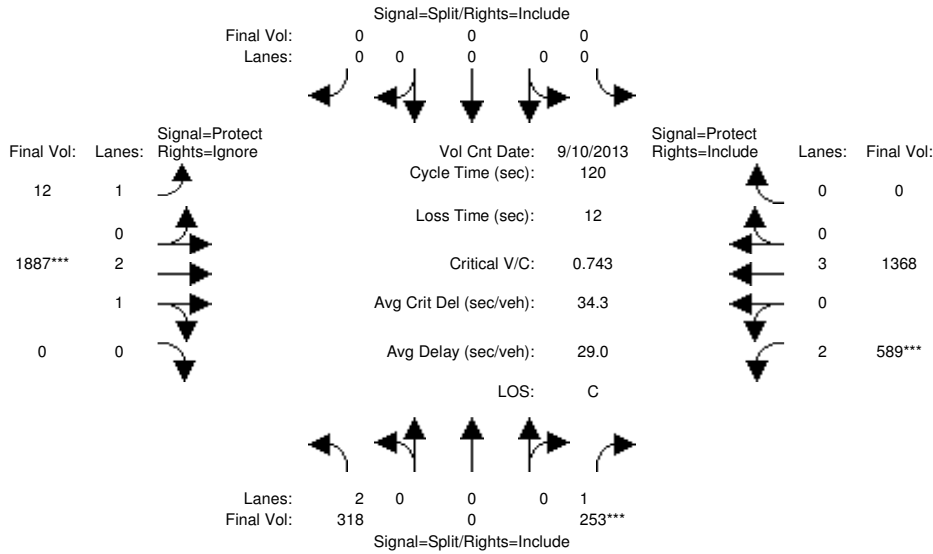
Vol/Sat:	0.10	0.00	0.14	0.00	0.00	0.00	0.01	0.31	0.00	0.19	0.23	0.00
Crit Moves:			****					****		****		
Green Time:	24.3	0.0	24.3	0.0	0.0	0.0	17.1	52.4	0.0	31.4	66.7	0.0
Volume/Cap:	0.50	0.00	0.72	0.00	0.00	0.00	0.05	0.72	0.00	0.72	0.41	0.00
Delay/Veh:	43.1	0.0	51.4	0.0	0.0	0.0	44.5	28.7	0.0	43.3	15.4	0.0
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:	43.1	0.0	51.4	0.0	0.0	0.0	44.5	28.7	0.0	43.3	15.4	0.0
LOS by Move:	D	A	D-	A	A	A	D	C	A	D	B	A
HCM2kAvgQ:	7	0	11	0	0	0	0	19	0	13	9	0

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	318	0	253	0	0	0	12	1747	408	589	1298	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:	318	0	253	0	0	0	12	1747	408	589	1298	0
Added Vol:	0	0	0	0	0	0	0	140	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	0	253	0	0	0	12	1887	408	589	1368	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	318	0	253	0	0	0	12	1887	0	589	1368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	253	0	0	0	12	1887	0	589	1368	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	318	0	253	0	0	0	12	1887	0	589	1368	0

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5600	0	3150	5700	0

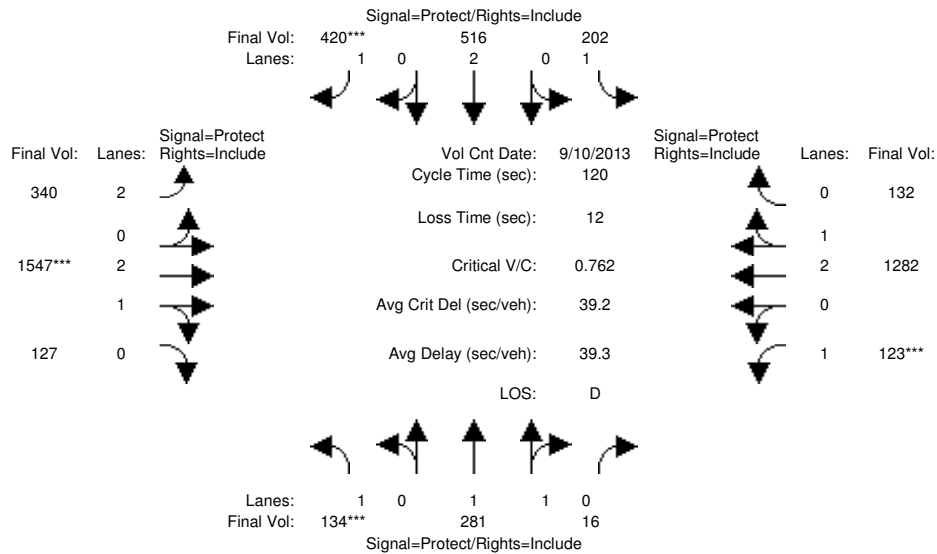
Capacity Analysis Module:	Vol/Sat:	0.10	0.00	0.14	0.00	0.00	0.00	0.01	0.34	0.00	0.19	0.24	0.00
Crit Moves:			****						****		****		
Green Time:	23.4	0.0	23.4	0.0	0.0	0.0	16.6	54.4	0.0	30.2	68.1	0.0	
Volume/Cap:	0.52	0.00	0.74	0.00	0.00	0.00	0.05	0.74	0.00	0.74	0.42	0.00	
Uniform Del:	43.3	0.0	45.5	0.0	0.0	0.0	44.9	27.0	0.0	41.3	14.8	0.0	
IncrcmntDel:	0.8	0.0	8.5	0.0	0.0	0.0	0.1	1.2	0.0	3.8	0.1	0.0	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	
Delay/Veh:	44.1	0.0	54.0	0.0	0.0	0.0	45.0	28.2	0.0	45.1	14.9	0.0	
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:	44.1	0.0	54.0	0.0	0.0	0.0	45.0	28.2	0.0	45.1	14.9	0.0	
LOS by Move:	D	A	D-	A	A	A	D	C	A	D	B	A	
HCM2kAvgQ:	7	0	11	0	0	0	0	20	0	13	9	0	

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	134	281	16	202	516	420	340	1547	127	123	1282	132
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:	134	281	16	202	516	420	340	1547	127	123	1282	132
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:	134	281	16	202	516	420	340	1547	127	123	1282	132
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:	134	281	16	202	516	420	340	1547	127	123	1282	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	281	16	202	516	420	340	1547	127	123	1282	132
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:	134	281	16	202	516	420	340	1547	127	123	1282	132

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	1.89	0.11	1.00	2.00	1.00	2.00	2.76	0.24	1.00	2.71	0.29
Final Sat.:	1750	3501	199	1750	3800	1750	3150	5175	425	1750	5077	523

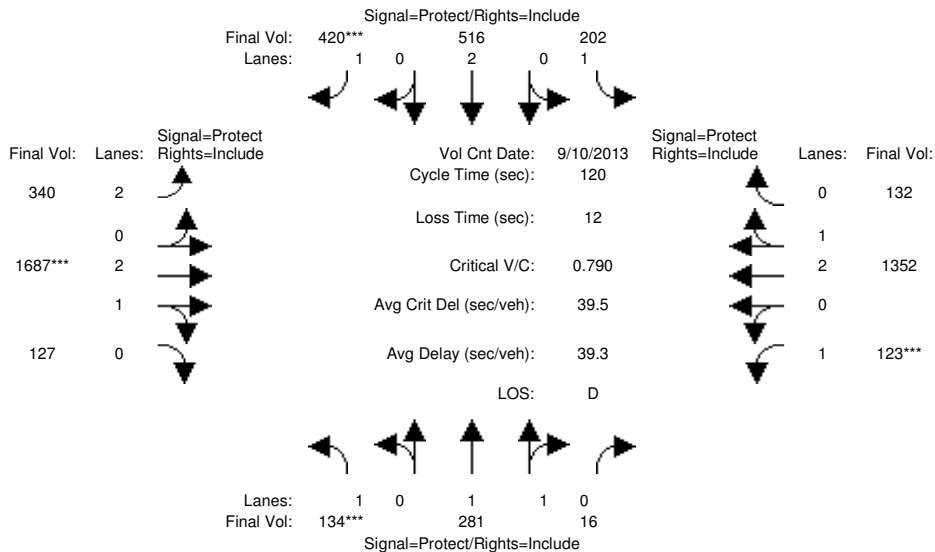
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.12	0.14	0.24	0.11	0.30	0.30	0.07	0.25	0.25
Crit Moves:	****					****		****		****		
Green Time:	12.1	20.9	20.9	29.0	37.8	37.8	17.4	47.1	47.1	11.1	40.7	40.7
Volume/Cap:	0.76	0.46	0.46	0.48	0.43	0.76	0.74	0.76	0.76	0.76	0.74	0.74
Delay/Veh:	70.2	45.0	45.0	39.9	32.8	43.2	55.7	33.2	33.2	72.2	36.7	36.7
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:	70.2	45.0	45.0	39.9	32.8	43.2	55.7	33.2	33.2	72.2	36.7	36.7
LOS by Move:	E	D	D	D	C-	D	E+	C-	C-	E	D+	D+
HCM2kAvgQ:	7	5	5	7	8	16	9	19	19	5	15	15

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	134	281	16	202	516	420	340	1547	127	123	1282	132
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:	134	281	16	202	516	420	340	1547	127	123	1282	132
Added Vol:	0	0	0	0	0	0	0	140	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	281	16	202	516	420	340	1687	127	123	1352	132
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:	134	281	16	202	516	420	340	1687	127	123	1352	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	281	16	202	516	420	340	1687	127	123	1352	132
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:	134	281	16	202	516	420	340	1687	127	123	1352	132

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	1.89	0.11	1.00	2.00	1.00	2.00	2.78	0.22	1.00	2.72	0.28
Final Sat.:	1750	3501	199	1750	3800	1750	3150	5207	392	1750	5101	498

Capacity Analysis Module:

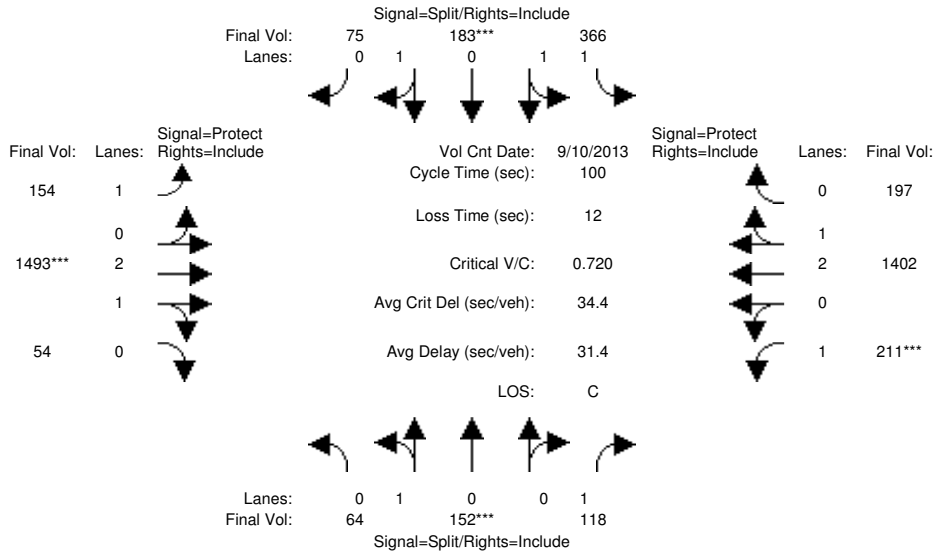
Vol/Sat:	0.08	0.08	0.08	0.12	0.14	0.24	0.11	0.32	0.32	0.07	0.27	0.27
Crit Moves:	****					****		****		****		
Green Time:	11.6	20.2	20.2	27.9	36.5	36.5	17.3	49.2	49.2	10.7	42.6	42.6
Volume/Cap:	0.79	0.48	0.48	0.50	0.45	0.79	0.75	0.79	0.79	0.79	0.75	0.75
Uniform Del:	53.0	45.2	45.2	39.9	33.6	38.3	49.2	30.9	30.9	53.6	34.0	34.0
IncrcmntDel:	21.6	0.6	0.6	1.0	0.3	7.8	6.7	1.9	1.9	23.2	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.6	45.7	45.7	40.9	33.9	46.1	55.9	32.8	32.8	76.8	35.6	35.6
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:	74.6	45.7	45.7	40.9	33.9	46.1	55.9	32.8	32.8	76.8	35.6	35.6
LOS by Move:	E	D	D	D	C-	D	E+	C-	C-	E-	D+	D+
HCM2kAvgQ:	7	5	5	7	8	17	9	21	21	5	16	16

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	64	152	118	366	183	75	154	1493	54	211	1402	197
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:	64	152	118	366	183	75	154	1493	54	211	1402	197
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:	64	152	118	366	183	75	154	1493	54	211	1402	197
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:	64	152	118	366	183	75	154	1493	54	211	1402	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	152	118	366	183	75	154	1493	54	211	1402	197
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:	64	152	118	366	183	75	154	1493	54	211	1402	197

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	1.77	0.87	0.36	1.00	2.89	0.11	1.00	2.62	0.38
Final Sat.:	533	1267	1750	3138	1569	643	1750	5404	195	1750	4909	690

Capacity Analysis Module:

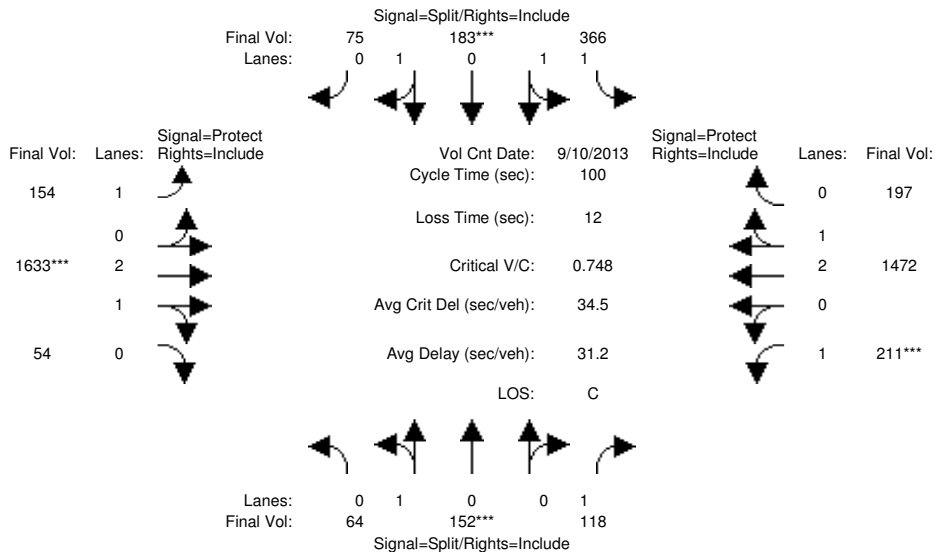
Vol/Sat:	0.12	0.12	0.07	0.12	0.12	0.12	0.09	0.28	0.28	0.12	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	16.7	16.7	16.7	16.2	16.2	16.2	13.0	38.4	38.4	16.7	42.1	42.1
Volume/Cap:	0.72	0.72	0.40	0.72	0.72	0.72	0.68	0.72	0.72	0.72	0.68	0.68
Delay/Veh:	47.7	47.7	38.1	42.7	42.7	42.7	49.5	27.4	27.4	47.8	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	47.7	38.1	42.7	42.7	42.7	49.5	27.4	27.4	47.8	24.2	24.2
LOS by Move:	D	D	D+	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	8	4	8	8	8	5	13	13	8	14	14

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

SF13-0693
The Village at San Antonio
Existing & E+P PM

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	64	152	118	366	183	75	154	1493	54	211	1402	197
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:	64	152	118	366	183	75	154	1493	54	211	1402	197
Added Vol:	0	0	0	0	0	0	0	140	0	0	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	152	118	366	183	75	154	1633	54	211	1472	197
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:	64	152	118	366	183	75	154	1633	54	211	1472	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	152	118	366	183	75	154	1633	54	211	1472	197
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:	64	152	118	366	183	75	154	1633	54	211	1472	197

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	1.77	0.87	0.36	1.00	2.90	0.10	1.00	2.63	0.37
Final Sat.:	533	1267	1750	3138	1569	643	1750	5421	179	1750	4938	661

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.07	0.12	0.12	0.12	0.09	0.30	0.30	0.12	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.0	16.0	16.0	15.6	15.6	15.6	12.8	40.3	40.3	16.1	43.5	43.5
Volume/Cap:	0.75	0.75	0.42	0.75	0.75	0.75	0.68	0.75	0.75	0.75	0.68	0.68
Uniform Del:	40.1	40.1	37.8	40.3	40.3	40.3	41.6	25.5	25.5	40.0	22.7	22.7
IncrcmntDel:	10.3	10.3	1.0	3.8	3.8	3.8	8.5	1.4	1.4	10.5	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	50.4	38.8	44.1	44.1	44.1	50.1	27.0	27.0	50.6	23.5	23.5
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:	50.4	50.4	38.8	44.1	44.1	44.1	50.1	27.0	27.0	50.6	23.5	23.5
LOS by Move:	D	D	D+	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	8	4	8	8	8	5	15	15	8	15	15

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

SF13-0693
The Village at San Antonio
Background & B+P AM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background AM				Background PP AM						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	B	12.1	0.442	12.3	B	12.3	0.470	+ 0.028	12.6	+ 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D+	35.9	0.758	38.4	D+	35.7	0.764	+ 0.006	38.6	+ 0.2	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	45.5	0.704	41.6	D	45.4	0.710	+ 0.007	41.6	+ 0.0	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	50.0	0.763	58.2	E+	55.4	0.877	+ 0.114	68.9	+ 10.8	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	B	14.8	0.353	13.8	B	15.5	0.406	+ 0.053	14.9	+ 1.1	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	D-	53.0	0.926	59.5	E	60.1	0.970	+ 0.044	67.6	+ 8.1	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B-	18.9	0.565	16.3	B-	18.8	0.573	+ 0.008	16.4	+ 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	B-	18.2	0.772	23.4	B-	18.3	0.780	+ 0.009	23.6	+ 0.2	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	25.5	0.556	26.2	C	25.5	0.559	+ 0.002	26.2	- 0.0	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	D+	37.4	0.808	38.6	D+	37.8	0.818	+ 0.010	39.1	+ 0.5	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	C	28.3	0.626	26.9	C	28.0	0.629	+ 0.003	26.9	- 0.1	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	C	31.1	0.395	29.5	C	30.2	0.409	+ 0.014	28.6	- 0.9	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D+	37.6	0.756	38.0	D+	37.6	0.759	+ 0.003	38.0	+ 0.0	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C+	21.7	0.519	18.6	C+	21.5	0.522	+ 0.004	18.5	- 0.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	C	27.9	0.638	29.6	C	27.8	0.642	+ 0.004	29.6	- 0.0	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	25.5	0.574	28.6	C	25.5	0.598	+ 0.024	28.5	- 0.2	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B	13.2	0.481	12.6	B	13.0	0.505	+ 0.024	12.5	- 0.1	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.4	0.559	22.1	C	23.2	0.582	+ 0.023	21.9	- 0.2	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	B	10.0	0.336	10.0	B	10.0	0.342	+ 0.006	10.0	+ 0.0	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	13.7	0.224	10.3	B	15.2	0.235	+ 0.011	11.4	+ 1.1	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	C	23.2	0.272	21.1	C+	22.7	0.289	+ 0.018	20.4	- 0.7	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	A	7.6	0.208	7.6	A	7.2	0.225	+ 0.017	7.1	- 0.4	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	C	30.1	0.414	29.5	C	30.3	0.421	+ 0.007	29.7	+ 0.2	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	2.4	0.090	2.4	B	2.4	0.090	+ 0.000	2.4	- 0.0	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	29.1	0.711	37.3	C	29.2	0.716	+ 0.005	37.3	+ 0.0	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	39.1	0.808	42.1	D	39.5	0.831	+ 0.023	42.6	+ 0.5	?	xx.x	x.xxx	xx.x

SF13-0693
The Village at San Antonio
Background & B+P AM

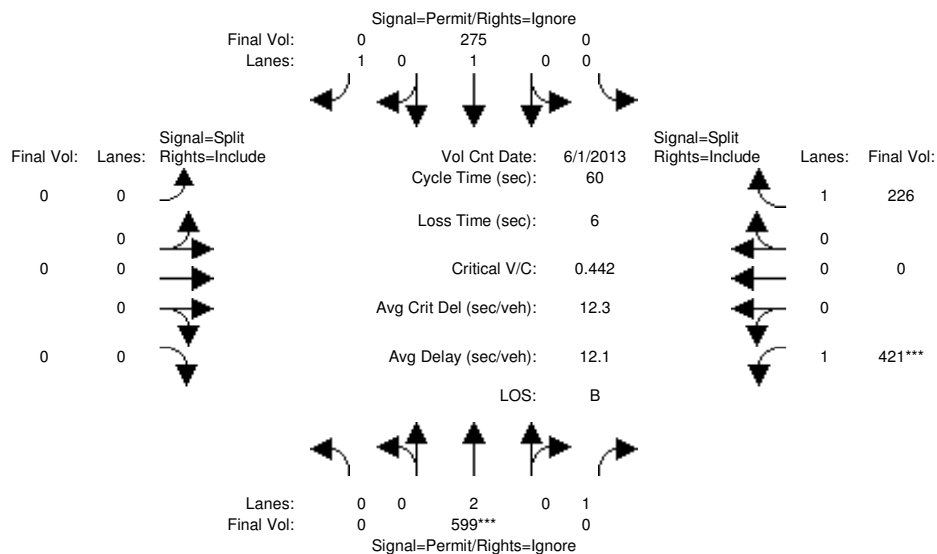
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background AM				Background PP AM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	C	26.9	0.735	28.3	C	27.0	0.758	+ 0.024	28.6	+ 0.3	?	xx.x	x.xxx	xx.x

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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: 1 Jun 2013 <<											
Base Vol:	0	576	749	0	247	37	0	0	0	401	0	226
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	576	749	0	247	37	0	0	0	401	0	226
Added Vol:	0	23	28	0	28	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	599	777	0	275	37	0	0	0	421	0	226
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	599	0	0	275	0	0	0	0	421	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	599	0	0	275	0	0	0	0	421	0	226
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	599	0	0	275	0	0	0	0	421	0	226

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

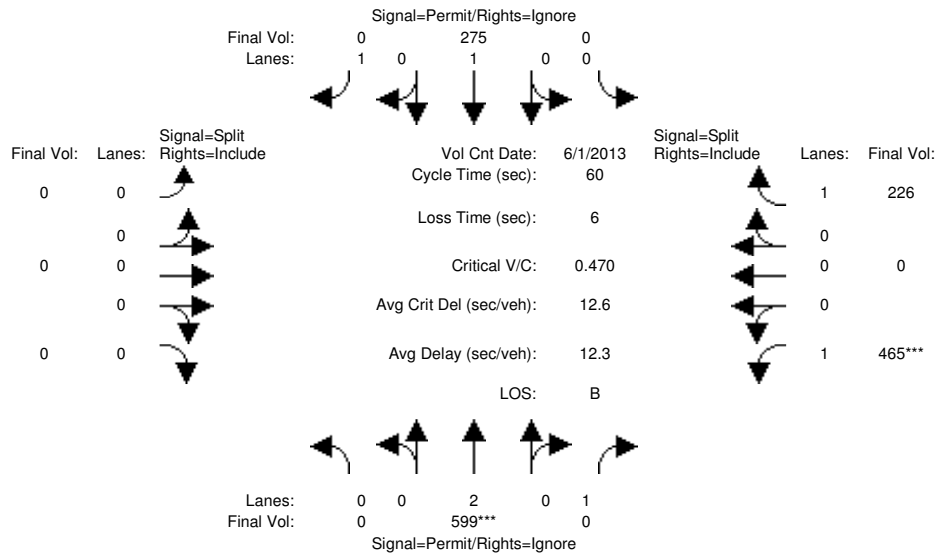
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.24	0.00	0.13
Crit Moves:	****									****		
Green Time:	0.0	21.4	0.0	0.0	21.4	0.0	0.0	0.0	0.0	32.6	0.0	32.6
Volume/Cap:	0.00	0.44	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.44	0.00	0.24
Delay/Veh:	0.0	15.0	0.0	0.0	14.9	0.0	0.0	0.0	0.0	8.6	0.0	7.3
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:	0.0	15.0	0.0	0.0	14.9	0.0	0.0	0.0	0.0	8.6	0.0	7.3
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	4	0	0	0	0	5	0	2

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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: 1 Jun 2013 <<											
Base Vol:	0	576	749	0	247	37	0	0	0	401	0	226
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	576	749	0	247	37	0	0	0	401	0	226
Added Vol:	0	23	43	0	28	0	0	0	0	64	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	599	792	0	275	37	0	0	0	465	0	226
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	599	0	0	275	0	0	0	0	465	0	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	599	0	0	275	0	0	0	0	465	0	226
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	599	0	0	275	0	0	0	0	465	0	226

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

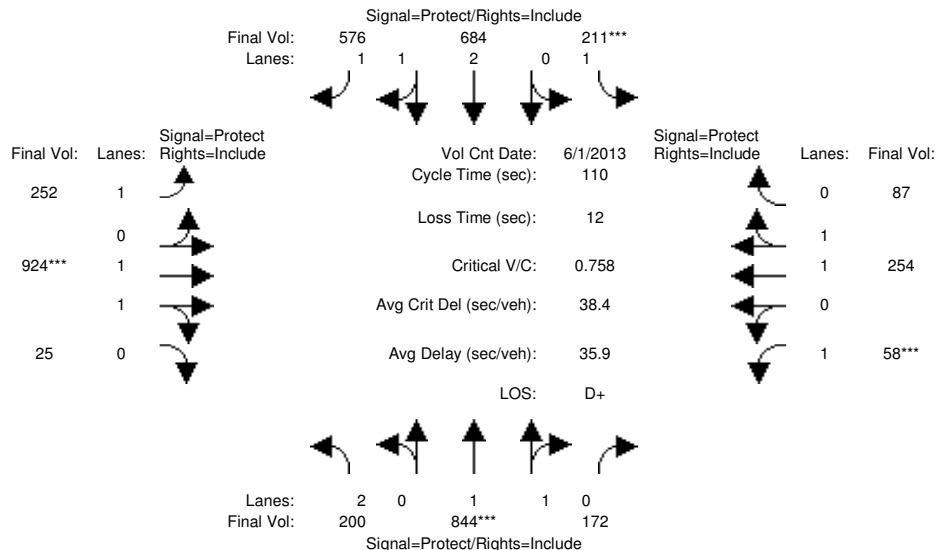
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.27	0.00	0.13
Crit Moves:	****									****		
Green Time:	0.0	20.1	0.0	0.0	20.1	0.0	0.0	0.0	0.0	33.9	0.0	33.9
Volume/Cap:	0.00	0.47	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.47	0.00	0.23
Uniform Del:	0.0	15.7	0.0	0.0	15.5	0.0	0.0	0.0	0.0	7.7	0.0	6.5
IncrcmntDel:	0.0	0.3	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.4	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	8.1	0.0	6.6
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:	0.0	16.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	8.1	0.0	6.6
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	4	0	0	0	0	6	0	2

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	200	768	172	211	615	576	252	924	25	58	254	87				
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:	200	768	172	211	615	576	252	924	25	58	254	87				
Added Vol:	0	76	0	0	69	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	200	844	172	211	684	576	252	924	25	58	254	87				
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:	200	844	172	211	684	576	252	924	25	58	254	87				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	200	844	172	211	684	576	252	924	25	58	254	87				
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:	200	844	172	211	684	576	252	924	25	58	254	87				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.64	0.36	1.00	2.09	1.91	1.00	1.94	0.06	1.00	1.46	0.54
Final Sat.:	3150	3112	634	1750	3970	3343	1750	3692	100	1750	2770	949

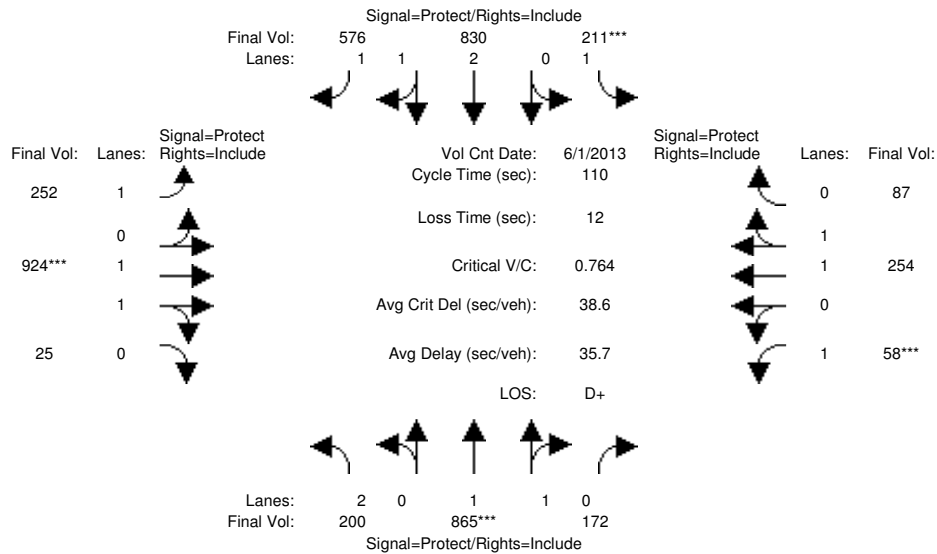
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.12	0.17	0.17	0.14	0.25	0.25	0.03	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.0	38.4	38.4	17.1	40.6	40.6	25.9	35.5	35.5	7.0	16.5	16.5
Volume/Cap:	0.47	0.78	0.78	0.78	0.47	0.47	0.61	0.78	0.78	0.52	0.61	0.61
Delay/Veh:	44.6	34.9	34.9	57.8	26.6	26.6	40.2	36.9	36.9	54.2	45.7	45.7
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:	44.6	34.9	34.9	57.8	26.6	26.6	40.2	36.9	36.9	54.2	45.7	45.7
LOS by Move:	D	C-	C-	E+	C	C	D	D+	D+	D-	D	D
HCM2kAvgQ:	4	15	15	9	8	8	9	16	16	3	6	6

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<

Base Vol:	200	768	172	211	615	576	252	924	25	58	254	87
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:	200	768	172	211	615	576	252	924	25	58	254	87
Added Vol:	0	97	0	0	215	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	865	172	211	830	576	252	924	25	58	254	87
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:	200	865	172	211	830	576	252	924	25	58	254	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	865	172	211	830	576	252	924	25	58	254	87
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:	200	865	172	211	830	576	252	924	25	58	254	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.64	0.36	1.00	2.28	1.72	1.00	1.94	0.06	1.00	1.46	0.54
Final Sat.:	3150	3125	621	1750	4334	3008	1750	3692	100	1750	2770	949

Capacity Analysis Module:

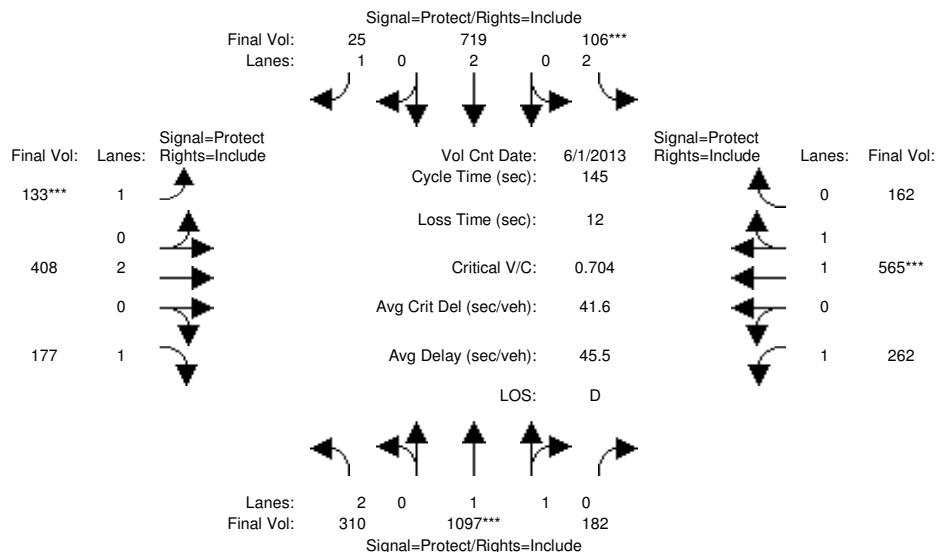
Vol/Sat:	0.06	0.28	0.28	0.12	0.19	0.19	0.14	0.25	0.25	0.03	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.9	38.9	38.9	16.9	41.9	41.9	25.8	35.2	35.2	7.0	16.4	16.4
Volume/Cap:	0.50	0.78	0.78	0.78	0.50	0.50	0.61	0.78	0.78	0.52	0.61	0.61
Uniform Del:	44.8	31.8	31.8	44.8	26.1	26.1	37.7	34.0	34.0	49.9	43.8	43.8
IncrcmntDel:	1.0	3.1	3.1	13.8	0.1	0.1	2.8	3.4	3.4	4.4	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.8	34.9	34.9	58.6	26.2	26.2	40.5	37.3	37.3	54.2	45.9	45.9
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:	45.8	34.9	34.9	58.6	26.2	26.2	40.5	37.3	37.3	54.2	45.9	45.9
LOS by Move:	D	C-	C-	E+	C	C	D	D+	D+	D-	D	D
HCM2kAvgQ:	4	16	16	9	10	10	9	16	16	3	6	6

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	310	1021	181	106	650	25	133	401	177	259	566	162
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:	310	1021	181	106	650	25	133	401	177	259	566	162
Added Vol:	0	76	1	0	69	0	0	7	0	3	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1097	182	106	719	25	133	408	177	262	565	162
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:	310	1097	182	106	719	25	133	408	177	262	565	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1097	182	106	719	25	133	408	177	262	565	162
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:	310	1097	182	106	719	25	133	408	177	262	565	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.69	0.31	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	3150	3220	534	3150	3800	1750	1750	3800	1750	1750	2898	831

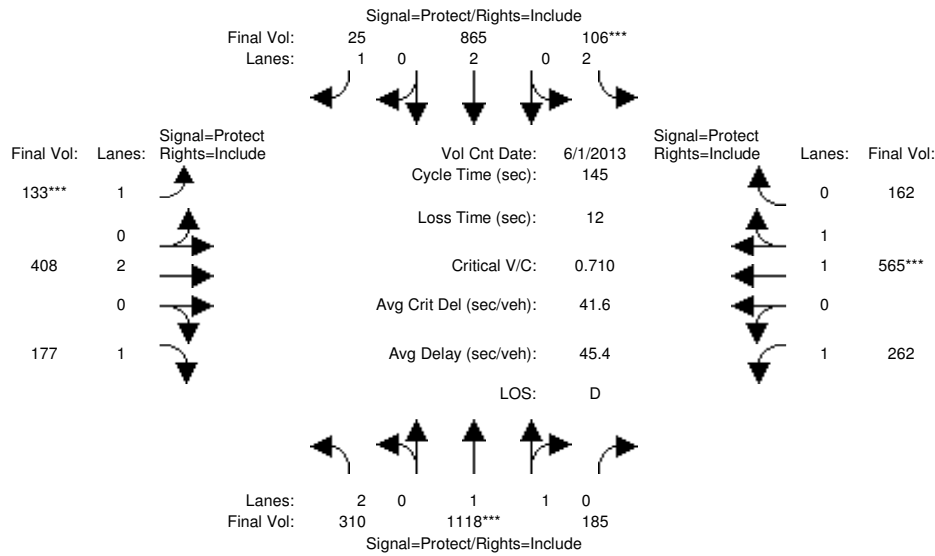
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.03	0.19	0.01	0.08	0.11	0.10	0.15	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.4	70.2	70.2	7.0	50.8	50.8	15.7	23.3	23.3	32.5	40.2	40.2
Volume/Cap:	0.54	0.70	0.70	0.70	0.54	0.04	0.70	0.67	0.63	0.67	0.70	0.70
Delay/Veh:	54.8	30.6	30.6	81.2	38.2	31.1	73.8	60.0	61.3	55.7	49.3	49.3
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:	54.8	30.6	30.6	81.2	38.2	31.1	73.8	60.0	61.3	55.7	49.3	49.3
LOS by Move:	D-	C	C	F	D+	C	E	E	E	E+	D	D
HCM2kAvgQ:	8	23	23	3	12	1	8	9	9	12	16	16

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<

Base Vol:	310	1021	181	106	650	25	133	401	177	259	566	162
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:	310	1021	181	106	650	25	133	401	177	259	566	162
Added Vol:	0	97	4	0	215	0	0	7	0	3	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1118	185	106	865	25	133	408	177	262	565	162
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:	310	1118	185	106	865	25	133	408	177	262	565	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1118	185	106	865	25	133	408	177	262	565	162
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:	310	1118	185	106	865	25	133	408	177	262	565	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	3150	3221	533	3150	3800	1750	1750	3800	1750	1750	2898	831

Capacity Analysis Module:

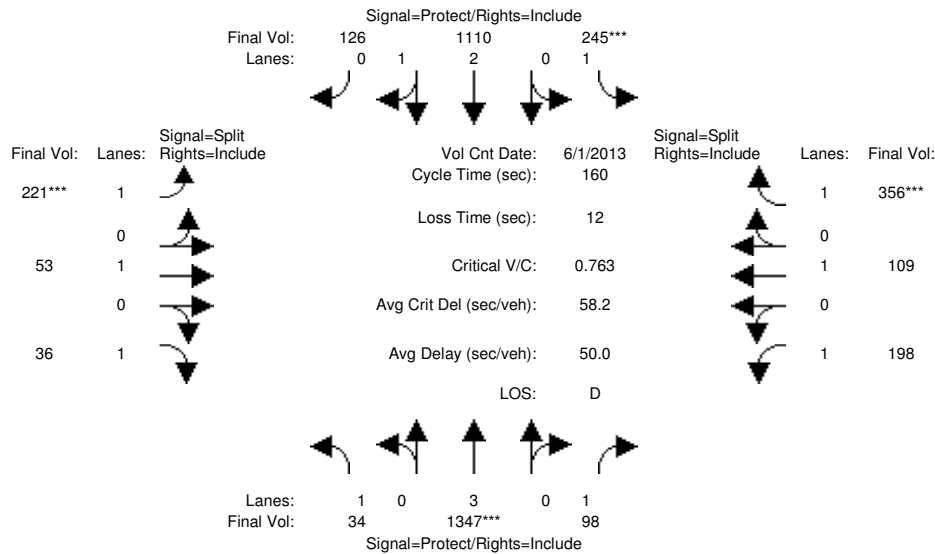
Vol/Sat:	0.10	0.35	0.35	0.03	0.23	0.01	0.08	0.11	0.10	0.15	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.5	70.8	70.8	7.0	54.3	54.3	15.5	23.1	23.1	32.2	39.7	39.7
Volume/Cap:	0.61	0.71	0.71	0.70	0.61	0.04	0.71	0.67	0.64	0.67	0.71	0.71
Uniform Del:	56.5	29.1	29.1	68.0	36.7	28.8	62.6	57.4	57.0	51.6	47.5	47.5
IncrcmntDel:	2.1	1.3	1.3	13.3	0.8	0.0	12.1	3.0	4.8	4.7	2.4	2.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.6	30.4	30.4	81.2	37.5	28.8	74.6	60.5	61.8	56.3	49.8	49.8
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:	58.6	30.4	30.4	81.2	37.5	28.8	74.6	60.5	61.8	56.3	49.8	49.8
LOS by Move:	E+	C	C	F	D+	C	E	E	E	E+	D	D
HCM2kAvgQ:	8	23	23	3	15	1	8	10	9	12	16	16

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	1 Jun 2013	<<											
Base Vol:	30	1195	81	244	976	125	221	53	27	166	109	356				
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:	30	1195	81	244	976	125	221	53	27	166	109	356				
Added Vol:	4	152	17	1	134	1	0	0	9	32	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	34	1347	98	245	1110	126	221	53	36	198	109	356				
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:	34	1347	98	245	1110	126	221	53	36	198	109	356				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	34	1347	98	245	1110	126	221	53	36	198	109	356				
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				
Final Volume:	34	1347	98	245	1110	126	221	53	36	198	109	356				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5075	576	1750	1900	1750	1750	1900	1750

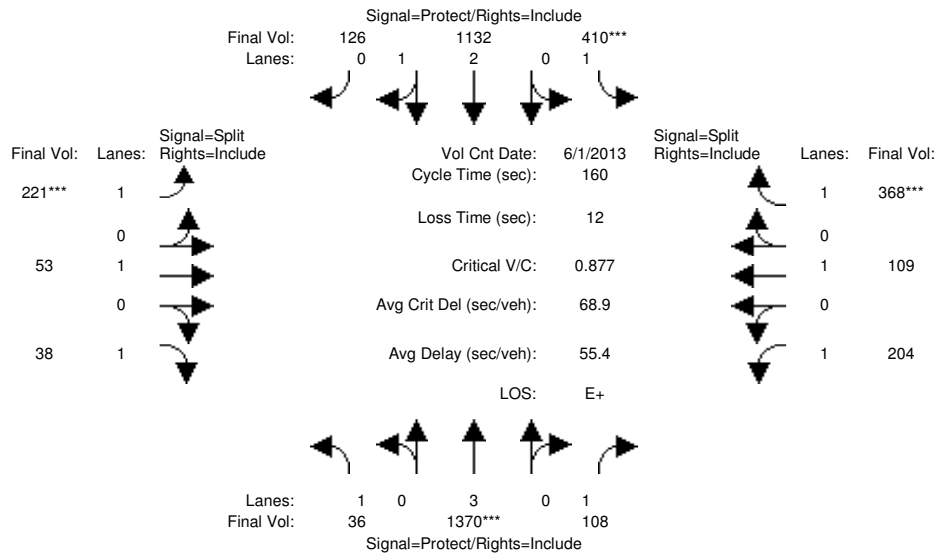
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.06	0.14	0.22	0.22	0.13	0.03	0.02	0.11	0.06	0.20
Crit Moves:	****			****			****			****		
Green Time:	13.1	49.5	49.5	29.3	65.7	65.7	26.5	26.5	26.5	42.6	42.6	42.6
Volume/Cap:	0.24	0.76	0.18	0.76	0.53	0.53	0.76	0.17	0.12	0.42	0.22	0.76
Delay/Veh:	69.6	52.0	40.6	72.4	35.8	35.8	75.2	57.6	57.1	49.2	45.9	61.3
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:	69.6	52.0	40.6	72.4	35.8	35.8	75.2	57.6	57.1	49.2	45.9	61.3
LOS by Move:	E	D-	D	E	D+	D+	E-	E+	E+	D	D	E
HCM2kAvgQ:	2	21	4	14	15	15	13	2	2	9	4	19

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California St					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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:	1 Jun 2013	<<											
Base Vol:	30	1195	81	244	976	125	221	53	27	166	109	356				
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:	30	1195	81	244	976	125	221	53	27	166	109	356				
Added Vol:	6	175	27	166	156	1	0	0	11	38	0	12				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	36	1370	108	410	1132	126	221	53	38	204	109	368				
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:	36	1370	108	410	1132	126	221	53	38	204	109	368				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	36	1370	108	410	1132	126	221	53	38	204	109	368				
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				
Final Volume:	36	1370	108	410	1132	126	221	53	38	204	109	368				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5085	566	1750	1900	1750	1750	1900	1750

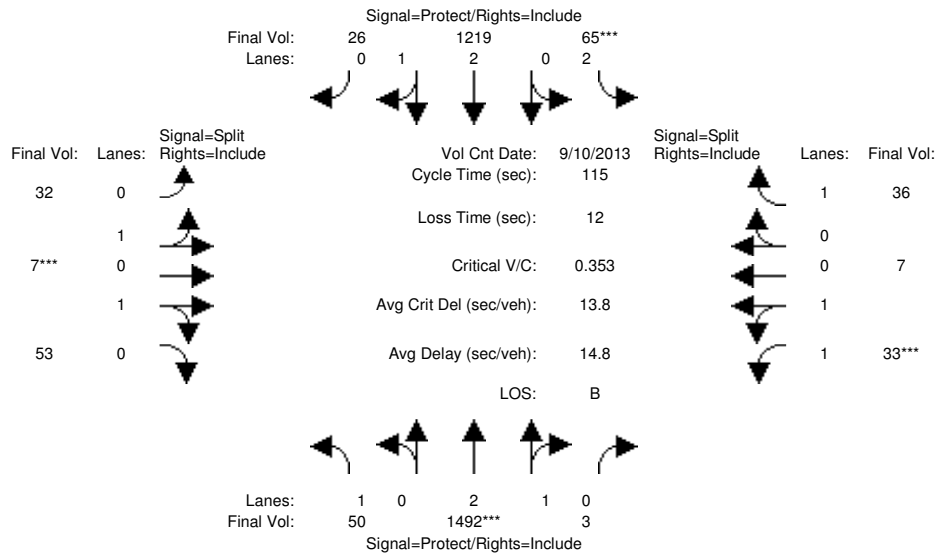
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.06	0.23	0.22	0.22	0.13	0.03	0.02	0.12	0.06	0.21
Crit Moves:	****			****			****			****		
Green Time:	14.2	43.9	43.9	42.7	72.4	72.4	23.0	23.0	23.0	38.4	38.4	38.4
Volume/Cap:	0.23	0.88	0.23	0.88	0.49	0.49	0.88	0.19	0.15	0.49	0.24	0.88
Uniform Del:	67.8	55.5	44.9	56.1	30.9	30.9	67.1	60.3	59.9	52.3	49.0	58.5
IncrcmntDel:	0.8	6.0	0.2	16.9	0.2	0.2	27.4	0.3	0.3	0.9	0.3	18.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.6	61.5	45.2	73.0	31.0	31.0	94.5	60.6	60.2	53.2	49.3	77.0
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:	68.6	61.5	45.2	73.0	31.0	31.0	94.5	60.6	60.2	53.2	49.3	77.0
LOS by Move:	E	E	D	E	C	C	F	E	E	D-	D	E-
HCM2kAvgQ:	2	24	4	23	14	14	14	2	2	9	4	21

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	50	1318	3	65	1044	26	32	7	53	33	7	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:	50	1318	3	65	1044	26	32	7	53	33	7	36
Added Vol:	0	174	0	0	175	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1492	3	65	1219	26	32	7	53	33	7	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:	50	1492	3	65	1219	26	32	7	53	33	7	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1492	3	65	1219	26	32	7	53	33	7	36
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:	50	1492	3	65	1219	26	32	7	53	33	7	36

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.99	0.01	2.00	2.93	0.07	0.83	0.17	1.00	1.67	0.33	1.00
Final Sat.:	1750	5688	11	3150	5571	119	1457	319	1750	2928	621	1750

Capacity Analysis Module:

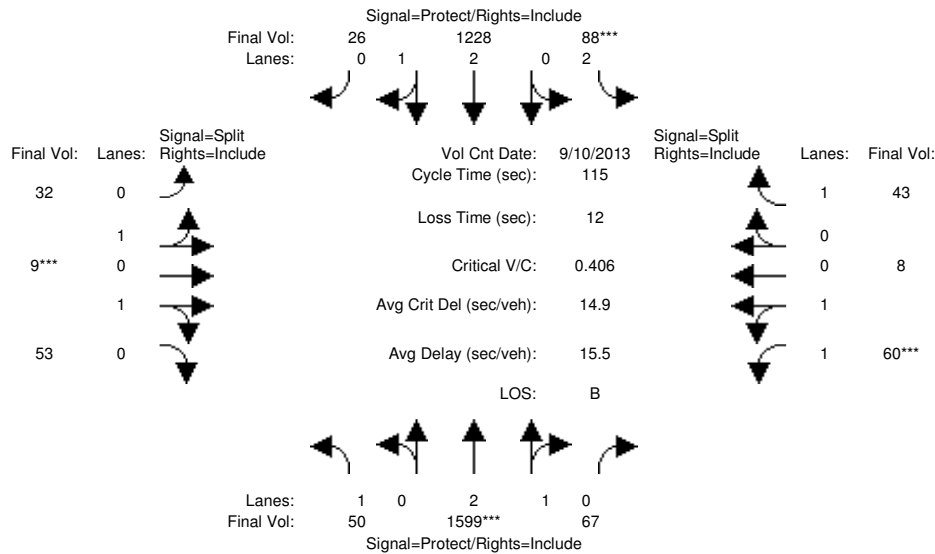
Vol/Sat:	0.03	0.26	0.26	0.02	0.22	0.22	0.02	0.02	0.03	0.01	0.01	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.1	76.0	76.0	7.0	64.9	64.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.18	0.40	0.40	0.34	0.39	0.39	0.25	0.25	0.35	0.13	0.13	0.24
Delay/Veh:	42.4	9.0	9.0	52.8	14.0	14.0	49.4	49.4	50.2	48.7	48.7	49.7
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:	42.4	9.0	9.0	52.8	14.0	14.0	49.4	49.4	50.2	48.7	48.7	49.7
LOS by Move:	D	A	A	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	2	8	8	2	2	2	1	1	1

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	50	1318	3	65	1044	26	32	7	53	33	7	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:	50	1318	3	65	1044	26	32	7	53	33	7	36
Added Vol:	0	281	64	23	184	0	0	2	0	27	1	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1599	67	88	1228	26	32	9	53	60	8	43
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:	50	1599	67	88	1228	26	32	9	53	60	8	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1599	67	88	1228	26	32	9	53	60	8	43
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:	50	1599	67	88	1228	26	32	9	53	60	8	43

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.87	0.13	2.00	2.93	0.07	0.79	0.21	1.00	1.78	0.22	1.00
Final Sat.:	1750	5452	228	3150	5572	118	1390	391	1750	3117	416	1750

Capacity Analysis Module:

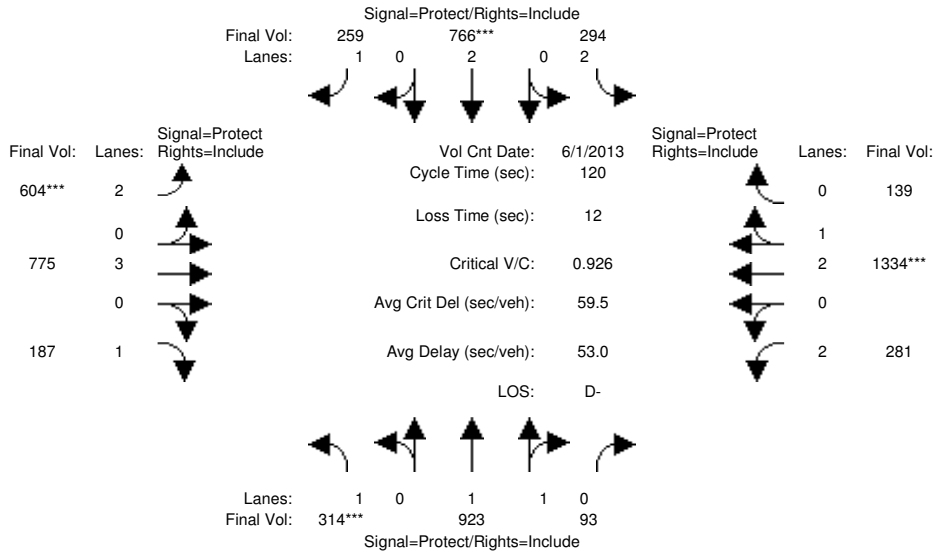
Vol/Sat:	0.03	0.29	0.29	0.03	0.22	0.22	0.02	0.02	0.03	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	18.0	75.8	75.8	7.2	65.0	65.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.18	0.45	0.45	0.45	0.39	0.39	0.26	0.26	0.35	0.22	0.22	0.28
Uniform Del:	42.1	9.5	9.5	52.0	13.9	13.9	49.1	49.1	49.4	48.9	48.9	49.1
IncrcmntDel:	0.3	0.1	0.1	1.6	0.1	0.1	0.4	0.4	0.8	0.4	0.4	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.5	9.5	9.5	53.6	14.0	14.0	49.5	49.5	50.2	49.2	49.2	50.2
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:	42.5	9.5	9.5	53.6	14.0	14.0	49.5	49.5	50.2	49.2	49.2	50.2
LOS by Move:	D	A	A	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	9	9	2	8	8	2	2	2	1	1	2

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	247	863	68	212	646	247	440	642	154	210	1224	124
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:	247	863	68	212	646	247	440	642	154	210	1224	124
Added Vol:	67	60	25	82	120	12	164	133	33	71	110	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	923	93	294	766	259	604	775	187	281	1334	139
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:	314	923	93	294	766	259	604	775	187	281	1334	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	923	93	294	766	259	604	775	187	281	1334	139
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:	314	923	93	294	766	259	604	775	187	281	1334	139

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.80	0.20	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.70	0.30
Final Sat.:	1750	3425	345	3150	3800	1750	3150	5700	1750	3150	5121	534

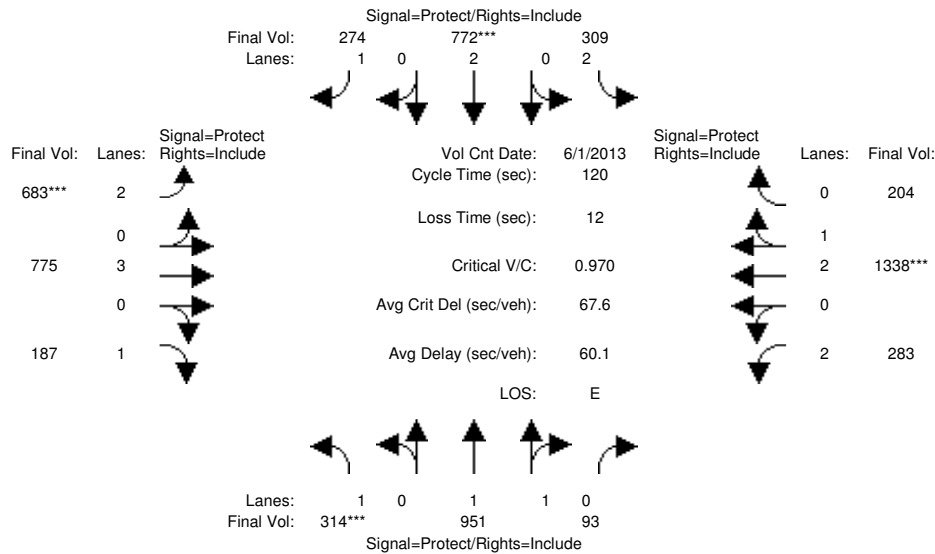
Capacity Analysis Module:												
Vol/Sat:	0.18	0.27	0.27	0.09	0.20	0.15	0.19	0.14	0.11	0.09	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	23.3	36.7	36.7	12.7	26.1	26.1	24.9	35.4	35.4	23.2	33.8	33.8
Volume/Cap:	0.93	0.88	0.88	0.88	0.93	0.68	0.93	0.46	0.36	0.46	0.93	0.93
Delay/Veh:	78.0	47.8	47.8	75.7	62.1	48.0	65.9	34.7	33.8	43.4	51.6	51.6
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:	78.0	47.8	47.8	75.7	62.1	48.0	65.9	34.7	33.8	43.4	51.6	51.6
LOS by Move:	E-	D	D	E-	E	D	E	C-	C-	D	D-	D-
HCM2kAvgQ:	16	21	21	9	18	11	17	8	6	6	22	22

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	247	863	68	212	646	247	440	642	154	210	1224	124
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:	247	863	68	212	646	247	440	642	154	210	1224	124
Added Vol:	67	88	25	97	126	27	243	133	33	73	114	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	951	93	309	772	274	683	775	187	283	1338	204
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:	314	951	93	309	772	274	683	775	187	283	1338	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	951	93	309	772	274	683	775	187	283	1338	204
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:	314	951	93	309	772	274	683	775	187	283	1338	204

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.81	0.19	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.57	0.43
Final Sat.:	1750	3435	336	3150	3800	1750	3150	5700	1750	3150	4890	746

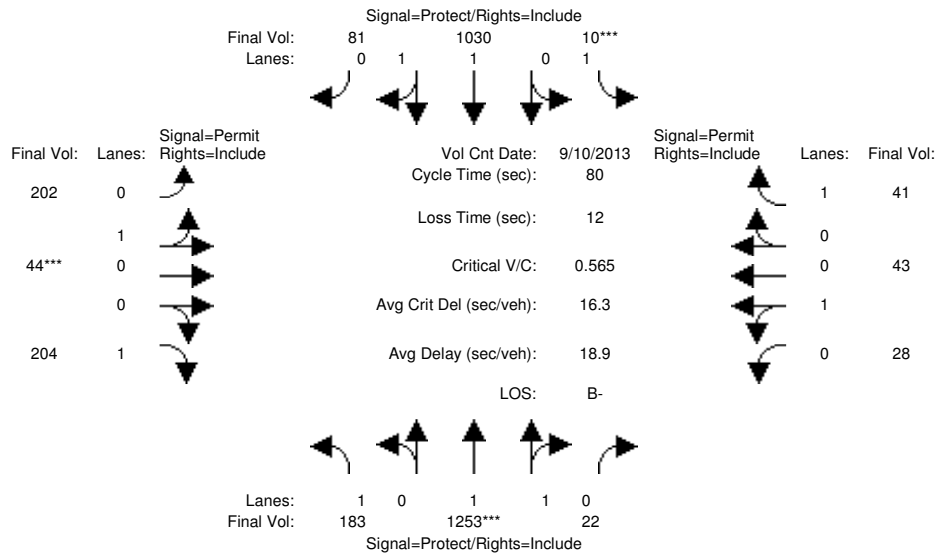
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.28	0.10	0.20	0.16	0.22	0.14	0.11	0.09	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	22.2	34.9	34.9	12.4	25.1	25.1	26.8	36.5	36.5	24.1	33.8	33.8
Volume/Cap:	0.97	0.95	0.95	0.95	0.97	0.75	0.97	0.45	0.35	0.45	0.97	0.97
Uniform Del:	48.6	41.7	41.7	53.5	47.1	44.5	46.2	33.6	32.5	42.1	42.6	42.6
IncrcmntDel:	41.8	16.6	16.6	36.9	24.6	8.2	26.5	0.2	0.4	0.5	16.0	16.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.4	58.3	58.3	90.4	71.7	52.7	72.7	33.8	32.9	42.6	58.5	58.5
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:	90.4	58.3	58.3	90.4	71.7	52.7	72.7	33.8	32.9	42.6	58.5	58.5
LOS by Move:	F	E+	E+	F	E	D-	E	C-	C-	D	E+	E+
HCM2kAvgQ:	17	24	24	10	19	12	20	8	6	6	24	24

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	183	1142	22	10	886	81	202	44	204	28	43	41
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:	183	1142	22	10	886	81	202	44	204	28	43	41
Added Vol:	0	111	0	0	144	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1253	22	10	1030	81	202	44	204	28	43	41
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:	183	1253	22	10	1030	81	202	44	204	28	43	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1253	22	10	1030	81	202	44	204	28	43	41
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:	183	1253	22	10	1030	81	202	44	204	28	43	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.84	0.16	0.83	0.17	1.00	0.41	0.59	1.00
Final Sat.:	1750	3729	65	1750	3501	275	1458	317	1750	725	1113	1750

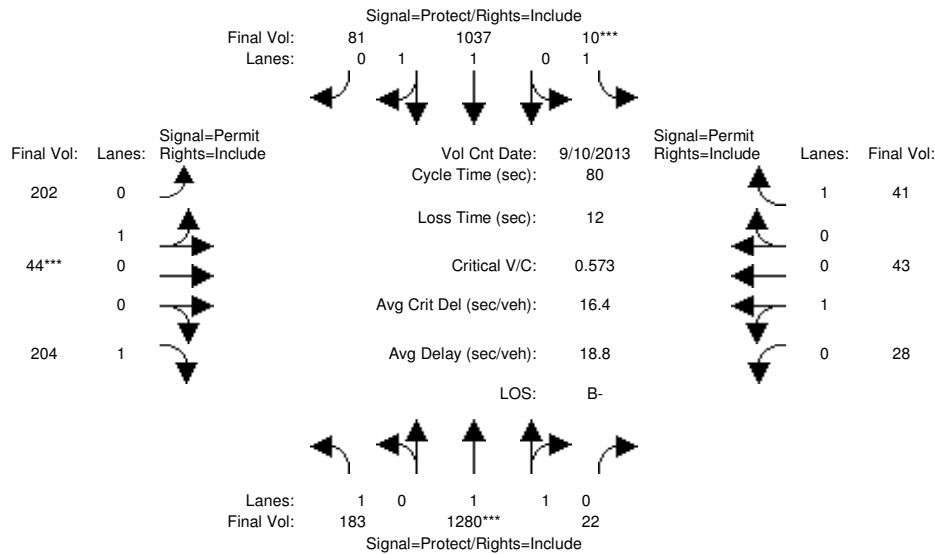
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.34	0.01	0.29	0.29	0.14	0.14	0.12	0.04	0.04	0.02
Crit Moves:	****			****			****					
Green Time:	13.2	43.2	43.2	7.0	37.0	37.0	17.8	17.8	17.8	17.8	17.8	17.8
Volume/Cap:	0.64	0.62	0.62	0.07	0.64	0.64	0.62	0.62	0.52	0.17	0.17	0.11
Delay/Veh:	35.8	13.4	13.4	33.7	17.1	17.1	31.1	31.1	28.7	25.3	25.3	24.9
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:	35.8	13.4	13.4	33.7	17.1	17.1	31.1	31.1	28.7	25.3	25.3	24.9
LOS by Move:	D+	B	B	C-	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	10	10	0	11	11	7	7	5	2	2	1

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	183	1142	22	10	886	81	202	44	204	28	43	41
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:	183	1142	22	10	886	81	202	44	204	28	43	41
Added Vol:	0	138	0	0	151	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1280	22	10	1037	81	202	44	204	28	43	41
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:	183	1280	22	10	1037	81	202	44	204	28	43	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1280	22	10	1037	81	202	44	204	28	43	41
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
Final Volume:	183	1280	22	10	1037	81	202	44	204	28	43	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.84	0.16	0.83	0.17	1.00	0.41	0.59	1.00
Final Sat.:	1750	3730	64	1750	3503	274	1458	317	1750	725	1113	1750

Capacity Analysis Module:

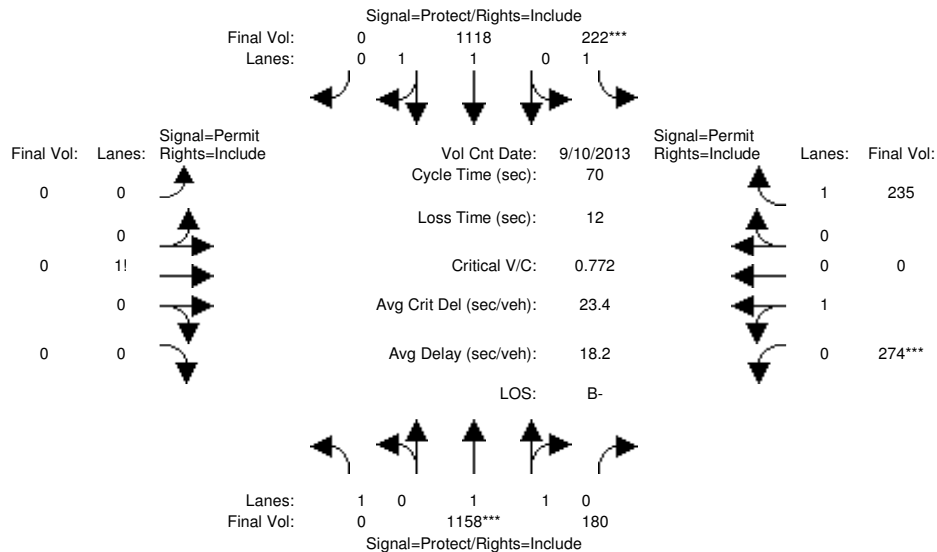
Vol/Sat:	0.10	0.34	0.34	0.01	0.30	0.30	0.14	0.14	0.12	0.04	0.04	0.02
Crit Moves:	****			****			****					
Green Time:	13.2	43.5	43.5	7.0	37.3	37.3	17.5	17.5	17.5	17.5	17.5	17.5
Volume/Cap:	0.64	0.63	0.63	0.07	0.64	0.64	0.63	0.63	0.53	0.18	0.18	0.11
Uniform Del:	31.2	12.7	12.7	33.5	16.2	16.2	28.3	28.3	27.6	25.4	25.4	25.0
IncrcmntDel:	4.6	0.6	0.6	0.2	0.8	0.8	3.3	3.3	1.4	0.2	0.2	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	35.8	13.4	13.4	33.7	17.0	17.0	31.6	31.6	29.0	25.6	25.6	25.1
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:	35.8	13.4	13.4	33.7	17.0	17.0	31.6	31.6	29.0	25.6	25.6	25.1
LOS by Move:	D+	B	B	C-	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	11	11	0	11	11	7	7	5	2	2	1

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	0	1047	157	222	974	0	0	0	0	246	0	235
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	1047	157	222	974	0	0	0	0	246	0	235
Added Vol:	0	111	23	0	144	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1158	180	222	1118	0	0	0	0	274	0	235
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	1158	180	222	1118	0	0	0	0	274	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1158	180	222	1118	0	0	0	0	274	0	235
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:	0	1158	180	222	1118	0	0	0	0	274	0	235

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.71	0.29	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3251	505	1750	3800	0	0	1900	0	1750	0	1750

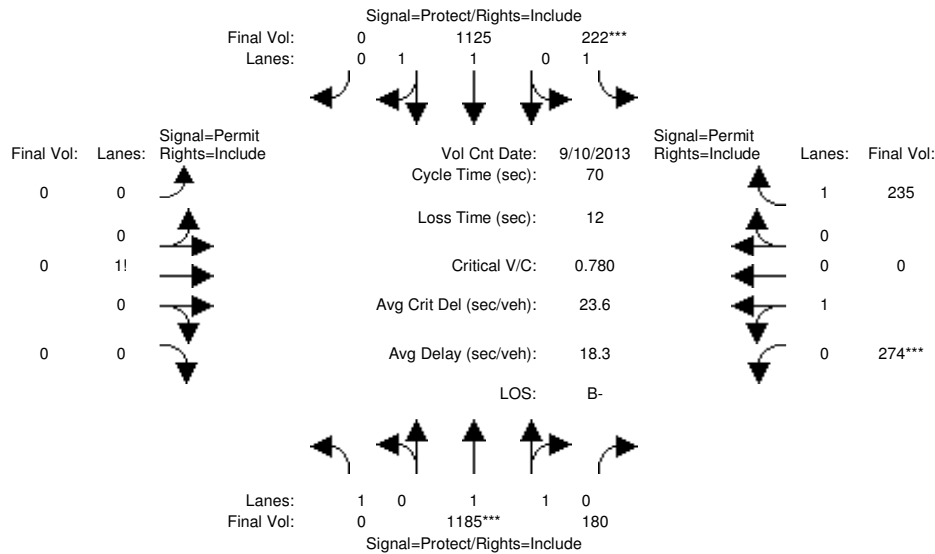
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.13	0.29	0.00	0.00	0.00	0.00	0.16	0.00	0.13
Crit Moves:	****			****						****		
Green Time:	0.0	32.3	32.3	11.5	43.8	0.0	0.0	0.0	0.0	14.2	0.0	14.2
Volume/Cap:	0.00	0.77	0.77	0.77	0.47	0.00	0.00	0.00	0.00	0.77	0.00	0.66
Delay/Veh:	0.0	18.0	18.0	40.1	7.1	0.0	0.0	0.0	0.0	36.4	0.0	30.3
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:	0.0	18.0	18.0	40.1	7.1	0.0	0.0	0.0	0.0	36.4	0.0	30.3
LOS by Move:	A	B	B	D	A	A	A	A	A	D+	A	C
HCM2kAvgQ:	0	14	14	5	6	0	0	0	0	8	0	6

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	0	1047	157	222	974	0	0	0	0	246	0	235
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	1047	157	222	974	0	0	0	0	246	0	235
Added Vol:	0	138	23	0	151	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1185	180	222	1125	0	0	0	0	274	0	235
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	1185	180	222	1125	0	0	0	0	274	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1185	180	222	1125	0	0	0	0	274	0	235
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:	0	1185	180	222	1125	0	0	0	0	274	0	235

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.72	0.28	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3262	495	1750	3800	0	0	1900	0	1750	0	1750

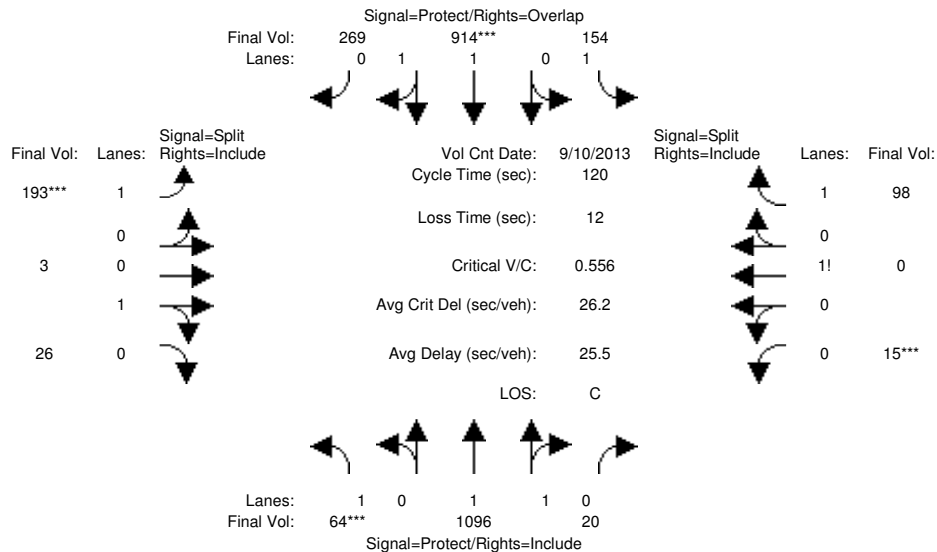
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.13	0.30	0.00	0.00	0.00	0.00	0.16	0.00	0.13
Crit Moves:	****			****			****			****		
Green Time:	0.0	32.6	32.6	11.4	44.0	0.0	0.0	0.0	0.0	14.0	0.0	14.0
Volume/Cap:	0.00	0.78	0.78	0.78	0.47	0.00	0.00	0.00	0.00	0.78	0.00	0.67
Uniform Del:	0.0	15.7	15.7	28.1	6.9	0.0	0.0	0.0	0.0	26.5	0.0	25.8
IncrcmntDel:	0.0	2.3	2.3	13.0	0.1	0.0	0.0	0.0	0.0	10.7	0.0	4.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	18.0	18.0	41.1	7.0	0.0	0.0	0.0	0.0	37.3	0.0	30.8
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:	0.0	18.0	18.0	41.1	7.0	0.0	0.0	0.0	0.0	37.3	0.0	30.8
LOS by Move:	A	B-	B-	D	A	A	A	A	A	D+	A	C
HCM2kAvgQ:	0	14	14	5	6	0	0	0	0	8	0	6

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	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:	10 Sep 2013	<<							
Base Vol:	64	933	20	154	737	269	193	3	26	15	0	98
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:	64	933	20	154	737	269	193	3	26	15	0	98
Added Vol:	0	163	0	0	177	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1096	20	154	914	269	193	3	26	15	0	98
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:	64	1096	20	154	914	269	193	3	26	15	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1096	20	154	914	269	193	3	26	15	0	98
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:	64	1096	20	154	914	269	193	3	26	15	0	98

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.52	0.48	1.00	0.10	0.90	0.23	0.00	1.77
Final Sat.:	1750	3726	68	1750	2880	848	1750	183	1582	410	0	3090

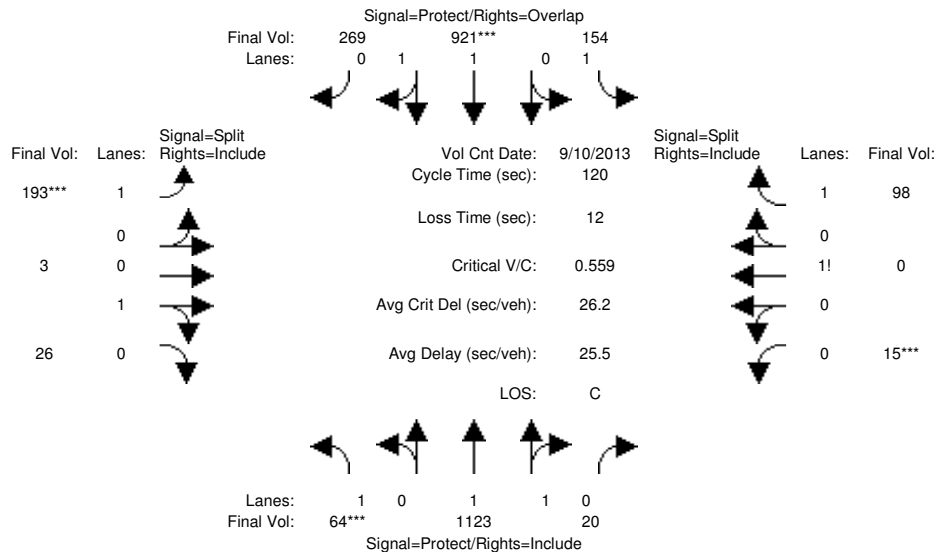
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.09	0.32	0.32	0.11	0.02	0.02	0.04	0.00	0.03
Crit Moves:	****				****		****			****		
Green Time:	10.0	58.0	58.0	17.3	65.3	88.0	22.7	22.7	22.7	10.0	0.0	10.0
Volume/Cap:	0.44	0.61	0.61	0.61	0.58	0.43	0.58	0.09	0.09	0.44	0.00	0.38
Delay/Veh:	54.4	23.3	23.3	52.4	18.7	6.4	47.0	40.2	40.2	53.5	0.0	52.9
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:	54.4	23.3	23.3	52.4	18.7	6.4	47.0	40.2	40.2	53.5	0.0	52.9
LOS by Move:	D-	C	C	D-	B-	A	D	D	D	D-	A	D-
HCM2kAvgQ:	3	15	15	7	15	9	8	1	1	3	0	2

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	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: 10 Sep 2013 <<

Base Vol:	64	933	20	154	737	269	193	3	26	15	0	98
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:	64	933	20	154	737	269	193	3	26	15	0	98
Added Vol:	0	190	0	0	184	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1123	20	154	921	269	193	3	26	15	0	98
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:	64	1123	20	154	921	269	193	3	26	15	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1123	20	154	921	269	193	3	26	15	0	98
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:	64	1123	20	154	921	269	193	3	26	15	0	98

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.52	0.48	1.00	0.10	0.90	0.23	0.00	1.77
Final Sat.:	1750	3728	66	1750	2885	843	1750	183	1582	410	0	3090

Capacity Analysis Module:

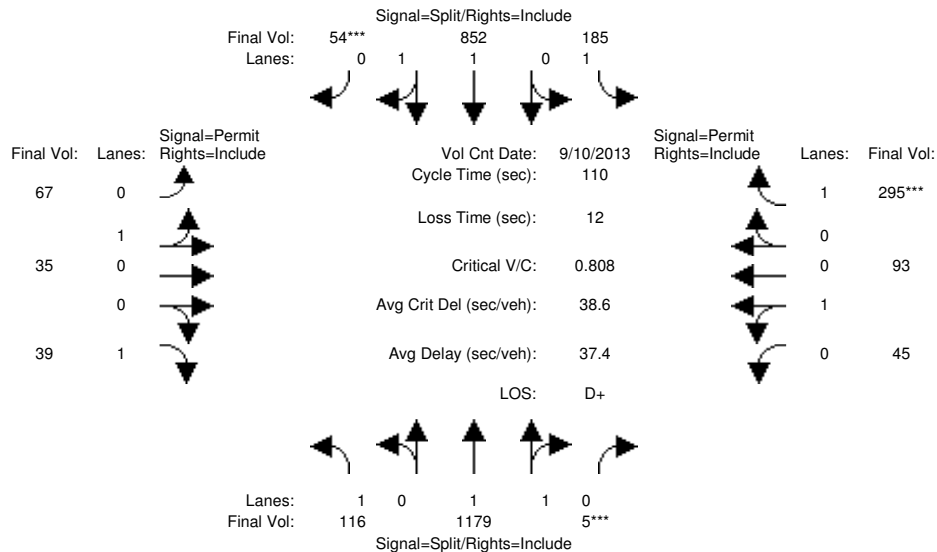
Vol/Sat:	0.04	0.30	0.30	0.09	0.32	0.32	0.11	0.02	0.02	0.04	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.0	58.4	58.4	17.0	65.4	88.0	22.6	22.6	22.6	10.0	0.0	10.0
Volume/Cap:	0.44	0.62	0.62	0.62	0.59	0.44	0.59	0.09	0.09	0.44	0.00	0.38
Uniform Del:	52.3	22.7	22.7	48.4	18.2	6.3	44.4	40.2	40.2	52.3	0.0	52.1
IncrcmntDel:	2.1	0.7	0.7	4.7	0.4	0.1	2.7	0.1	0.1	1.2	0.0	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	54.4	23.3	23.3	53.1	18.7	6.4	47.1	40.3	40.3	53.5	0.0	52.9
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:	54.4	23.3	23.3	53.1	18.7	6.4	47.1	40.3	40.3	53.5	0.0	52.9
LOS by Move:	D-	C	C	D-	B-	A	D	D	D	D-	A	D-
HCM2kAvgQ:	3	16	16	7	15	9	8	1	1	3	0	2

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	116	794	5	140	523	9	10	35	39	45	93	238
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:	116	794	5	140	523	9	10	35	39	45	93	238
Added Vol:	0	385	0	45	329	45	57	0	0	0	0	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1179	5	185	852	54	67	35	39	45	93	295
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:	116	1179	5	185	852	54	67	35	39	45	93	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1179	5	185	852	54	67	35	39	45	93	295
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:	116	1179	5	185	852	54	67	35	39	45	93	295

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.87	0.13	0.68	0.32	1.00	0.34	0.66	1.00
Final Sat.:	1750	3783	16	1750	3555	225	1182	617	1750	603	1246	1750

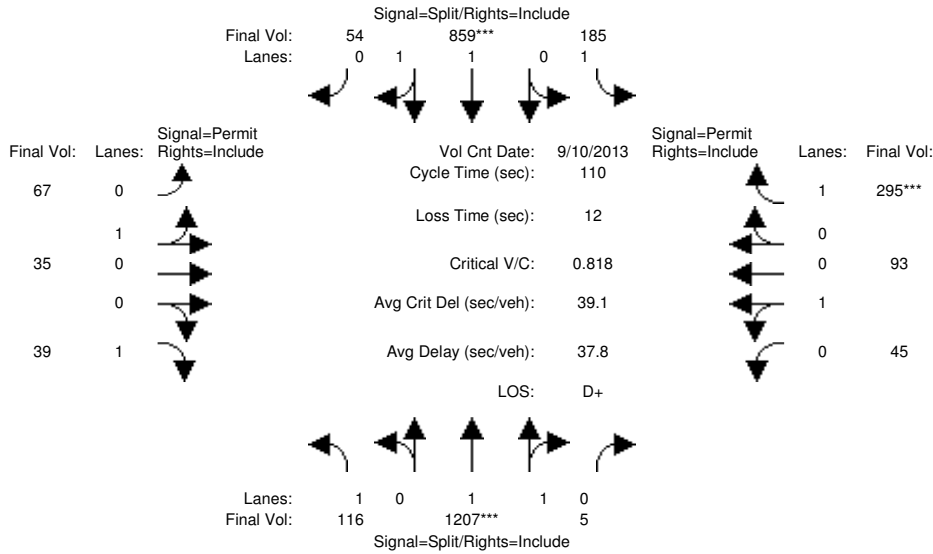
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.11	0.24	0.24	0.06	0.06	0.02	0.07	0.07	0.17
Crit Moves:			****			****						****
Green Time:	42.4	42.4	42.4	32.6	32.6	32.6	22.9	22.9	22.9	22.9	22.9	22.9
Volume/Cap:	0.17	0.81	0.81	0.36	0.81	0.81	0.27	0.27	0.11	0.36	0.36	0.81
Delay/Veh:	22.3	33.6	33.6	30.9	40.2	40.2	36.9	36.9	35.4	37.8	37.8	54.0
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:	22.3	33.6	33.6	30.9	40.2	40.2	36.9	36.9	35.4	37.8	37.8	54.0
LOS by Move:	C+	C-	C-	C	D	D	D+	D+	D+	D+	D+	D-
HCM2kAvgQ:	3	20	20	5	16	16	3	3	1	4	4	12

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	116	794	5	140	523	9	10	35	39	45	93	238
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:	116	794	5	140	523	9	10	35	39	45	93	238
Added Vol:	0	413	0	45	336	45	57	0	0	0	0	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1207	5	185	859	54	67	35	39	45	93	295
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:	116	1207	5	185	859	54	67	35	39	45	93	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1207	5	185	859	54	67	35	39	45	93	295
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:	116	1207	5	185	859	54	67	35	39	45	93	295

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.87	0.13	0.68	0.32	1.00	0.34	0.66	1.00
Final Sat.:	1750	3783	16	1750	3557	224	1182	617	1750	603	1246	1750

Capacity Analysis Module:

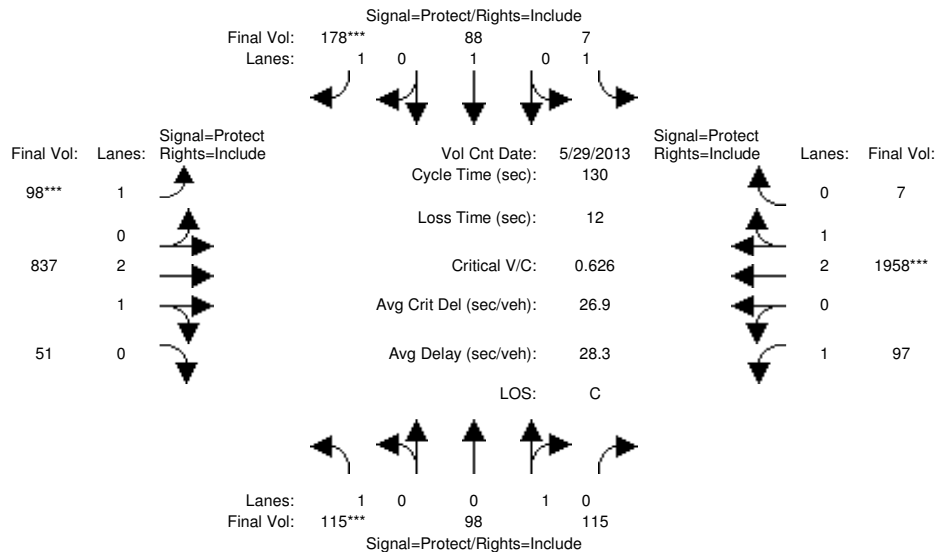
Vol/Sat:	0.07	0.32	0.32	0.11	0.24	0.24	0.06	0.06	0.02	0.07	0.07	0.17
Crit Moves:	****				****							****
Green Time:	42.9	42.9	42.9	32.5	32.5	32.5	22.7	22.7	22.7	22.7	22.7	22.7
Volume/Cap:	0.17	0.82	0.82	0.36	0.82	0.82	0.28	0.28	0.11	0.36	0.36	0.82
Uniform Del:	21.9	30.1	30.1	30.6	36.0	36.0	36.8	36.8	35.5	37.5	37.5	41.7
IncrcmntDel:	0.1	3.7	3.7	0.4	4.9	4.9	0.4	0.4	0.1	0.6	0.6	13.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.0	33.8	33.8	31.0	40.9	40.9	37.2	37.2	35.6	38.1	38.1	55.4
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:	22.0	33.8	33.8	31.0	40.9	40.9	37.2	37.2	35.6	38.1	38.1	55.4
LOS by Move:	C+	C-	C-	C	D	D	D+	D+	D+	D+	D+	E+
HCM2kAvgQ:	3	20	20	5	17	17	3	3	1	4	4	13

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	106	98	82	7	88	178	98	711	42	62	1830	7
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:	106	98	82	7	88	178	98	711	42	62	1830	7
Added Vol:	9	0	33	0	0	0	0	126	9	35	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	98	115	7	88	178	98	837	51	97	1958	7
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:	115	98	115	7	88	178	98	837	51	97	1958	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	98	115	7	88	178	98	837	51	97	1958	7
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:	115	98	115	7	88	178	98	837	51	97	1958	7

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.44	0.56	1.00	1.00	1.00	1.00	2.81	0.19	1.00	2.99	0.01
Final Sat.:	1750	836	980	1750	1900	1750	1750	5346	326	1750	5678	20

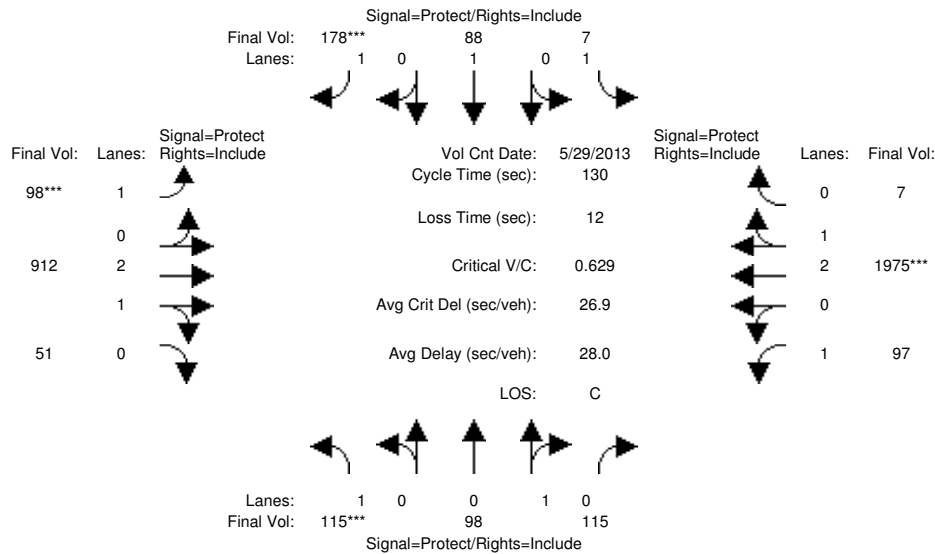
Capacity Analysis Module:	Vol/Sat:	0.07	0.12	0.12	0.00	0.05	0.10	0.06	0.16	0.16	0.06	0.34	0.34
Crit Moves:	****						****	****			****		
Green Time:	13.6	23.8	23.8	10.9	21.1	21.1	11.6	61.5	61.5	21.8	71.6	71.6	
Volume/Cap:	0.63	0.64	0.64	0.05	0.29	0.63	0.63	0.33	0.33	0.33	0.63	0.63	
Delay/Veh:	62.4	53.3	53.3	54.9	48.3	55.1	64.8	21.5	21.5	48.4	20.4	20.4	
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:	62.4	53.3	53.3	54.9	48.3	55.1	64.8	21.5	21.5	48.4	20.4	20.4	
LOS by Move:	E	D-	D-	D-	D	E+	E	C+	C+	D	C+	C+	
HCM2kAvgQ:	6	9	9	0	3	8	5	7	7	4	18	18	

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 8:00-9:00am

Base Vol:	106	98	82	7	88	178	98	711	42	62	1830	7
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:	106	98	82	7	88	178	98	711	42	62	1830	7
Added Vol:	9	0	33	0	0	0	0	201	9	35	145	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	98	115	7	88	178	98	912	51	97	1975	7
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:	115	98	115	7	88	178	98	912	51	97	1975	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	98	115	7	88	178	98	912	51	97	1975	7
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:	115	98	115	7	88	178	98	912	51	97	1975	7

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.44	0.56	1.00	1.00	1.00	1.00	2.83	0.17	1.00	2.99	0.01
Final Sat.:	1750	836	980	1750	1900	1750	1750	5374	301	1750	5678	20

Capacity Analysis Module:

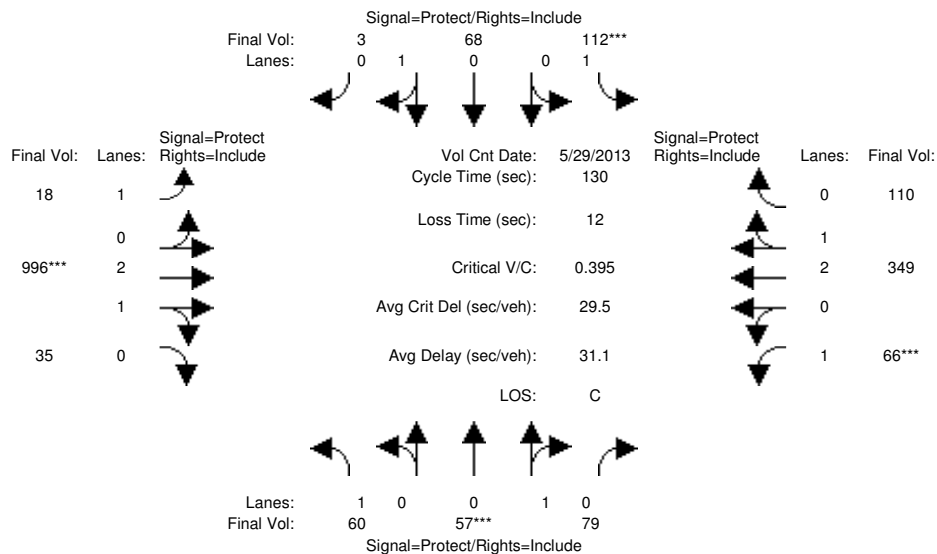
Vol/Sat:	0.07	0.12	0.12	0.00	0.05	0.10	0.06	0.17	0.17	0.06	0.35	0.35
Crit Moves:	****					****	****				****	
Green Time:	13.6	23.7	23.7	10.9	21.0	21.0	11.6	62.9	62.9	20.5	71.8	71.8
Volume/Cap:	0.63	0.64	0.64	0.05	0.29	0.63	0.63	0.35	0.35	0.35	0.63	0.63
Uniform Del:	55.8	49.2	49.2	54.8	47.9	50.9	57.1	20.9	20.9	48.8	19.9	19.9
IncrcmntDel:	6.9	4.3	4.3	0.1	0.5	4.5	8.0	0.1	0.1	0.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.7	53.5	53.5	54.9	48.4	55.4	65.1	20.9	20.9	49.6	20.4	20.4
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:	62.7	53.5	53.5	54.9	48.4	55.4	65.1	20.9	20.9	49.6	20.4	20.4
LOS by Move:	E	D-	D-	D-	D	E+	E	C+	C+	D	C+	C+
HCM2kAvgQ:	6	9	9	0	3	8	5	8	8	4	18	18

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 8:00-9:00am

Base Vol:	60	57	79	112	68	3	18	837	35	66	186	110
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	57	79	112	68	3	18	837	35	66	186	110
Added Vol:	0	0	0	0	0	0	0	159	0	0	163	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	57	79	112	68	3	18	996	35	66	349	110
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	57	79	112	68	3	18	996	35	66	349	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	57	79	112	68	3	18	996	35	66	349	110
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	57	79	112	68	3	18	996	35	66	349	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.40	0.60	1.00	0.95	0.05	1.00	2.89	0.11	1.00	2.24	0.76
Final Sat.:	1750	759	1051	1750	1813	80	1750	5491	193	1750	4247	1339

Capacity Analysis Module:

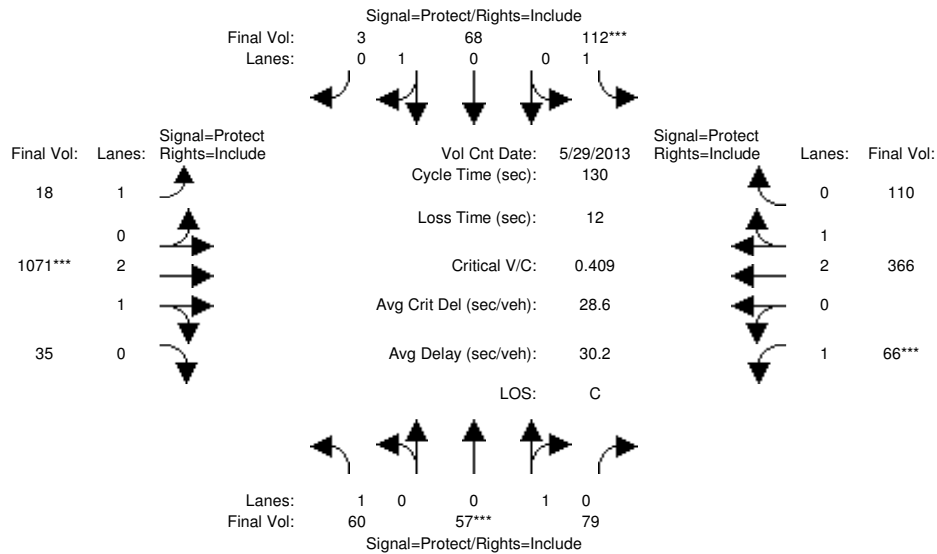
Vol/Sat:	0.03	0.08	0.08	0.06	0.04	0.04	0.01	0.18	0.18	0.04	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.9	24.7	24.7	21.1	27.0	27.0	28.6	59.7	59.7	12.4	43.6	43.6
Volume/Cap:	0.24	0.39	0.39	0.39	0.18	0.18	0.05	0.39	0.39	0.39	0.25	0.25
Delay/Veh:	49.7	46.8	46.8	49.7	42.7	42.7	40.0	23.3	23.3	56.8	31.3	31.3
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:	49.7	46.8	46.8	49.7	42.7	42.7	40.0	23.3	23.3	56.8	31.3	31.3
LOS by Move:	D	D	D	D	D	D	D	C	C	E+	C	C
HCM2kAvgQ:	2	5	5	5	2	2	1	9	9	3	4	4

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 29 May 2013 << 8:00-9:00am

Base Vol:	60	57	79	112	68	3	18	837	35	66	186	110
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	57	79	112	68	3	18	837	35	66	186	110
Added Vol:	0	0	0	0	0	0	0	234	0	0	180	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	57	79	112	68	3	18	1071	35	66	366	110
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	57	79	112	68	3	18	1071	35	66	366	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	57	79	112	68	3	18	1071	35	66	366	110
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	57	79	112	68	3	18	1071	35	66	366	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.40	0.60	1.00	0.95	0.05	1.00	2.90	0.10	1.00	2.26	0.74
Final Sat.:	1750	759	1051	1750	1813	80	1750	5505	180	1750	4298	1292

Capacity Analysis Module:

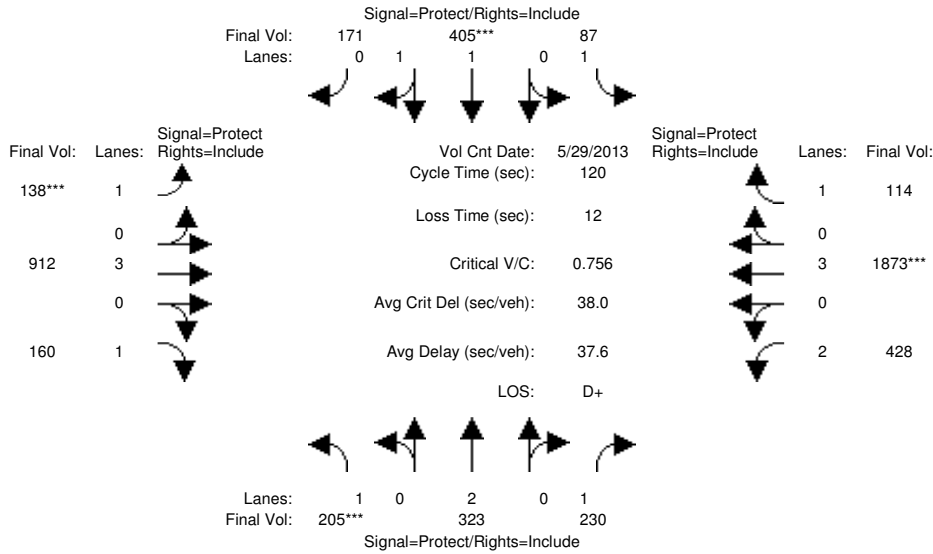
Vol/Sat:	0.03	0.08	0.08	0.06	0.04	0.04	0.01	0.19	0.19	0.04	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.2	23.9	23.9	20.3	26.0	26.0	28.6	61.8	61.8	12.0	45.2	45.2
Volume/Cap:	0.24	0.41	0.41	0.41	0.19	0.19	0.05	0.41	0.41	0.41	0.24	0.24
Uniform Del:	49.8	46.8	46.8	49.4	43.2	43.2	40.0	22.2	22.2	55.7	30.2	30.2
IncrcmntDel:	0.5	0.8	0.8	1.0	0.2	0.2	0.1	0.1	0.1	1.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.3	47.7	47.7	50.4	43.5	43.5	40.0	22.3	22.3	57.4	30.3	30.3
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:	50.3	47.7	47.7	50.4	43.5	43.5	40.0	22.3	22.3	57.4	30.3	30.3
LOS by Move:	D	D	D	D	D	D	D	C+	C+	E+	C	C
HCM2kAvgQ:	2	5	5	5	2	2	1	9	9	3	4	4

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	203	323	211	87	405	171	138	755	158	401	1712	114
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:	203	323	211	87	405	171	138	755	158	401	1712	114
Added Vol:	2	0	19	0	0	0	0	157	2	27	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	323	230	87	405	171	138	912	160	428	1873	114
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:	205	323	230	87	405	171	138	912	160	428	1873	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	323	230	87	405	171	138	912	160	428	1873	114
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:	205	323	230	87	405	171	138	912	160	428	1873	114

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.37	0.63	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2606	1100	1750	5700	1750	3150	5700	1750

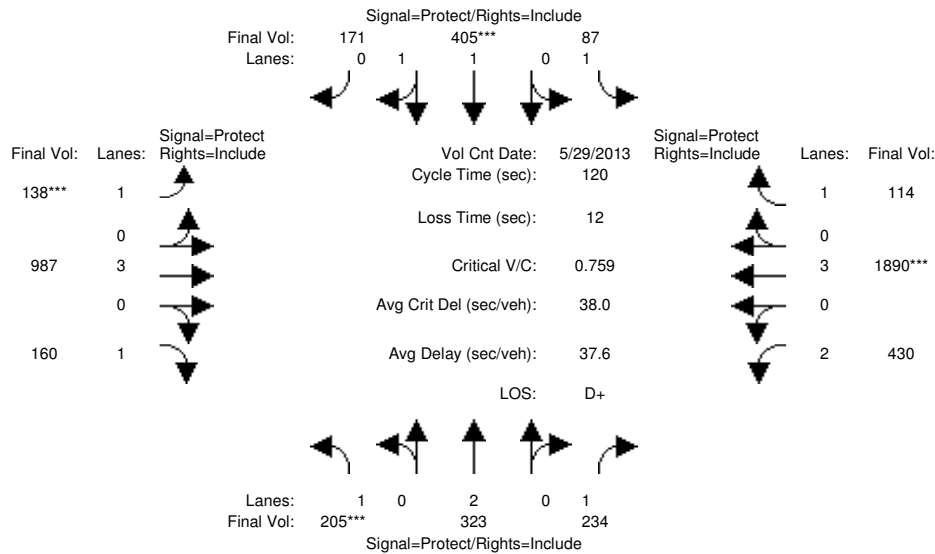
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.09	0.13	0.05	0.16	0.16	0.08	0.16	0.09	0.14	0.33	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.6	30.0	30.0	13.3	24.7	24.7	12.5	35.0	35.0	29.7	52.2	52.2
Volume/Cap:	0.76	0.34	0.53	0.45	0.76	0.76	0.76	0.55	0.31	0.55	0.76	0.15
Delay/Veh:	60.0	37.1	40.1	51.6	49.2	49.2	68.6	36.2	33.5	40.1	29.9	20.6
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:	60.0	37.1	40.1	51.6	49.2	49.2	68.6	36.2	33.5	40.1	29.9	20.6
LOS by Move:	E+	D+	D	D-	D	D	E	D+	C-	D	C	C+
HCM2kAvgQ:	10	5	8	4	12	12	6	9	5	8	19	3

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	203	323	211	87	405	171	138	755	158	401	1712	114
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:	203	323	211	87	405	171	138	755	158	401	1712	114
Added Vol:	2	0	23	0	0	0	0	232	2	29	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	323	234	87	405	171	138	987	160	430	1890	114
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:	205	323	234	87	405	171	138	987	160	430	1890	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	323	234	87	405	171	138	987	160	430	1890	114
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
Final Volume:	205	323	234	87	405	171	138	987	160	430	1890	114

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.37	0.63	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2606	1100	1750	5700	1750	3150	5700	1750

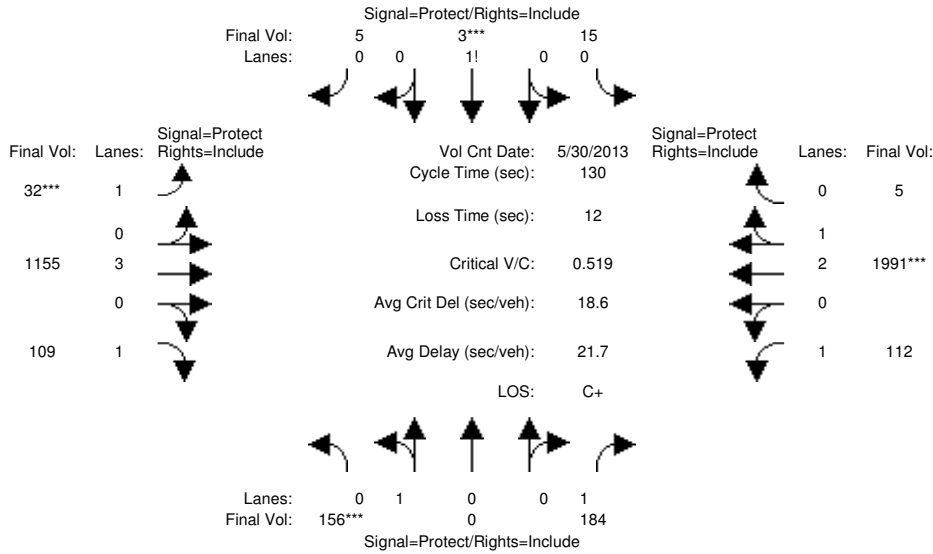
Capacity Analysis Module:												
Vol/Sat:	0.12	0.09	0.13	0.05	0.16	0.16	0.08	0.17	0.09	0.14	0.33	0.07
Crit Moves:	****			****			****			****		
Green Time:	18.5	30.0	30.0	13.1	24.6	24.6	12.5	36.3	36.3	28.6	52.4	52.4
Volume/Cap:	0.76	0.34	0.53	0.46	0.76	0.76	0.76	0.57	0.30	0.57	0.76	0.15
Uniform Del:	48.6	36.9	39.0	50.1	44.9	44.9	52.3	35.3	32.1	40.3	28.5	20.3
IncrcmntDel:	11.8	0.2	1.3	1.7	4.5	4.5	16.8	0.5	0.3	1.1	1.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.4	37.1	40.2	51.8	49.4	49.4	69.1	35.8	32.5	41.4	29.9	20.4
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:	60.4	37.1	40.2	51.8	49.4	49.4	69.1	35.8	32.5	41.4	29.9	20.4
LOS by Move:	E	D+	D	D-	D	D	E	D+	C-	D	C	C+
HCM2kAvgQ:	10	5	8	4	12	12	6	10	5	8	19	3

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am

Base Vol:	156	0	184	15	3	5	32	979	109	112	1803	5
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:	156	0	184	15	3	5	32	979	109	112	1803	5
Added Vol:	0	0	0	0	0	0	0	176	0	0	188	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	0	184	15	3	5	32	1155	109	112	1991	5
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:	156	0	184	15	3	5	32	1155	109	112	1991	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	0	184	15	3	5	32	1155	109	112	1991	5
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
Final Volume:	156	0	184	15	3	5	32	1155	109	112	1991	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.66	0.12	0.22	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	1750	0	1750	1153	231	384	1750	5700	1750	1750	5685	14

Capacity Analysis Module:

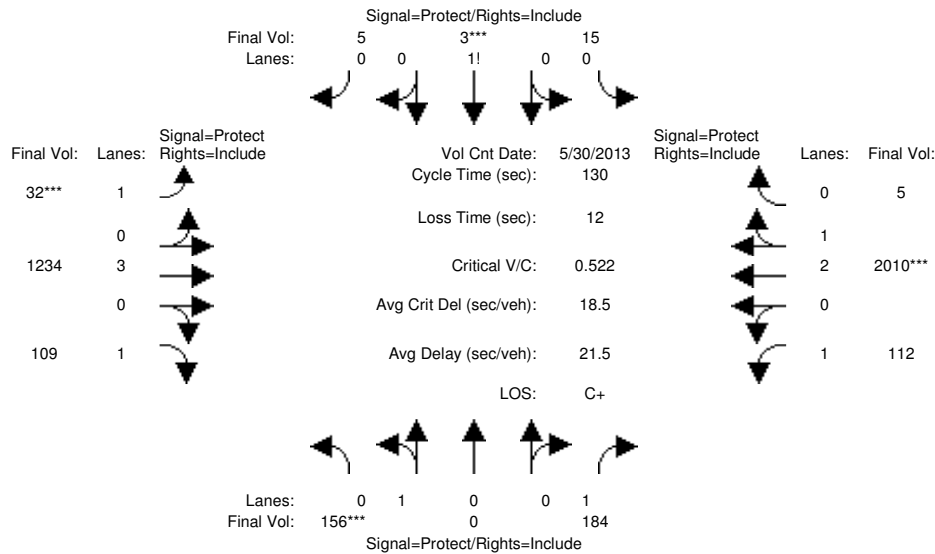
Vol/Sat:	0.09	0.00	0.11	0.01	0.01	0.01	0.02	0.20	0.06	0.06	0.35	0.35
Crit Moves:	****			****			****				****	
Green Time:	20.5	0.0	20.2	10.3	10.0	10.0	7.0	66.5	66.5	21.0	80.5	80.5
Volume/Cap:	0.57	0.00	0.68	0.16	0.17	0.17	0.34	0.40	0.12	0.40	0.57	0.57
Delay/Veh:	53.4	0.0	58.6	56.4	56.7	56.7	61.4	19.5	16.6	49.7	14.7	14.7
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:	53.4	0.0	58.6	56.4	56.7	56.7	61.4	19.5	16.6	49.7	14.7	14.7
LOS by Move:	D-	A	E+	E+	E+	E+	E	B-	B	D	B	B
HCM2kAvgQ:	7	0	9	1	1	1	1	9	2	4	15	15

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am

Base Vol:	156	0	184	15	3	5	32	979	109	112	1803	5
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:	156	0	184	15	3	5	32	979	109	112	1803	5
Added Vol:	0	0	0	0	0	0	0	255	0	0	207	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	0	184	15	3	5	32	1234	109	112	2010	5
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:	156	0	184	15	3	5	32	1234	109	112	2010	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	0	184	15	3	5	32	1234	109	112	2010	5
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:	156	0	184	15	3	5	32	1234	109	112	2010	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.66	0.12	0.22	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	1750	0	1750	1153	231	384	1750	5700	1750	1750	5685	14

Capacity Analysis Module:

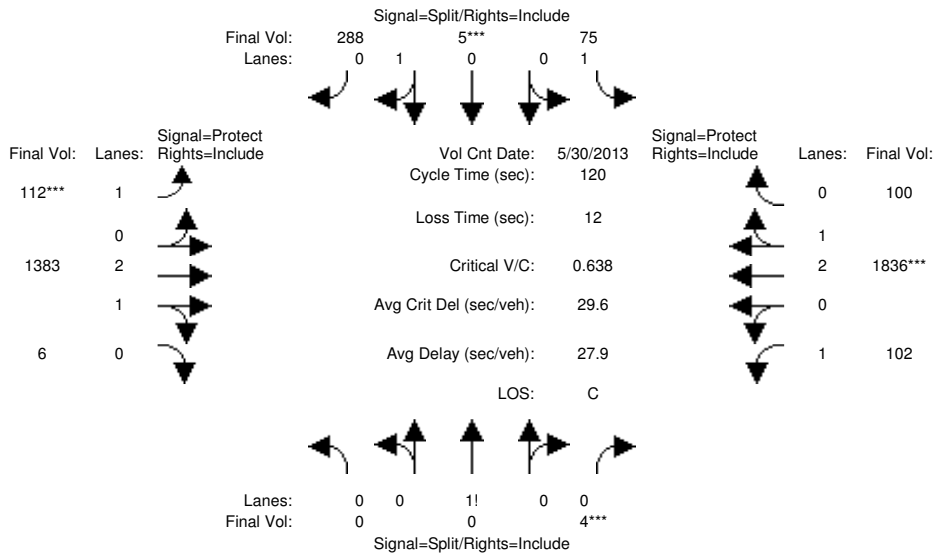
Vol/Sat:	0.09	0.00	0.11	0.01	0.01	0.01	0.02	0.22	0.06	0.06	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	20.3	0.0	20.1	10.3	10.0	10.0	7.0	67.7	67.7	20.0	80.7	80.7
Volume/Cap:	0.57	0.00	0.68	0.16	0.17	0.17	0.34	0.42	0.12	0.42	0.57	0.57
Uniform Del:	50.8	0.0	51.9	55.9	56.1	56.1	59.3	19.1	15.9	49.7	14.5	14.5
IncrcmntDel:	2.8	0.0	6.9	0.6	0.6	0.6	2.1	0.1	0.1	1.0	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	0.0	58.9	56.4	56.7	56.7	61.4	19.2	16.0	50.8	14.7	14.7
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:	53.6	0.0	58.9	56.4	56.7	56.7	61.4	19.2	16.0	50.8	14.7	14.7
LOS by Move:	D-	A	E+	E+	E+	E+	E	B-	B	D	B	B
HCM2kAvgQ:	7	0	9	1	1	1	1	10	2	4	15	15

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	0	0	4	65	5	286	110	1209	6	102	1651	79
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	65	5	286	110	1209	6	102	1651	79
Added Vol:	0	0	0	10	0	2	2	174	0	0	185	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	75	5	288	112	1383	6	102	1836	100
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	75	5	288	112	1383	6	102	1836	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	75	5	288	112	1383	6	102	1836	100
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
Final Volume:	0	0	4	75	5	288	112	1383	6	102	1836	100

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.02	0.98	1.00	2.99	0.01	1.00	2.83	0.17
Final Sat.:	0	0	1750	1750	30	1722	1750	5673	25	1750	5382	293

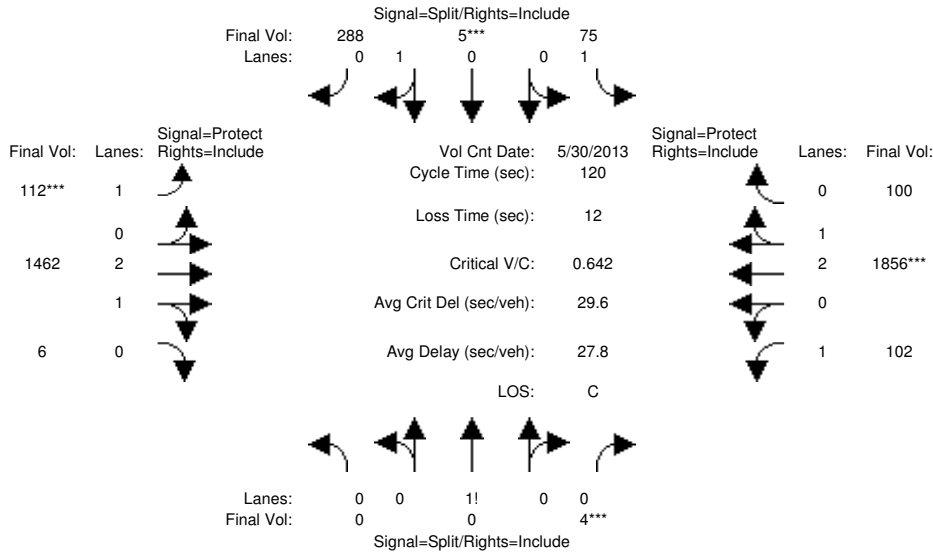
Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.04	0.17	0.17	0.06	0.24	0.24	0.06	0.34	0.34
Crit Moves:			****		****			****			****		
Green Time:	0.0	0.0	10.0	28.6	28.6	28.6	11.0	56.0	56.0	13.4	58.4	58.4	
Volume/Cap:	0.00	0.00	0.03	0.18	0.70	0.70	0.70	0.52	0.52	0.52	0.70	0.70	
Delay/Veh:	0.0	0.0	50.6	36.6	47.0	47.0	66.0	22.8	22.8	52.8	24.8	24.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	50.6	36.6	47.0	47.0	66.0	22.8	22.8	52.8	24.8	24.8	
LOS by Move:	A	A	D	D+	D	D	E	C+	C+	D-	C	C	
HCM2kAvgQ:	0	0	0	2	12	12	5	12	12	4	19	19	

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	0	0	4	65	5	286	110	1209	6	102	1651	79
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	65	5	286	110	1209	6	102	1651	79
Added Vol:	0	0	0	10	0	2	2	253	0	0	205	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	75	5	288	112	1462	6	102	1856	100
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	75	5	288	112	1462	6	102	1856	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	75	5	288	112	1462	6	102	1856	100
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:	0	0	4	75	5	288	112	1462	6	102	1856	100

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.02	0.98	1.00	2.99	0.01	1.00	2.83	0.17
Final Sat.:	0	0	1750	1750	30	1722	1750	5675	23	1750	5385	290

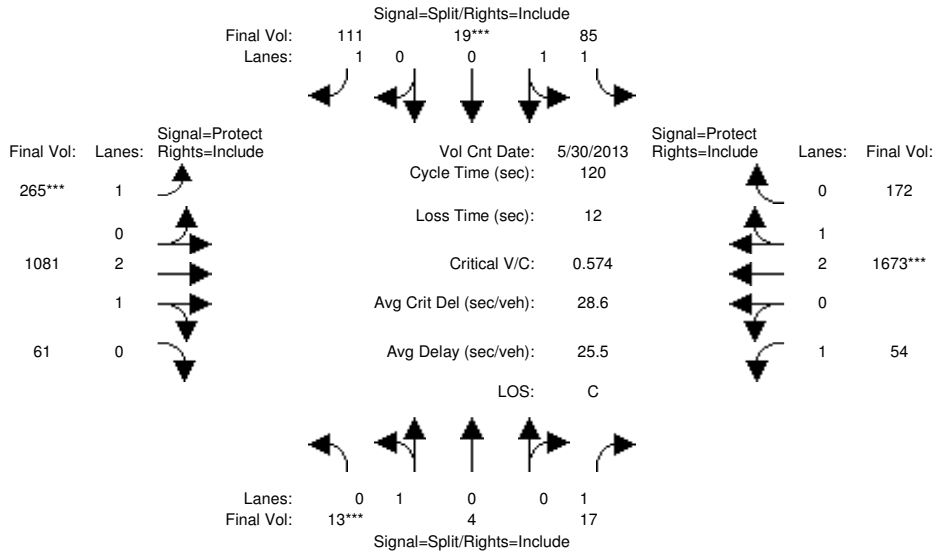
Capacity Analysis Module:	Vol/Sat:	0.00	0.00	0.00	0.04	0.17	0.17	0.06	0.26	0.26	0.06	0.34	0.34
Crit Moves:			****		****			****			****		
Green Time:	0.0	0.0	10.0	28.5	28.5	28.5	10.9	56.7	56.7	12.8	58.7	58.7	
Volume/Cap:	0.00	0.00	0.03	0.18	0.71	0.71	0.71	0.55	0.55	0.54	0.71	0.71	
Uniform Del:	0.0	0.0	50.5	36.5	41.9	41.9	53.0	22.5	22.5	50.8	23.9	23.9	
IncrcmntDel:	0.0	0.0	0.1	0.2	5.4	5.4	13.5	0.2	0.2	3.3	0.8	0.8	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	0.0	0.0	50.6	36.7	47.4	47.4	66.5	22.7	22.7	54.1	24.8	24.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	50.6	36.7	47.4	47.4	66.5	22.7	22.7	54.1	24.8	24.8	
LOS by Move:	A	A	D	D+	D	D	E	C+	C+	D-	C	C	
HCM2kAvgQ:	0	0	0	2	12	12	5	12	12	5	19	19	

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am											
Base Vol:	13	4	17	85	19	108	255	871	61	54	1519	172
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:	13	4	17	85	19	108	255	871	61	54	1519	172
Added Vol:	0	0	0	0	0	3	10	210	0	0	154	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	4	17	85	19	111	265	1081	61	54	1673	172
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:	13	4	17	85	19	111	265	1081	61	54	1673	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	4	17	85	19	111	265	1081	61	54	1673	172
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:	13	4	17	85	19	111	265	1081	61	54	1673	172

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.78	0.22	1.00	1.66	0.34	1.00	1.00	2.83	0.17	1.00	2.70	0.30
Final Sat.:	1364	420	1750	2902	649	1750	1750	5371	303	1750	5128	527

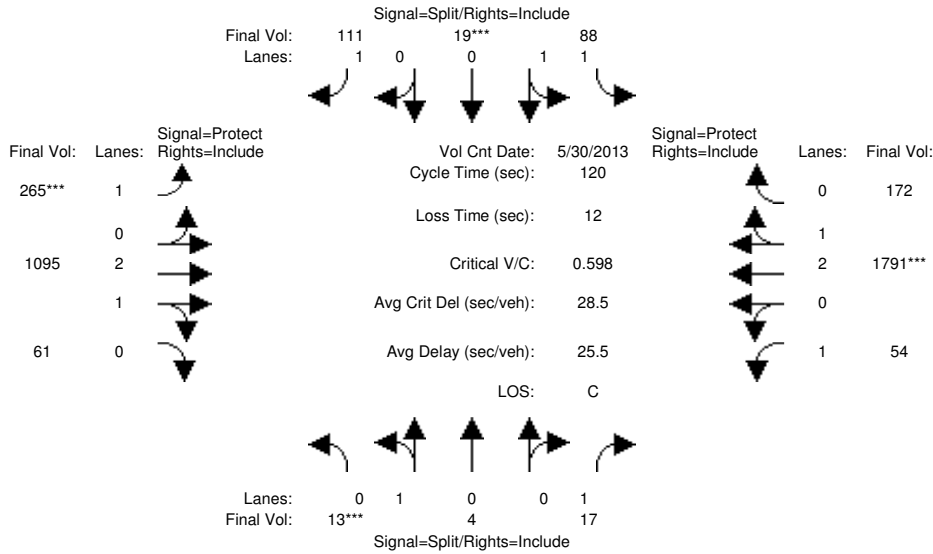
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.06	0.15	0.20	0.20	0.03	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	13.3	13.3	13.3	26.9	65.7	65.7	19.0	57.9	57.9
Volume/Cap:	0.11	0.11	0.12	0.26	0.26	0.57	0.68	0.37	0.37	0.19	0.68	0.68
Delay/Veh:	51.2	51.2	51.3	49.3	49.3	54.8	47.3	15.5	15.5	44.2	24.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	51.2	51.3	49.3	49.3	54.8	47.3	15.5	15.5	44.2	24.6	24.6
LOS by Move:	D-	D-	D-	D	D	D-	D	B	B	D	C	C
HCM2kAvgQ:	1	1	1	2	2	4	11	8	8	2	17	17

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am

Base Vol:	13	4	17	85	19	108	255	871	61	54	1519	172
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:	13	4	17	85	19	108	255	871	61	54	1519	172
Added Vol:	0	0	0	3	0	3	10	224	0	0	272	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	4	17	88	19	111	265	1095	61	54	1791	172
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:	13	4	17	88	19	111	265	1095	61	54	1791	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	4	17	88	19	111	265	1095	61	54	1791	172
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:	13	4	17	88	19	111	265	1095	61	54	1791	172

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.78	0.22	1.00	1.67	0.33	1.00	1.00	2.83	0.17	1.00	2.72	0.28
Final Sat.:	1364	420	1750	2919	630	1750	1750	5375	299	1750	5162	496

Capacity Analysis Module:

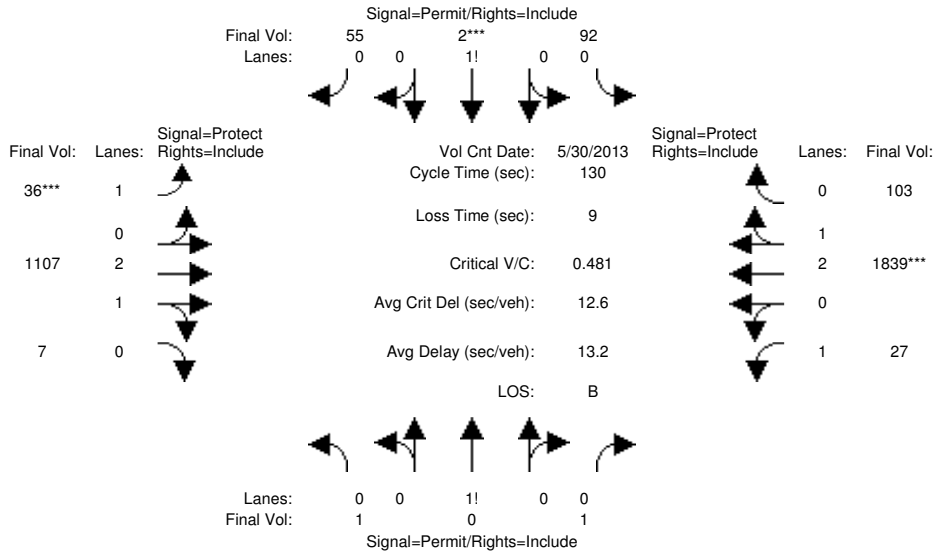
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.06	0.15	0.20	0.20	0.03	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	12.7	12.7	12.7	25.9	66.3	66.3	19.0	59.4	59.4
Volume/Cap:	0.11	0.11	0.12	0.28	0.28	0.60	0.70	0.37	0.37	0.20	0.70	0.70
Uniform Del:	50.9	50.9	50.9	49.4	49.4	51.2	43.5	15.1	15.1	43.9	23.5	23.5
IncrcmntDel:	0.3	0.3	0.4	0.4	0.4	5.3	5.8	0.1	0.1	0.3	0.8	0.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.2	51.2	51.3	49.9	49.9	56.5	49.3	15.2	15.2	44.2	24.3	24.3
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:	51.2	51.2	51.3	49.9	49.9	56.5	49.3	15.2	15.2	44.2	24.3	24.3
LOS by Move:	D-	D-	D-	D	D	E+	D	B	B	D	C	C
HCM2kAvgQ:	1	1	1	2	2	4	11	8	8	2	19	19

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	7:45-8:45am											
Base Vol:	1	0	1	92	2	55	26	907	7	27	1685	103					
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:	1	0	1	92	2	55	26	907	7	27	1685	103					
Added Vol:	0	0	0	0	0	0	10	200	0	0	154	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	1	0	1	92	2	55	36	1107	7	27	1839	103					
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:	1	0	1	92	2	55	36	1107	7	27	1839	103					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	1	0	1	92	2	55	36	1107	7	27	1839	103					
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:	1	0	1	92	2	55	36	1107	7	27	1839	103					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	0.62	0.01	0.37	1.00	2.98	0.02	1.00	2.83	0.17
Final Sat.:	875	0	875	1082	24	647	1750	5661	36	1750	5373	301

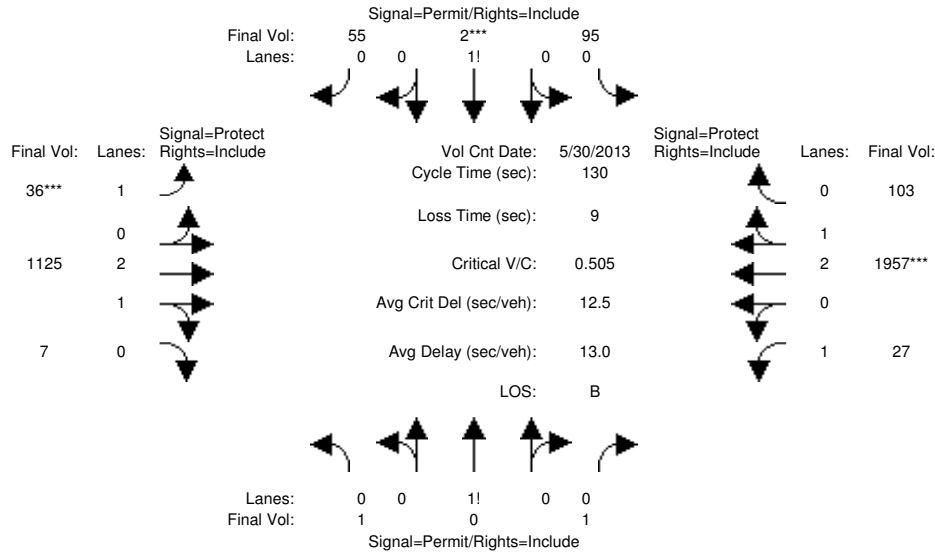
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.09	0.02	0.20	0.20	0.02	0.34	0.34
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	22.7	0.0	22.7	22.7	22.7	22.7	7.0	77.1	77.1	21.2	91.3	91.3
Volume/Cap:	0.01	0.00	0.01	0.49	0.49	0.49	0.38	0.33	0.33	0.09	0.49	0.49
Delay/Veh:	44.3	0.0	44.3	49.6	49.6	49.6	62.0	13.4	13.4	46.4	8.8	8.8
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:	44.3	0.0	44.3	49.6	49.6	49.6	62.0	13.4	13.4	46.4	8.8	8.8
LOS by Move:	D	A	D	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	6	1	7	7	1	11	11

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	7:45-8:45am						
Base Vol:	1	0	1	92	2	55	26	907	7	27	1685	103
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:	1	0	1	92	2	55	26	907	7	27	1685	103
Added Vol:	0	0	0	3	0	0	10	218	0	0	272	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	95	2	55	36	1125	7	27	1957	103
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:	1	0	1	95	2	55	36	1125	7	27	1957	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	95	2	55	36	1125	7	27	1957	103
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:	1	0	1	95	2	55	36	1125	7	27	1957	103

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	0.63	0.01	0.36	1.00	2.98	0.02	1.00	2.84	0.16
Final Sat.:	875	0	875	1095	23	634	1750	5662	35	1750	5392	284

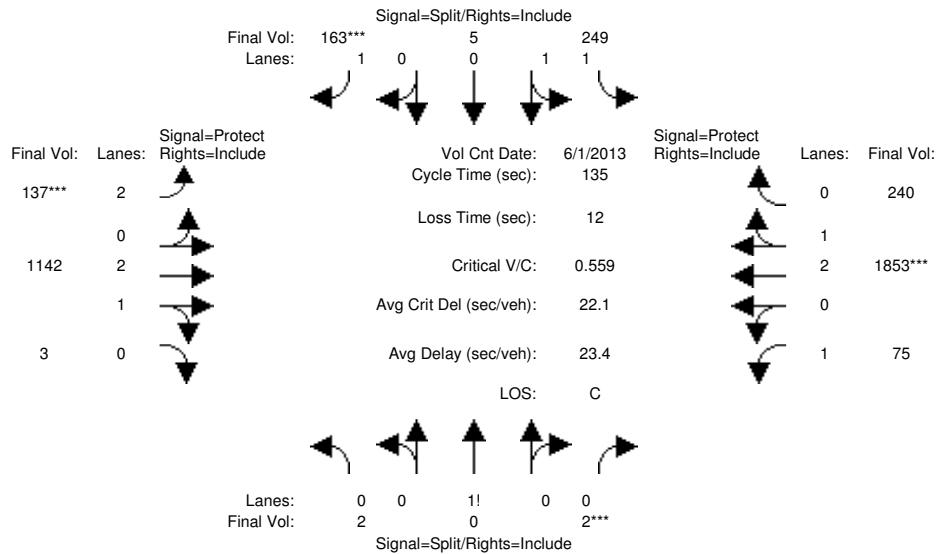
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.09	0.02	0.20	0.20	0.02	0.36	0.36
Crit Moves:				****	****	****	****	****	****	****	****	****
Green Time:	22.0	0.0	22.0	22.0	22.0	22.0	7.0	77.9	77.9	21.1	92.0	92.0
Volume/Cap:	0.01	0.00	0.01	0.51	0.51	0.51	0.38	0.33	0.33	0.10	0.51	0.51
Uniform Del:	44.9	0.0	44.9	49.1	49.1	49.1	59.4	13.0	13.0	46.3	8.7	8.7
IncrcmntDel:	0.0	0.0	0.0	1.5	1.5	1.5	2.6	0.1	0.1	0.1	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.9	0.0	44.9	50.7	50.7	50.7	62.0	13.1	13.1	46.5	8.8	8.8
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:	44.9	0.0	44.9	50.7	50.7	50.7	62.0	13.1	13.1	46.5	8.8	8.8
LOS by Move:	D	A	D	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	6	1	7	7	1	12	12

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	2	0	2	236	5	151	100	980	3	75	1711	209
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:	2	0	2	236	5	151	100	980	3	75	1711	209
Added Vol:	0	0	0	13	0	12	37	162	0	0	142	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	2	249	5	163	137	1142	3	75	1853	240
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:	2	0	2	249	5	163	137	1142	3	75	1853	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	2	249	5	163	137	1142	3	75	1853	240
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:	2	0	2	249	5	163	137	1142	3	75	1853	240

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.96	0.04	1.00	2.00	2.99	0.01	1.00	2.63	0.37
Final Sat.:	875	0	875	3436	69	1750	3150	5684	15	1750	4997	647

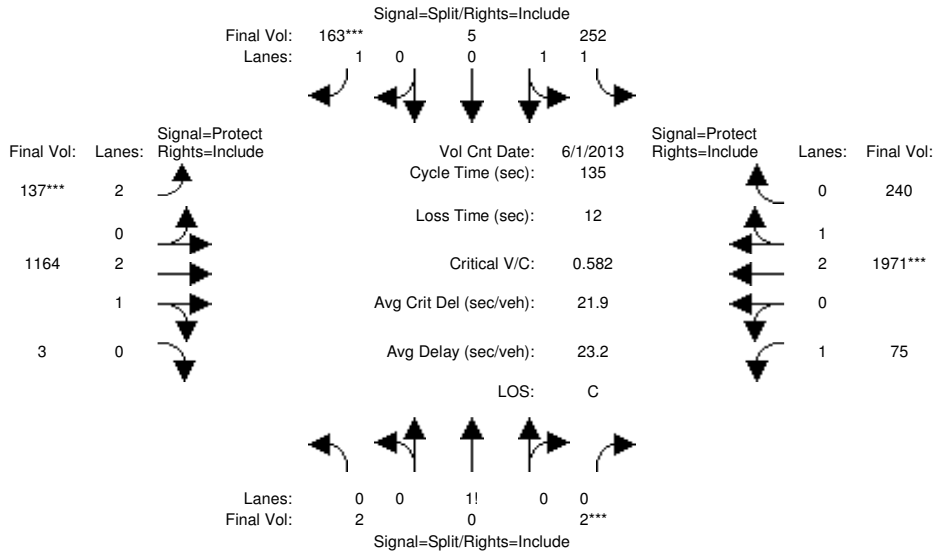
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.09	0.04	0.20	0.20	0.04	0.37	0.37
Crit Moves:			****			****	****				****	
Green Time:	10.0	0.0	10.0	20.7	20.7	20.7	9.7	73.3	73.3	18.9	82.6	82.6
Volume/Cap:	0.03	0.00	0.03	0.47	0.47	0.61	0.61	0.37	0.37	0.31	0.61	0.61
Delay/Veh:	58.1	0.0	58.1	52.8	52.8	57.2	65.5	17.7	17.7	52.8	16.5	16.5
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:	58.1	0.0	58.1	52.8	52.8	57.2	65.5	17.7	17.7	52.8	16.5	16.5
LOS by Move:	E+	A	E+	D-	D-	E+	E	B	B	D-	B	B
HCM2kAvgQ:	0	0	0	5	5	7	3	9	9	3	18	18

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	2	0	2	236	5	151	100	980	3	75	1711	209				
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:	2	0	2	236	5	151	100	980	3	75	1711	209				
Added Vol:	0	0	0	16	0	12	37	184	0	0	260	31				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	2	0	2	252	5	163	137	1164	3	75	1971	240				
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:	2	0	2	252	5	163	137	1164	3	75	1971	240				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	0	2	252	5	163	137	1164	3	75	1971	240				
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:	2	0	2	252	5	163	137	1164	3	75	1971	240				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.96	0.04	1.00	2.00	2.99	0.01	1.00	2.65	0.35
Final Sat.:	875	0	875	3437	68	1750	3150	5684	15	1750	5034	613

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.09	0.04	0.20	0.20	0.04	0.39	0.39
Crit Moves:			****			****	****				****	
Green Time:	10.0	0.0	10.0	19.9	19.9	19.9	9.3	74.3	74.3	18.8	83.8	83.8
Volume/Cap:	0.03	0.00	0.03	0.50	0.50	0.63	0.63	0.37	0.37	0.31	0.63	0.63
Uniform Del:	58.0	0.0	58.0	52.9	52.9	54.1	61.2	17.2	17.2	52.2	16.0	16.0
IncrcmntDel:	0.1	0.0	0.1	0.8	0.8	5.0	5.9	0.1	0.1	0.7	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.1	0.0	58.1	53.7	53.7	59.0	67.1	17.3	17.3	53.0	16.4	16.4
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:	58.1	0.0	58.1	53.7	53.7	59.0	67.1	17.3	17.3	53.0	16.4	16.4
LOS by Move:	E+	A	E+	D-	D-	E+	E	B	B	D-	B	B
HCM2kAvgQ:	0	0	0	5	5	7	3	9	9	3	19	19

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #19: California St / Del Medio Ave

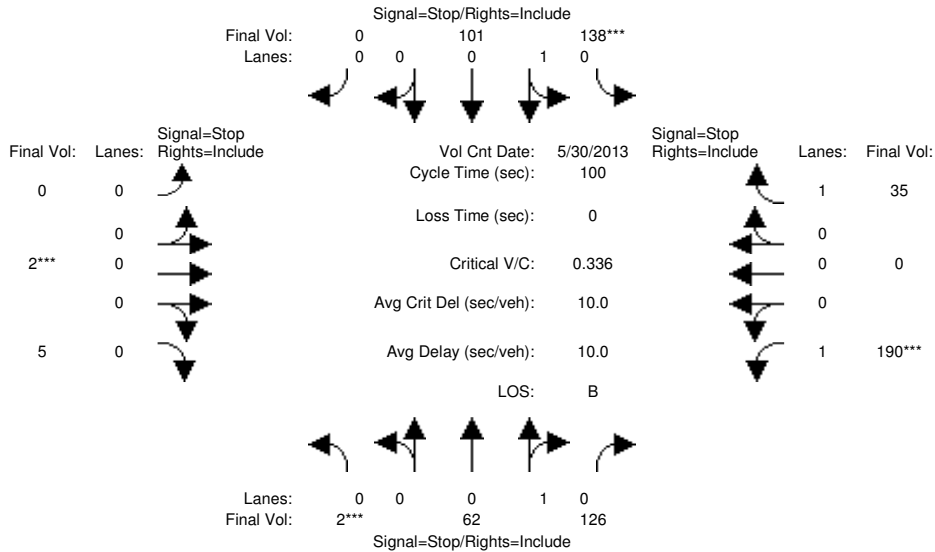


Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Min. Green, and Volume Module data.

Table with 12 columns representing different movement directions and 12 rows of traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 12 columns representing different movement directions and 3 rows of saturation flow data including Adjustment, Lanes, and Final Sat.

Table with 12 columns representing different movement directions and 12 rows of capacity analysis data including Vol/Sat, Crit Moves, Delay/Veh, Delay Adj, AdjDel/Veh, LOS by Move, ApproachDel, Delay Adj, ApprAdjDel, LOS by Appr, and AllWayAvgQ.

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #19 California St / Del Medio 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	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0	1 0 0 0 1
Initial Vol:	2 62 126	138 101 0	0 2 5	190 0 35
Major Street Volume:	429			
Minor Approach Volume:	225			
Minor Approach Volume Threshold:	559			

SIGNAL WARRANT DISCLAIMER

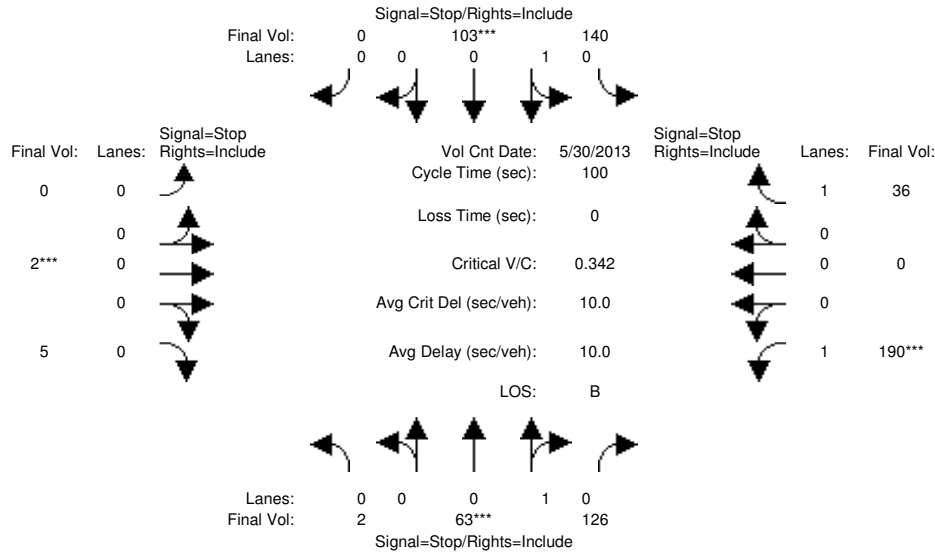
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #19: California St / Del Medio Ave



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

Volume Module:	>> Count Date: 30 May 2013 << 7:45-8:45am											
Base Vol:	2	38	126	128	89	0	0	2	5	190	0	29
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:	2	38	126	128	89	0	0	2	5	190	0	29
Added Vol:	0	25	0	12	14	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	63	126	140	103	0	0	2	5	190	0	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:	2	63	126	140	103	0	0	2	5	190	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	63	126	140	103	0	0	2	5	190	0	36
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:	2	63	126	140	103	0	0	2	5	190	0	36

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.33	0.66	0.58	0.42	0.00	0.00	0.29	0.71	1.00	0.00	1.00
Final Sat.:	8	254	509	410	301	0	0	188	471	575	0	711

Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.34	0.34	xxxx	xxxx	0.01	0.01	0.33	xxxx	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	8.8	8.8	8.8	10.3	10.3	0.0	0.0	8.0	8.0	11.4	0.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	10.3	10.3	0.0	0.0	8.0	8.0	11.4	0.0	7.7
LOS by Move:	A	A	A	B	B	*	*	A	A	B	*	A
ApproachDel:	8.8			10.3			8.0			10.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			10.3			8.0			10.9		
LOS by Appr:	A			B			A			B		
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.4	0.0	0.0

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio 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	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0	1 0 0 0 1
Initial Vol:	2 63 126	140 103 0	0 2 5	190 0 36
Major Street Volume:	434			
Minor Approach Volume:	226			
Minor Approach Volume Threshold:	555			

SIGNAL WARRANT DISCLAIMER

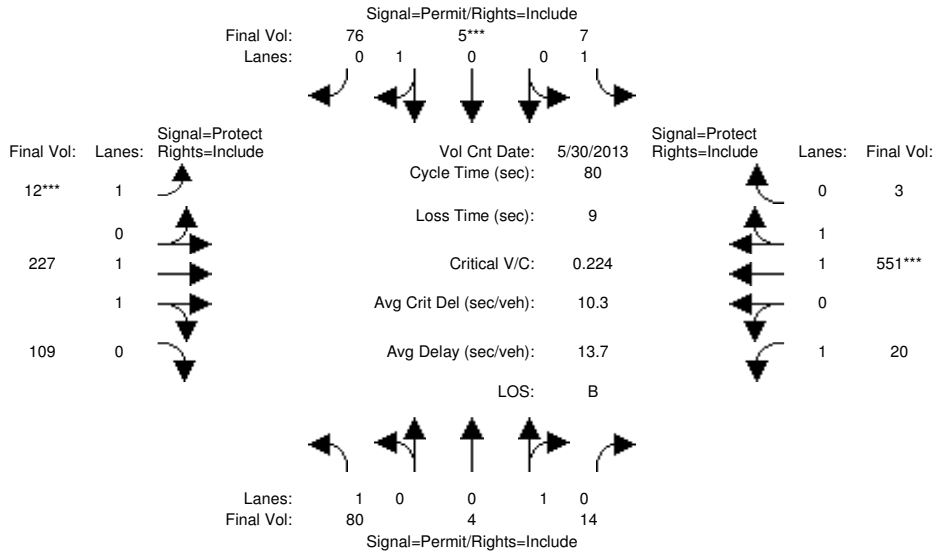
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	80	4	14	7	5	76	12	209	109	20	519	3
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	4	14	7	5	76	12	209	109	20	519	3
Added Vol:	0	0	0	0	0	0	0	18	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	4	14	7	5	76	12	227	109	20	551	3
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	4	14	7	5	76	12	227	109	20	551	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	4	14	7	5	76	12	227	109	20	551	3
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	4	14	7	5	76	12	227	109	20	551	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.21	0.79	1.00	0.06	0.94	1.00	1.31	0.69	1.00	1.99	0.01
Final Sat.:	1750	396	1385	1750	109	1650	1750	2498	1199	1750	3778	21

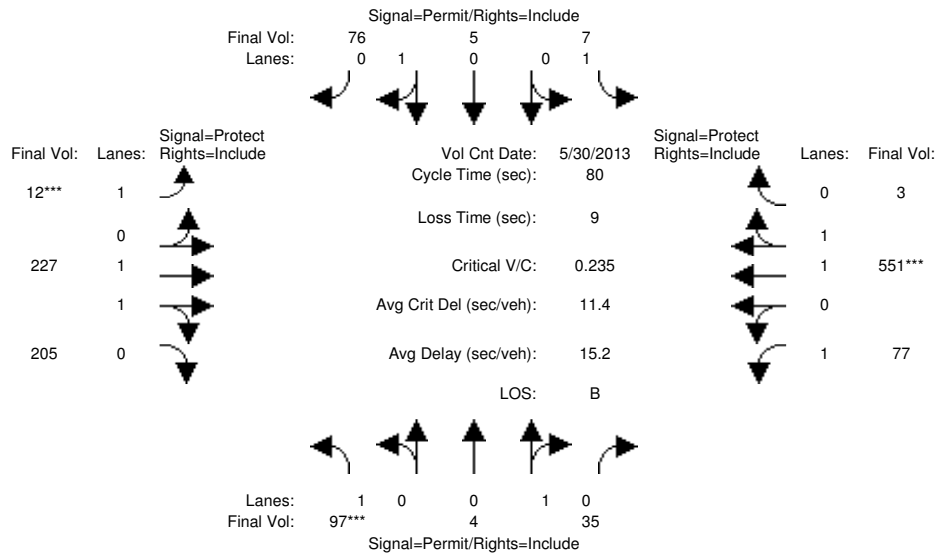
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.00	0.05	0.05	0.01	0.09	0.09	0.01	0.15	0.15
Crit Moves:				****			****			****		
Green Time:	15.4	15.4	15.4	15.4	15.4	15.4	7.0	32.7	32.7	22.9	48.6	48.6
Volume/Cap:	0.24	0.05	0.05	0.02	0.24	0.24	0.08	0.22	0.22	0.04	0.24	0.24
Delay/Veh:	27.7	26.4	26.4	26.2	27.7	27.7	33.8	15.4	15.4	20.6	7.3	7.3
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:	27.7	26.4	26.4	26.2	27.7	27.7	33.8	15.4	15.4	20.6	7.3	7.3
LOS by Move:	C	C	C	C	C	C	C-	B	B	C+	A	A
HCM2kAvgQ:	2	0	0	0	2	2	0	3	3	0	3	3

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am											
Base Vol:	80	4	14	7	5	76	12	209	109	20	519	3					
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	4	14	7	5	76	12	209	109	20	519	3					
Added Vol:	17	0	21	0	0	0	0	18	96	57	32	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	97	4	35	7	5	76	12	227	205	77	551	3					
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:	97	4	35	7	5	76	12	227	205	77	551	3					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	97	4	35	7	5	76	12	227	205	77	551	3					
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:	97	4	35	7	5	76	12	227	205	77	551	3					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.10	0.90	1.00	0.06	0.94	1.00	1.01	0.99	1.00	1.99	0.01
Final Sat.:	1750	181	1583	1750	109	1650	1750	1919	1733	1750	3778	21

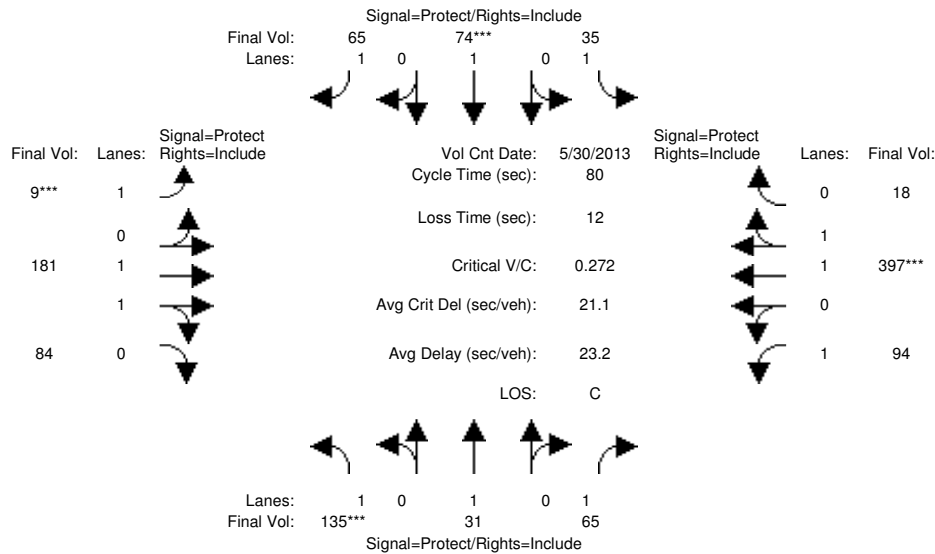
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.05	0.05	0.01	0.12	0.12	0.04	0.15	0.15
Crit Moves:	****						****				****	
Green Time:	17.6	17.6	17.6	17.6	17.6	17.6	7.0	31.4	31.4	22.0	46.4	46.4
Volume/Cap:	0.25	0.10	0.10	0.02	0.21	0.21	0.08	0.30	0.30	0.16	0.25	0.25
Uniform Del:	25.7	24.9	24.9	24.4	25.5	25.5	33.5	16.7	16.7	22.0	8.3	8.3
IncrcmntDel:	0.3	0.1	0.1	0.0	0.3	0.3	0.2	0.1	0.1	0.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.1	25.0	25.0	24.4	25.8	25.8	33.8	16.9	16.9	22.2	8.3	8.3
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:	26.1	25.0	25.0	24.4	25.8	25.8	33.8	16.9	16.9	22.2	8.3	8.3
LOS by Move:	C	C	C	C	C	C	C-	B	B	C+	A	A
HCM2kAvgQ:	2	1	1	0	2	2	0	4	4	1	3	3

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am											
Base Vol:	135	31	55	35	74	65	9	163	84	91	365	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:	135	31	55	35	74	65	9	163	84	91	365	18
Added Vol:	0	0	10	0	0	0	0	18	0	3	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	31	65	35	74	65	9	181	84	94	397	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:	135	31	65	35	74	65	9	181	84	94	397	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	31	65	35	74	65	9	181	84	94	397	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
Final Volume:	135	31	65	35	74	65	9	181	84	94	397	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	0.67	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2527	1173	1750	3622	164

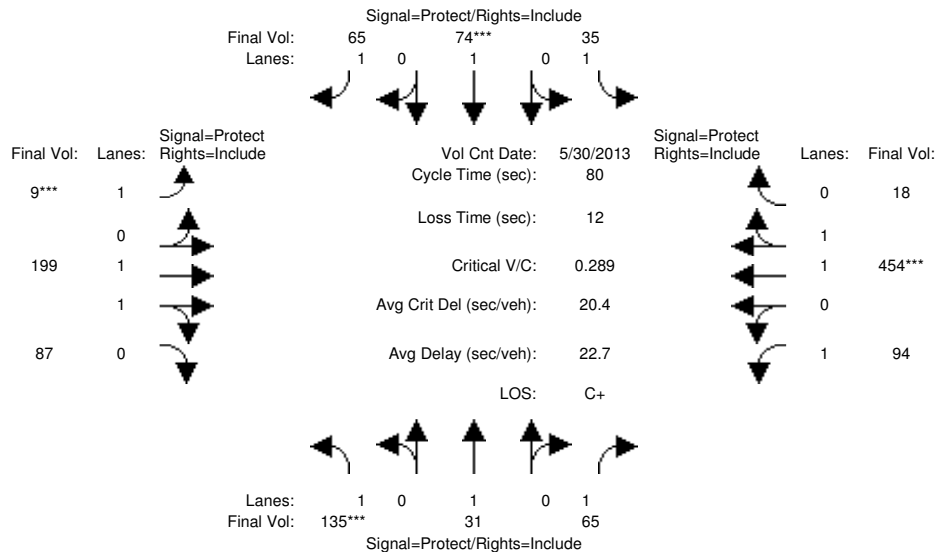
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.04	0.02	0.04	0.04	0.01	0.07	0.07	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	20.8	18.5	18.5	12.9	10.5	10.5	7.0	21.5	21.5	15.1	29.6	29.6
Volume/Cap:	0.30	0.07	0.16	0.12	0.30	0.28	0.06	0.27	0.27	0.28	0.30	0.30
Delay/Veh:	24.1	24.1	24.8	28.9	32.1	32.0	33.6	23.1	23.1	28.3	17.9	17.9
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:	24.1	24.1	24.8	28.9	32.1	32.0	33.6	23.1	23.1	28.3	17.9	17.9
LOS by Move:	C	C	C	C	C-	C-	C-	C	C	C	B	B
HCM2kAvgQ:	3	1	1	1	2	2	0	3	3	2	3	3

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 8:00-9:00am

Base Vol:	135	31	55	35	74	65	9	163	84	91	365	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:	135	31	55	35	74	65	9	163	84	91	365	18
Added Vol:	0	0	10	0	0	0	0	36	3	3	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	31	65	35	74	65	9	199	87	94	454	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:	135	31	65	35	74	65	9	199	87	94	454	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	31	65	35	74	65	9	199	87	94	454	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:	135	31	65	35	74	65	9	199	87	94	454	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.36	0.64	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2577	1127	1750	3643	144

Capacity Analysis Module:

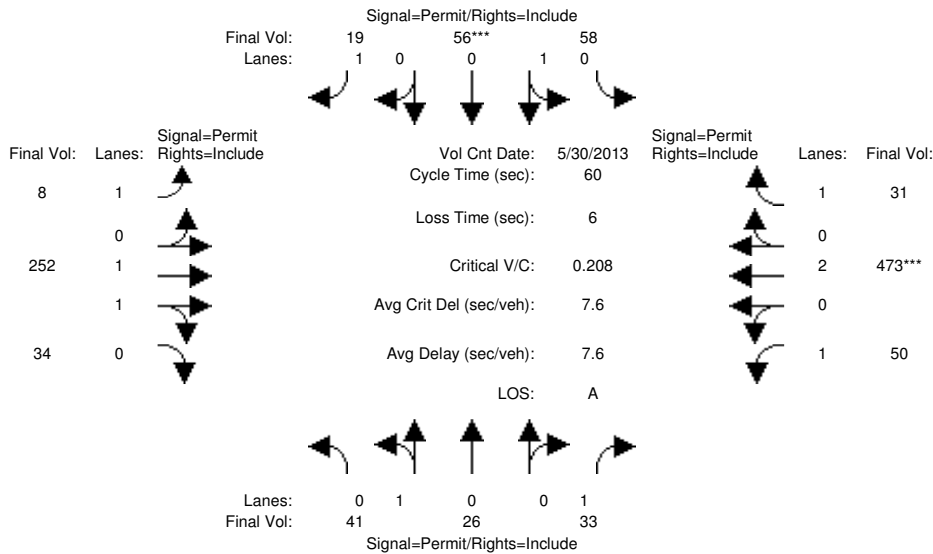
Vol/Sat:	0.08	0.02	0.04	0.02	0.04	0.04	0.01	0.08	0.08	0.05	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	19.5	17.4	17.4	12.1	10.0	10.0	7.0	22.6	22.6	15.9	31.5	31.5
Volume/Cap:	0.32	0.08	0.17	0.13	0.31	0.30	0.06	0.27	0.27	0.27	0.32	0.32
Uniform Del:	24.8	24.9	25.5	29.4	31.9	31.8	33.5	22.3	22.3	27.2	16.8	16.8
IncrcmntDel:	0.4	0.1	0.2	0.2	0.8	0.8	0.2	0.1	0.1	0.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.2	25.0	25.7	29.6	32.6	32.6	33.6	22.4	22.4	27.6	16.9	16.9
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:	25.2	25.0	25.7	29.6	32.6	32.6	33.6	22.4	22.4	27.6	16.9	16.9
LOS by Move:	C	C	C	C	C-	C-	C-	C+	C+	C	B	B
HCM2kAvgQ:	3	1	1	1	2	2	0	3	3	2	4	4

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		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

Volume Module:	>> Count Date: 30 May 2013 << 8:00-9:00am											
Base Vol:	41	26	23	58	56	19	8	224	34	50	437	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	26	23	58	56	19	8	224	34	50	437	31
Added Vol:	0	0	10	0	0	0	0	28	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	26	33	58	56	19	8	252	34	50	473	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	26	33	58	56	19	8	252	34	50	473	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	26	33	58	56	19	8	252	34	50	473	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	26	33	58	56	19	8	252	34	50	473	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.63	0.37	1.00	0.53	0.47	1.00	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1105	701	1750	926	894	1750	1750	3314	447	1750	3800	1750

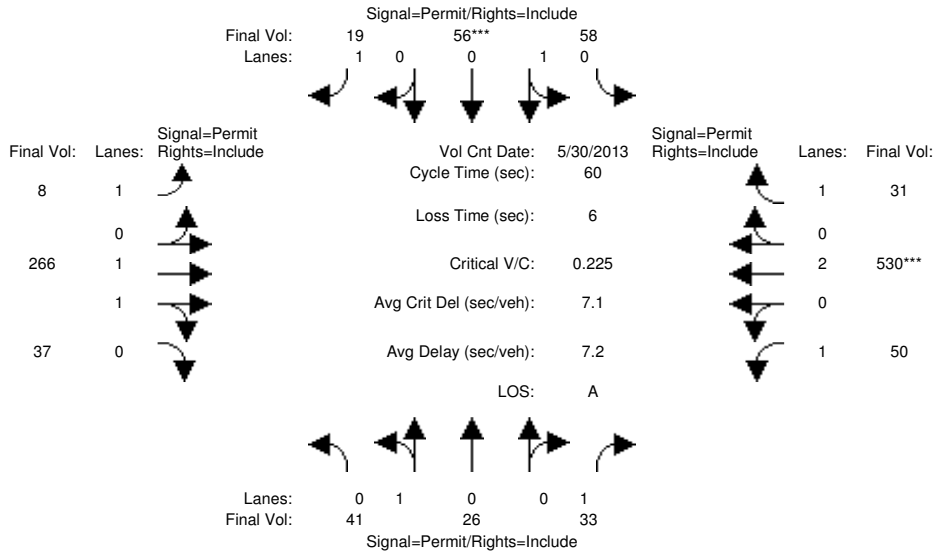
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.06	0.06	0.01	0.00	0.08	0.08	0.03	0.12	0.02
Crit Moves:				****						****		
Green Time:	18.1	18.1	18.1	18.1	18.1	18.1	35.9	35.9	35.9	35.9	35.9	35.9
Volume/Cap:	0.12	0.12	0.06	0.21	0.21	0.04	0.01	0.13	0.13	0.05	0.21	0.03
Delay/Veh:	15.3	15.3	15.0	15.8	15.8	14.8	4.9	5.3	5.3	5.0	5.6	4.9
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:	15.3	15.3	15.0	15.8	15.8	14.8	4.9	5.3	5.3	5.0	5.6	4.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	2	2	0	0	1	1	0	2	0

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 May 2013 << 8:00-9:00am											
Base Vol:	41	26	23	58	56	19	8	224	34	50	437	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	26	23	58	56	19	8	224	34	50	437	31
Added Vol:	0	0	10	0	0	0	0	42	3	0	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	26	33	58	56	19	8	266	37	50	530	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	26	33	58	56	19	8	266	37	50	530	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	26	33	58	56	19	8	266	37	50	530	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	26	33	58	56	19	8	266	37	50	530	31

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.63	0.37	1.00	0.53	0.47	1.00	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1105	701	1750	926	894	1750	1750	3301	459	1750	3800	1750

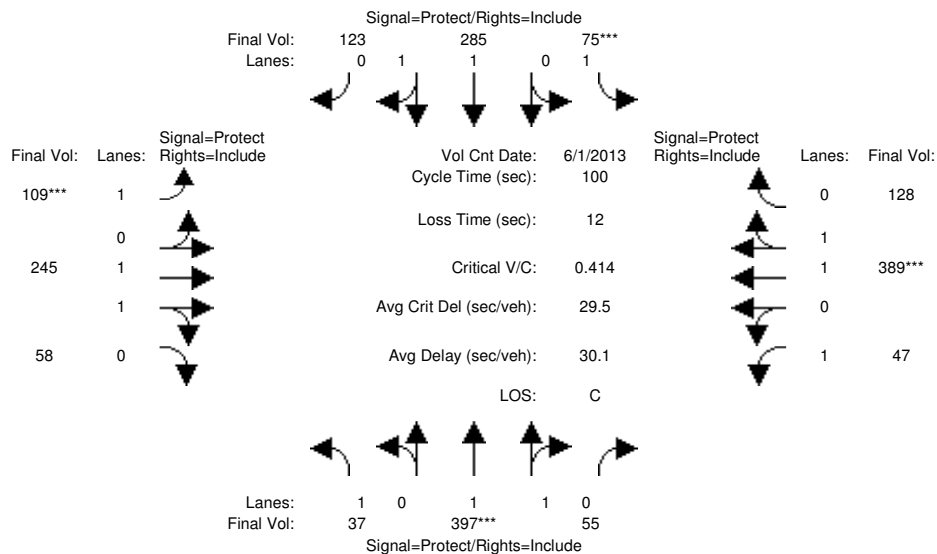
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.06	0.06	0.01	0.00	0.08	0.08	0.03	0.14	0.02
Crit Moves:					****						****	
Green Time:	16.7	16.7	16.7	16.7	16.7	16.7	37.3	37.3	37.3	37.3	37.3	37.3
Volume/Cap:	0.13	0.13	0.07	0.22	0.22	0.04	0.01	0.13	0.13	0.05	0.22	0.03
Uniform Del:	16.2	16.2	15.9	16.6	16.6	15.8	4.3	4.7	4.7	4.4	5.0	4.4
IncrcmntDel:	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.3	16.3	16.0	16.9	16.9	15.8	4.3	4.7	4.7	4.5	5.1	4.4
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:	16.3	16.3	16.0	16.9	16.9	15.8	4.3	4.7	4.7	4.5	5.1	4.4
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	2	2	0	0	1	1	0	2	0

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	37	346	38	72	267	123	109	207	58	40	353	127				
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:	37	346	38	72	267	123	109	207	58	40	353	127				
Added Vol:	0	51	17	3	18	0	0	38	0	7	36	1				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	37	397	55	75	285	123	109	245	58	47	389	128				
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:	37	397	55	75	285	123	109	245	58	47	389	128				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	37	397	55	75	285	123	109	245	58	47	389	128				
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:	37	397	55	75	285	123	109	245	58	47	389	128				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.36	0.64	1.00	1.59	0.41	1.00	1.47	0.53
Final Sat.:	1750	3303	458	1750	2588	1117	1750	3023	716	1750	2800	921

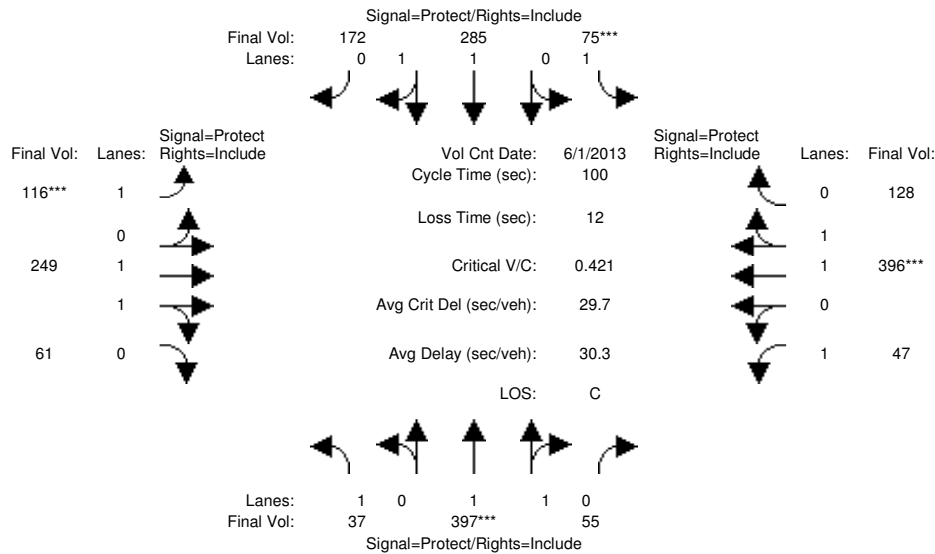
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.04	0.11	0.11	0.06	0.08	0.08	0.03	0.14	0.14
Crit Moves:	****			****			****				****	
Green Time:	15.3	29.0	29.0	10.4	24.1	24.1	15.0	28.6	28.6	20.0	33.6	33.6
Volume/Cap:	0.14	0.41	0.41	0.41	0.46	0.46	0.41	0.28	0.28	0.13	0.41	0.41
Delay/Veh:	36.9	28.9	28.9	43.5	32.8	32.8	39.5	27.9	27.9	33.0	25.9	25.9
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:	36.9	28.9	28.9	43.5	32.8	32.8	39.5	27.9	27.9	33.0	25.9	25.9
LOS by Move:	D+	C	C	D	C-	C-	D	C	C	C-	C	C
HCM2kAvgQ:	1	5	5	3	6	6	3	4	4	1	6	6

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	37	346	38	72	267	123	109	207	58	40	353	127
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:	37	346	38	72	267	123	109	207	58	40	353	127
Added Vol:	0	51	17	3	18	49	7	42	3	7	43	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	397	55	75	285	172	116	249	61	47	396	128
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:	37	397	55	75	285	172	116	249	61	47	396	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	397	55	75	285	172	116	249	61	47	396	128
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:	37	397	55	75	285	172	116	249	61	47	396	128

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.74	0.26	1.00	1.21	0.79	1.00	1.58	0.42	1.00	1.48	0.52
Final Sat.:	1750	3303	458	1750	2296	1386	1750	3002	735	1750	2813	909

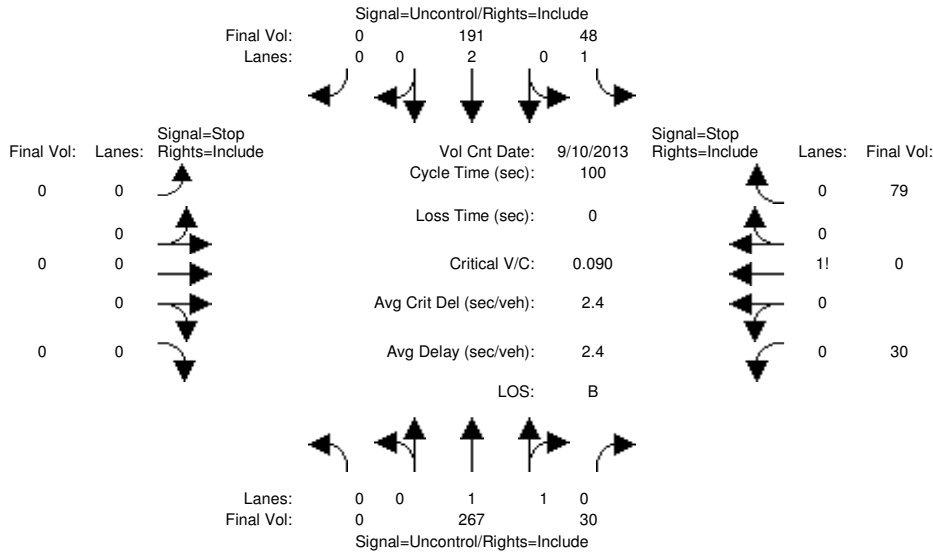
Capacity Analysis Module:	Vol/Sat:	0.02	0.12	0.12	0.04	0.12	0.12	0.07	0.08	0.08	0.03	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.0	28.6	28.6	10.2	24.8	24.8	15.8	29.0	29.0	20.3	33.5	33.5	
Volume/Cap:	0.15	0.42	0.42	0.42	0.50	0.50	0.42	0.29	0.29	0.13	0.42	0.42	
Uniform Del:	37.8	29.0	29.0	42.1	32.3	32.3	38.0	27.5	27.5	32.7	25.8	25.8	
IncrcmntDel:	0.3	0.3	0.3	1.6	0.4	0.4	1.0	0.1	0.1	0.2	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	38.1	29.3	29.3	43.7	32.7	32.7	39.0	27.7	27.7	32.8	26.0	26.0	
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:	38.1	29.3	29.3	43.7	32.7	32.7	39.0	27.7	27.7	32.8	26.0	26.0	
LOS by Move:	D+	C	C	D	C-	C-	D	C	C	C-	C	C	
HCM2kAvgQ:	1	6	6	3	7	7	3	4	4	1	6	6	

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns for movements and 12 rows for traffic volume metrics including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Critical Gap Module table with 12 columns for movements and 12 rows for Critical Gap and FollowUpTim values.

Capacity Module table with 12 columns for movements and 12 rows for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Level Of Service Module table with 12 columns for movements and 12 rows for 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 267 30	48 191 0	0 0 0 0	30 0 79
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.8

```

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
    FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=109]
    SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=645]
    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 #24 Latham Street / Showers Drive

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 267 30	48 191 0	0 0 0 0	30 0 79

```

Major Street Volume:          536
Minor Approach Volume:       109
Minor Approach Volume Threshold: 500
    
```

 SIGNAL WARRANT DISCLAIMER

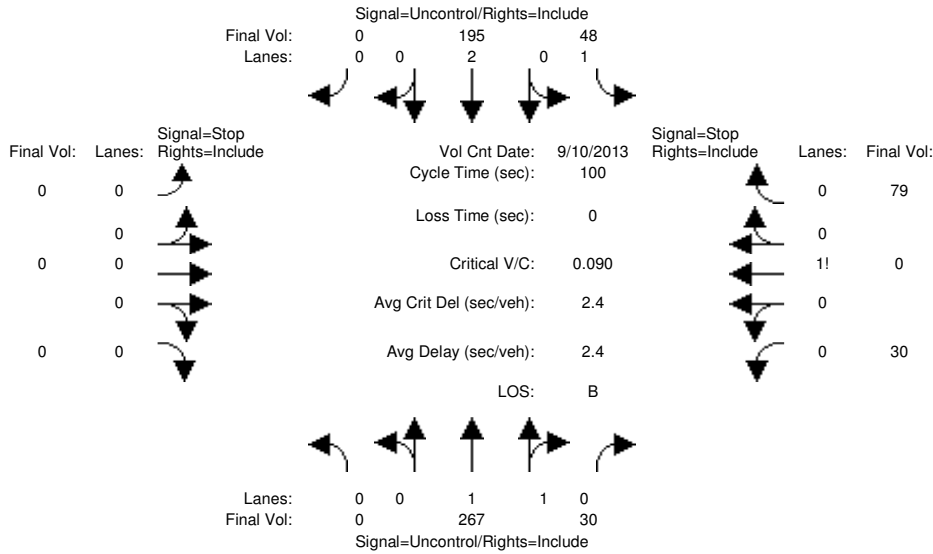
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns for movements and rows for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim for each movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for each movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 267 30	48 195 0	0 0 0 0	30 0 79
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	10.8

```

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
    FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=109]
    SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=649]
    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 #24 Latham Street / Showers Drive
*****
Future Volume Alternative: Peak Hour Warrant NOT Met

```

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 267 30	48 195 0	0 0 0 0	30 0 79

```

Major Street Volume:      540
Minor Approach Volume:    109
Minor Approach Volume Threshold: 497

```

SIGNAL WARRANT DISCLAIMER

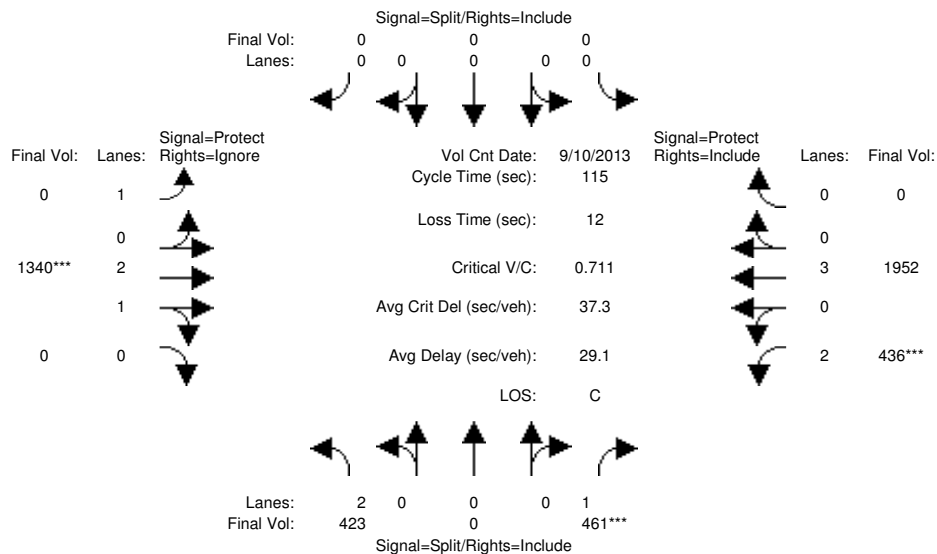
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	423	0	461	0	0	0	1165	292	436	1780	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	
Initial Bse:	423	0	461	0	0	0	1165	292	436	1780	0	
Added Vol:	0	0	0	0	0	0	175	0	0	172	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	423	0	461	0	0	0	1340	292	436	1952	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	423	0	461	0	0	0	1340	0	436	1952	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	423	0	461	0	0	0	1340	0	436	1952	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	423	0	461	0	0	0	1340	0	436	1952	0	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	0	3150	5700	0

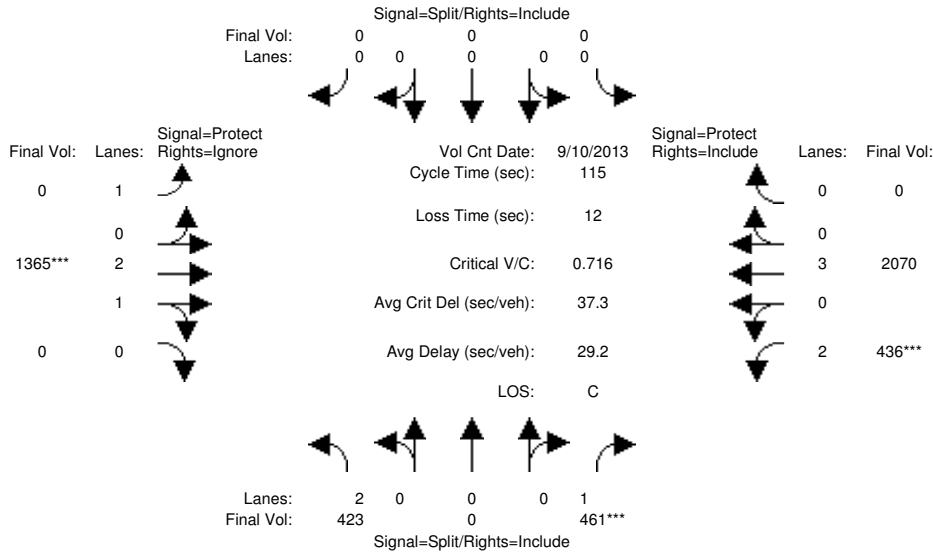
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.26	0.00	0.00	0.00	0.00	0.24	0.00	0.14	0.34	0.00
Crit Moves:			****					****		****		
Green Time:	42.6	0.0	42.6	0.0	0.0	0.0	0.0	38.0	0.0	22.4	60.4	0.0
Volume/Cap:	0.36	0.00	0.71	0.00	0.00	0.00	0.00	0.71	0.00	0.71	0.65	0.00
Delay/Veh:	26.5	0.0	34.6	0.0	0.0	0.0	0.0	35.0	0.0	47.2	20.2	0.0
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:	26.5	0.0	34.6	0.0	0.0	0.0	0.0	35.0	0.0	47.2	20.2	0.0
LOS by Move:	C	A	C-	A	A	A	A	C-	A	D	C+	A
HCM2kAvgQ:	6	0	16	0	0	0	0	15	0	10	17	0

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	423	0	461	0	0	0	0	1165	292	436	1780	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:	423	0	461	0	0	0	0	1165	292	436	1780	0
Added Vol:	0	0	0	0	0	0	0	200	0	0	290	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	423	0	461	0	0	0	0	1365	292	436	2070	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	423	0	461	0	0	0	0	1365	0	436	2070	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	0	461	0	0	0	0	1365	0	436	2070	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	423	0	461	0	0	0	0	1365	0	436	2070	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	0	3150	5700	0

Capacity Analysis Module:

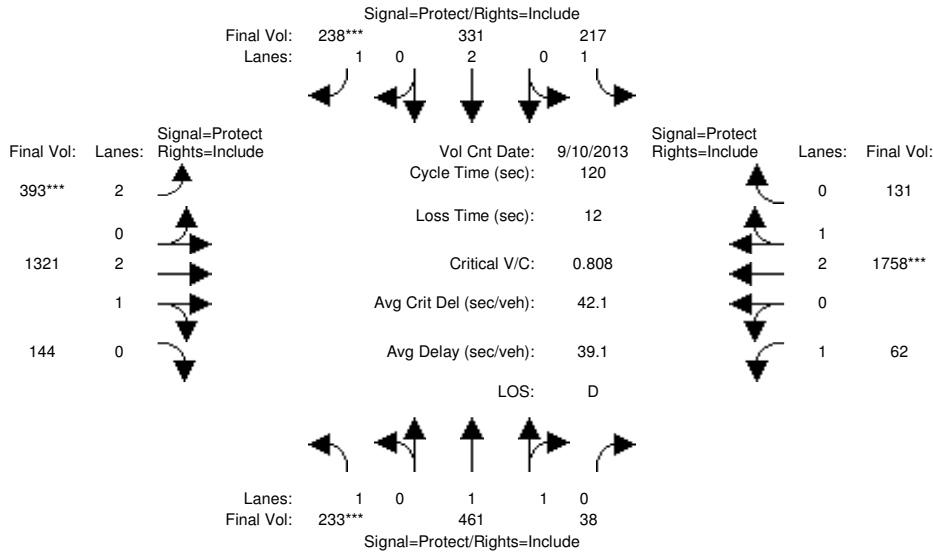
Vol/Sat:	0.13	0.00	0.26	0.00	0.00	0.00	0.00	0.24	0.00	0.14	0.36	0.00
Crit Moves:			****					****		****		
Green Time:	42.3	0.0	42.3	0.0	0.0	0.0	0.0	38.5	0.0	22.2	60.7	0.0
Volume/Cap:	0.37	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.72	0.69	0.00
Uniform Del:	26.5	0.0	31.2	0.0	0.0	0.0	0.0	33.5	0.0	43.4	20.1	0.0
IncrcmntDel:	0.2	0.0	3.8	0.0	0.0	0.0	0.0	1.3	0.0	4.1	0.7	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	26.7	0.0	35.0	0.0	0.0	0.0	0.0	34.8	0.0	47.5	20.8	0.0
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:	26.7	0.0	35.0	0.0	0.0	0.0	0.0	34.8	0.0	47.5	20.8	0.0
LOS by Move:	C	A	D+	A	A	A	A	C-	A	D	C+	A
HCM2kAvgQ:	7	0	16	0	0	0	0	15	0	10	18	0

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	233	461	38	217	331	238	393	1155	144	62	1601	131
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:	233	461	38	217	331	238	393	1155	144	62	1601	131
Added Vol:	0	0	0	0	0	0	0	166	0	0	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	461	38	217	331	238	393	1321	144	62	1758	131
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:	233	461	38	217	331	238	393	1321	144	62	1758	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	461	38	217	331	238	393	1321	144	62	1758	131
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:	233	461	38	217	331	238	393	1321	144	62	1758	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	2.00	2.68	0.32	1.00	2.78	0.22
Final Sat.:	1750	3488	288	1750	3800	1750	3150	5097	556	1750	5273	393

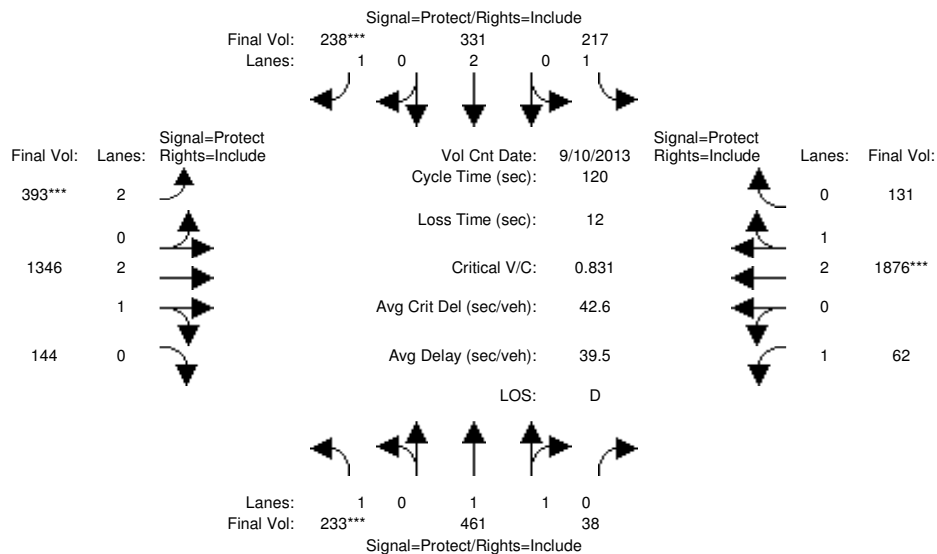
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.09	0.14	0.12	0.26	0.26	0.04	0.33	0.33
Crit Moves:	****					****	****			****		
Green Time:	19.8	20.6	20.6	19.3	20.2	20.2	18.5	55.5	55.5	12.5	49.5	49.5
Volume/Cap:	0.81	0.77	0.77	0.77	0.52	0.81	0.81	0.56	0.56	0.34	0.81	0.81
Delay/Veh:	63.7	53.0	53.0	60.3	46.2	63.2	58.7	23.7	23.7	51.0	33.3	33.3
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:	63.7	53.0	53.0	60.3	46.2	63.2	58.7	23.7	23.7	51.0	33.3	33.3
LOS by Move:	E	D-	D-	E	D	E	E+	C	C	D-	C-	C-
HCM2kAvgQ:	11	11	11	10	6	11	11	13	13	2	20	20

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	233	461	38	217	331	238	393	1155	144	62	1601	131
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:	233	461	38	217	331	238	393	1155	144	62	1601	131
Added Vol:	0	0	0	0	0	0	0	191	0	0	275	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	461	38	217	331	238	393	1346	144	62	1876	131
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:	233	461	38	217	331	238	393	1346	144	62	1876	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	461	38	217	331	238	393	1346	144	62	1876	131
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:	233	461	38	217	331	238	393	1346	144	62	1876	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	2.00	2.69	0.31	1.00	2.79	0.21
Final Sat.:	1750	3488	288	1750	3800	1750	3150	5107	546	1750	5298	370

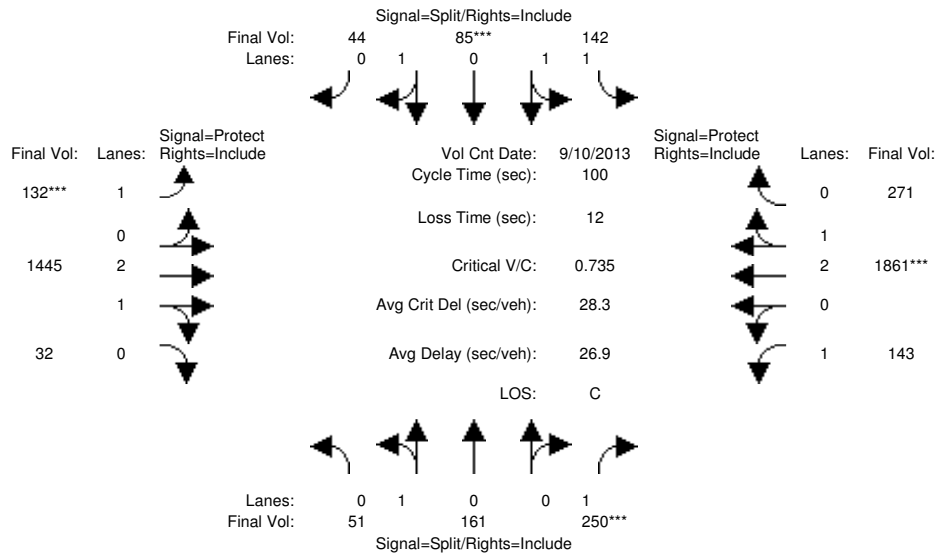
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.12	0.09	0.14	0.12	0.26	0.26	0.04	0.35	0.35
Crit Moves:	****					****	****			****		
Green Time:	19.2	20.1	20.1	18.8	19.6	19.6	18.0	56.6	56.6	12.5	51.1	51.1
Volume/Cap:	0.83	0.79	0.79	0.79	0.53	0.83	0.83	0.56	0.56	0.34	0.83	0.83
Uniform Del:	48.8	48.0	48.0	48.7	46.0	48.6	49.5	22.7	22.7	49.9	30.6	30.6
IncrcmntDel:	18.5	6.7	6.7	14.4	0.9	18.2	11.8	0.3	0.3	1.1	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.3	54.7	54.7	63.1	46.9	66.8	61.3	23.0	23.0	51.0	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	54.7	54.7	63.1	46.9	66.8	61.3	23.0	23.0	51.0	33.2	33.2
LOS by Move:	E	D-	D-	E	D	E	E	C	C	D-	C-	C-
HCM2kAvgQ:	11	11	11	10	6	12	11	13	13	2	22	22

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	51	161	250	142	85	44	132	1279	32	143	1704	271
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:	51	161	250	142	85	44	132	1279	32	143	1704	271
Added Vol:	0	0	0	0	0	0	0	166	0	0	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	161	250	142	85	44	132	1445	32	143	1861	271
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:	51	161	250	142	85	44	132	1445	32	143	1861	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	161	250	142	85	44	132	1445	32	143	1861	271
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:	51	161	250	142	85	44	132	1445	32	143	1861	271

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.26	0.74	1.00	1.61	0.89	0.50	1.00	2.93	0.07	1.00	2.59	0.41
Final Sat.:	448	1414	1750	2821	1688	874	1750	5566	123	1750	4922	717

Capacity Analysis Module:

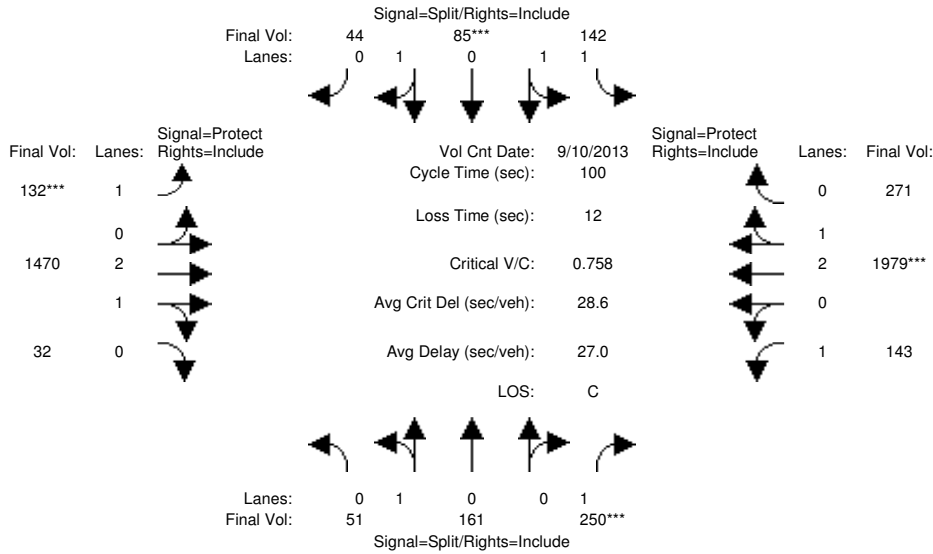
Vol/Sat:	0.11	0.11	0.14	0.05	0.05	0.05	0.08	0.26	0.26	0.08	0.38	0.38
Crit Moves:			****		****		****				****	
Green Time:	18.7	18.7	18.7	10.0	10.0	10.0	9.9	45.1	45.1	14.2	49.5	49.5
Volume/Cap:	0.61	0.61	0.76	0.50	0.50	0.50	0.76	0.58	0.58	0.58	0.76	0.76
Delay/Veh:	40.4	40.4	48.8	43.4	43.4	43.4	62.2	20.7	20.7	43.4	21.8	21.8
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:	40.4	40.4	48.8	43.4	43.4	43.4	62.2	20.7	20.7	43.4	21.8	21.8
LOS by Move:	D	D	D	D	D	D	E	C+	C+	D	C+	C+
HCM2kAvgQ:	7	7	10	3	3	3	5	11	11	5	19	19

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

SF13-0693
The Village at San Antonio
Background & B+P AM

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	51	161	250	142	85	44	132	1279	32	143	1704	271
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:	51	161	250	142	85	44	132	1279	32	143	1704	271
Added Vol:	0	0	0	0	0	0	0	191	0	0	275	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	161	250	142	85	44	132	1470	32	143	1979	271
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:	51	161	250	142	85	44	132	1470	32	143	1979	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	161	250	142	85	44	132	1470	32	143	1979	271
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:	51	161	250	142	85	44	132	1470	32	143	1979	271

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.26	0.74	1.00	1.61	0.89	0.50	1.00	2.93	0.07	1.00	2.61	0.39
Final Sat.:	448	1414	1750	2821	1688	874	1750	5568	121	1750	4962	680

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.14	0.05	0.05	0.05	0.08	0.26	0.26	0.08	0.40	0.40
Crit Moves:			****		****		****				****	
Green Time:	18.1	18.1	18.1	10.0	10.0	10.0	9.5	45.8	45.8	14.2	50.4	50.4
Volume/Cap:	0.63	0.63	0.79	0.50	0.50	0.50	0.79	0.58	0.58	0.58	0.79	0.79
Uniform Del:	37.9	37.9	39.2	42.6	42.6	42.6	44.3	20.0	20.0	40.1	20.5	20.5
IncrcmntDel:	3.8	3.8	12.7	0.8	0.8	0.8	22.1	0.3	0.3	3.3	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.7	41.7	51.9	43.4	43.4	43.4	66.4	20.3	20.3	43.4	22.0	22.0
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:	41.7	41.7	51.9	43.4	43.4	43.4	66.4	20.3	20.3	43.4	22.0	22.0
LOS by Move:	D	D	D-	D	D	D	E	C+	C+	D	C+	C+
HCM2kAvgQ:	7	7	10	3	3	3	5	11	11	5	21	21

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

SF13-0693
The Village at San Antonio
Background & B+P PM

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PP PM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	B+	10.6	0.595	12.0	B+	11.0	0.606	+ 0.011	12.5	+ 0.5	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D	39.2	0.795	43.6	D	40.3	0.833	+ 0.038	45.7	+ 2.0	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	49.6	0.778	52.2	D	50.4	0.810	+ 0.032	51.4	- 0.8	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D	48.8	0.817	60.0	D-	54.9	0.914	+ 0.097	70.0	+ 10.0	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	B	15.4	0.380	13.9	B-	18.2	0.434	+ 0.053	17.4	+ 3.5	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	E	61.6	0.946	65.8	E	70.1	0.997	+ 0.051	78.4	+ 12.6	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B	12.3	0.521	11.1	B	12.2	0.532	+ 0.011	11.1	- 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	B-	18.4	0.615	20.4	B-	18.3	0.622	+ 0.007	20.4	- 0.0	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C-	34.0	0.684	34.9	C-	33.9	0.695	+ 0.011	34.9	+ 0.0	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	D	42.8	0.925	45.6	D	45.1	0.943	+ 0.019	48.3	+ 2.7	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	C	30.9	0.673	30.2	C	30.6	0.683	+ 0.010	30.2	- 0.0	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	C	25.9	0.627	27.2	C	25.6	0.637	+ 0.010	27.0	- 0.2	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	41.0	0.851	45.7	D	41.6	0.871	+ 0.020	47.2	+ 1.5	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	16.4	0.565	17.2	B	16.2	0.576	+ 0.012	17.1	- 0.0	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B-	18.7	0.590	18.3	B-	18.6	0.602	+ 0.012	18.3	- 0.0	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	31.3	0.766	39.9	C	31.4	0.779	+ 0.014	40.2	+ 0.3	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B	12.4	0.509	11.8	B	13.4	0.541	+ 0.032	13.1	+ 1.3	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	23.2	0.568	20.2	C	23.1	0.591	+ 0.023	20.1	- 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	8.9	0.289	8.9	A	9.0	0.297	+ 0.008	9.0	+ 0.1	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	16.9	0.338	15.1	B-	19.6	0.442	+ 0.104	18.9	+ 3.8	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	C	25.6	0.433	25.5	C	25.1	0.473	+ 0.040	24.8	- 0.7	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	A	5.5	0.259	4.7	A	5.3	0.290	+ 0.031	4.5	- 0.2	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	C-	34.5	0.476	33.7	C-	34.9	0.511	+ 0.035	34.9	+ 1.2	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	1.8	0.099	1.8	B	1.7	0.099	+ 0.000	1.7	- 0.0	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	28.4	0.760	34.2	C	28.4	0.787	+ 0.027	34.5	+ 0.2	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	39.6	0.803	39.6	D	39.8	0.830	+ 0.027	40.2	+ 0.6	?	xx.x	x.xxx	xx.x

SF13-0693
The Village at San Antonio
Background & B+P PM

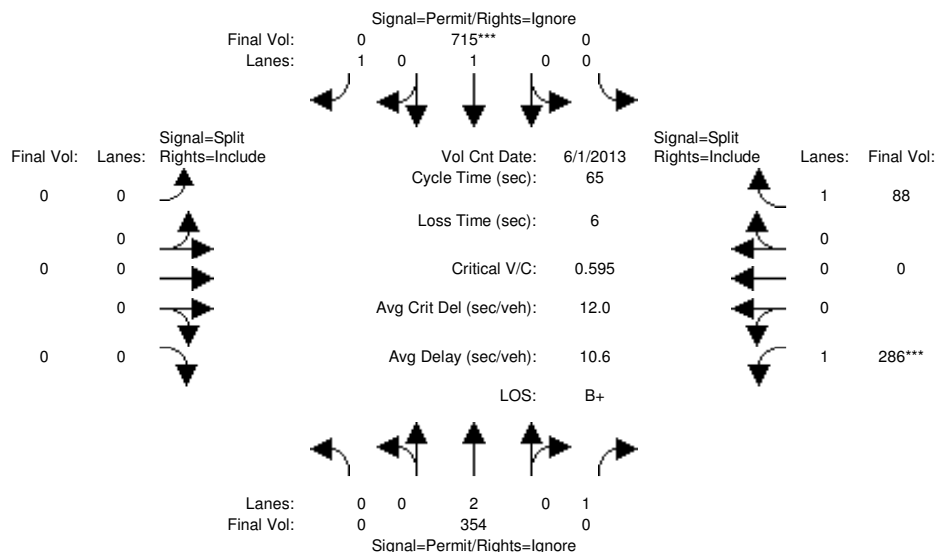
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Background PM				Background PP PM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	C	31.0	0.756	34.3	C	30.9	0.784	+ 0.028	34.5	+ 0.3	?	xx.x	x.xxx	xx.x

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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: 1 Jun 2013 <<											
Base Vol:	0	315	744	0	677	294	0	0	0	252	0	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:	0	315	744	0	677	294	0	0	0	252	0	88
Added Vol:	0	39	34	0	38	0	0	0	0	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	778	0	715	294	0	0	0	286	0	88
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	354	0	0	715	0	0	0	0	286	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	354	0	0	715	0	0	0	0	286	0	88
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	354	0	0	715	0	0	0	0	286	0	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

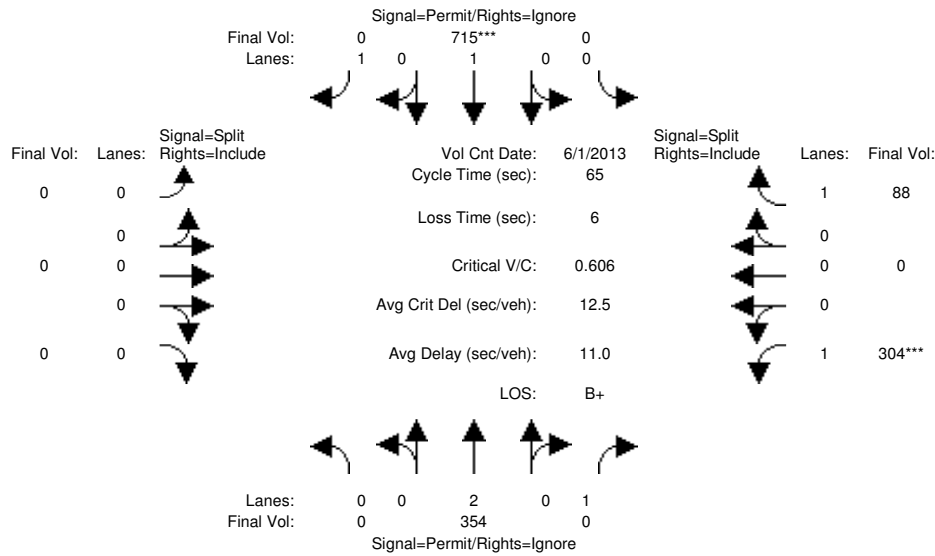
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.16	0.00	0.05
Crit Moves:					****					****		
Green Time:	0.0	41.1	0.0	0.0	41.1	0.0	0.0	0.0	0.0	17.9	0.0	17.9
Volume/Cap:	0.00	0.15	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.18
Delay/Veh:	0.0	4.9	0.0	0.0	7.8	0.0	0.0	0.0	0.0	22.4	0.0	18.2
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:	0.0	4.9	0.0	0.0	7.8	0.0	0.0	0.0	0.0	22.4	0.0	18.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	B-
HCM2kAvgQ:	0	1	0	0	9	0	0	0	0	6	0	2

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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:	1 Jun 2013	<<							
Base Vol:	0	315	744	0	677	294	0	0	0	252	0	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:	0	315	744	0	677	294	0	0	0	252	0	88
Added Vol:	0	39	135	0	38	0	0	0	0	52	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	879	0	715	294	0	0	0	304	0	88
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	354	0	0	715	0	0	0	0	304	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	354	0	0	715	0	0	0	0	304	0	88
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	354	0	0	715	0	0	0	0	304	0	88

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

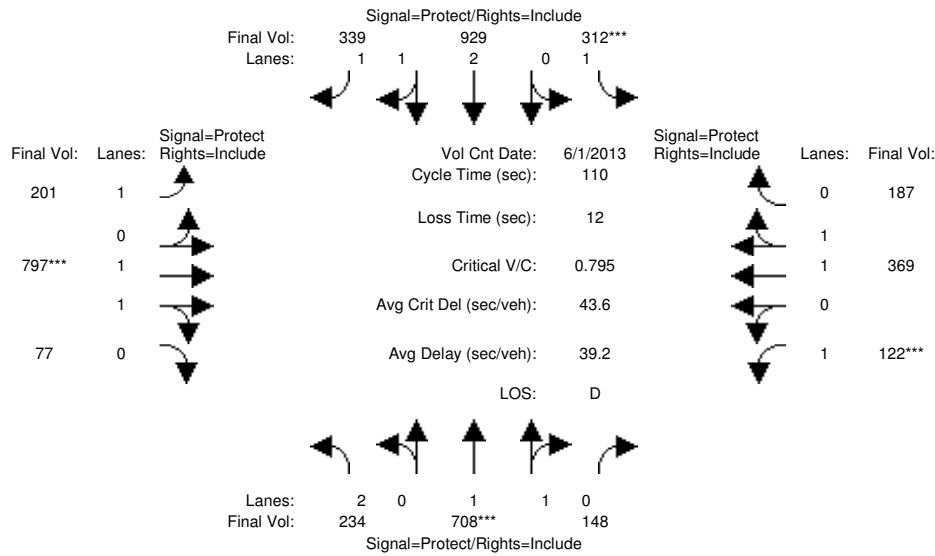
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.17	0.00	0.05
Crit Moves:	****						****					
Green Time:	0.0	40.4	0.0	0.0	40.4	0.0	0.0	0.0	0.0	18.6	0.0	18.6
Volume/Cap:	0.00	0.15	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.61	0.00	0.18
Uniform Del:	0.0	5.1	0.0	0.0	7.5	0.0	0.0	0.0	0.0	20.0	0.0	17.4
IncrcmntDel:	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	2.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.2	0.0	0.0	8.4	0.0	0.0	0.0	0.0	22.1	0.0	17.6
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:	0.0	5.2	0.0	0.0	8.4	0.0	0.0	0.0	0.0	22.1	0.0	17.6
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	B
HCM2kAvgQ:	0	2	0	0	9	0	0	0	0	7	0	2

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	234	604	148	312	821	339	201	797	77	122	369	187
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:	234	604	148	312	821	339	201	797	77	122	369	187
Added Vol:	0	104	0	0	108	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	708	148	312	929	339	201	797	77	122	369	187
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:	234	708	148	312	929	339	201	797	77	122	369	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	708	148	312	929	339	201	797	77	122	369	187
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
Final Volume:	234	708	148	312	929	339	201	797	77	122	369	187

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.63	0.37	1.00	2.86	1.14	1.00	1.81	0.19	1.00	1.29	0.71
Final Sat.:	3150	3097	647	1750	5443	1986	1750	3439	332	1750	2451	1242

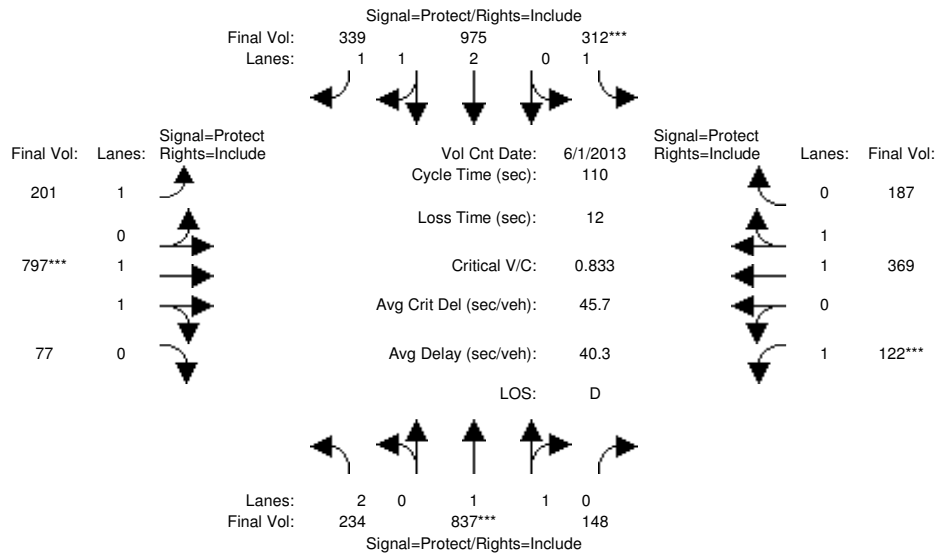
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.18	0.17	0.17	0.11	0.23	0.23	0.07	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	17.1	31.6	31.6	24.7	39.2	39.2	18.0	32.1	32.1	9.6	23.7	23.7
Volume/Cap:	0.48	0.80	0.80	0.80	0.48	0.48	0.70	0.80	0.80	0.80	0.70	0.70
Delay/Veh:	43.1	40.4	40.4	51.0	27.6	27.6	50.9	40.0	40.0	73.5	42.7	42.7
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:	43.1	40.4	40.4	51.0	27.6	27.6	50.9	40.0	40.0	73.5	42.7	42.7
LOS by Move:	D	D	D	D-	C	C	D	D	D	E	D	D
HCM2kAvgQ:	4	13	13	13	9	9	8	16	16	6	10	10

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<																	
Base Vol:	234	604	148	312	821	339	201	797	77	122	369	187										
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	604	148	312	821	339	201	797	77	122	369	187										
Added Vol:	0	233	0	0	154	0	0	0	0	0	0	0										
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0										
Initial Fut:	234	837	148	312	975	339	201	797	77	122	369	187										
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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	837	148	312	975	339	201	797	77	122	369	187										
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0										
Reduced Vol:	234	837	148	312	975	339	201	797	77	122	369	187										
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	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	837	148	312	975	339	201	797	77	122	369	187										

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.68	0.32	1.00	2.90	1.10	1.00	1.81	0.19	1.00	1.29	0.71
Final Sat.:	3150	3188	564	1750	5517	1918	1750	3439	332	1750	2451	1242

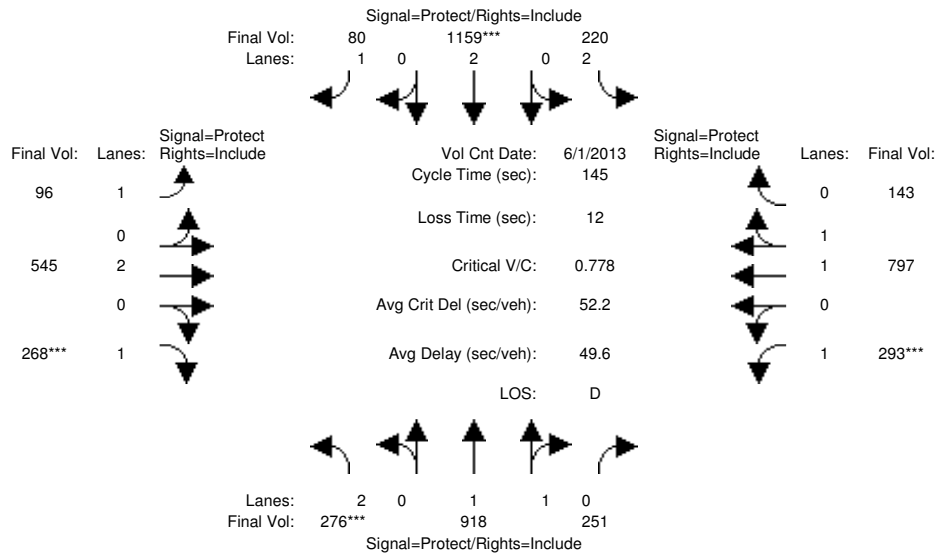
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.18	0.18	0.18	0.11	0.23	0.23	0.07	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.2	34.7	34.7	23.5	41.0	41.0	17.2	30.6	30.6	9.2	22.6	22.6
Volume/Cap:	0.47	0.83	0.83	0.83	0.47	0.47	0.73	0.83	0.83	0.83	0.73	0.73
Uniform Del:	42.3	35.0	35.0	41.4	26.3	26.3	44.2	37.3	37.3	49.6	40.9	40.9
IncrcmntDel:	0.7	5.2	5.2	14.7	0.1	0.1	9.8	5.8	5.8	31.7	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.0	40.2	40.2	56.1	26.4	26.4	54.0	43.1	43.1	81.3	44.6	44.6
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:	43.0	40.2	40.2	56.1	26.4	26.4	54.0	43.1	43.1	81.3	44.6	44.6
LOS by Move:	D	D	D	E+	C	C	D-	D	D	F	D	D
HCM2kAvgQ:	4	15	15	13	9	9	9	16	16	7	11	11

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	276	814	248	220	1051	80	96	545	268	291	792	143
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:	276	814	248	220	1051	80	96	545	268	291	792	143
Added Vol:	0	104	3	0	108	0	0	0	0	2	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	918	251	220	1159	80	96	545	268	293	797	143
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:	276	918	251	220	1159	80	96	545	268	293	797	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	918	251	220	1159	80	96	545	268	293	797	143
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:	276	918	251	220	1159	80	96	545	268	293	797	143

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.54	0.46	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	3150	2930	801	3150	3800	1750	1750	3800	1750	1750	3180	571

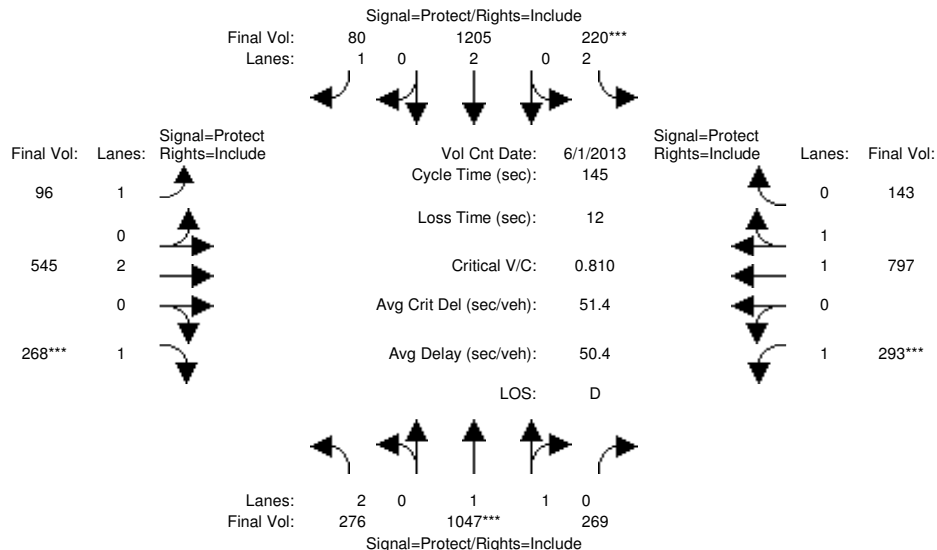
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.31	0.07	0.31	0.05	0.05	0.14	0.15	0.17	0.25	0.25
Crit Moves:	****			****					****	****		
Green Time:	16.3	59.9	59.9	13.3	56.9	56.9	10.7	28.6	28.6	31.2	49.0	49.0
Volume/Cap:	0.78	0.76	0.76	0.76	0.78	0.12	0.74	0.73	0.78	0.78	0.74	0.74
Delay/Veh:	73.0	38.6	38.6	75.3	41.2	28.1	86.0	58.2	65.9	63.5	44.7	44.7
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:	73.0	38.6	38.6	75.3	41.2	28.1	86.0	58.2	65.9	63.5	44.7	44.7
LOS by Move:	E	D+	D+	E-	D	C	F	E+	E	E	D	D
HCM2kAvgQ:	9	23	23	6	23	2	6	13	14	15	19	19

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	276	814	248	220	1051	80	96	545	268	291	792	143
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:	276	814	248	220	1051	80	96	545	268	291	792	143
Added Vol:	0	233	21	0	154	0	0	0	0	2	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	1047	269	220	1205	80	96	545	268	293	797	143
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:	276	1047	269	220	1205	80	96	545	268	293	797	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	1047	269	220	1205	80	96	545	268	293	797	143
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:	276	1047	269	220	1205	80	96	545	268	293	797	143

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.56	0.44	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	3150	2971	763	3150	3800	1750	1750	3800	1750	1750	3180	571

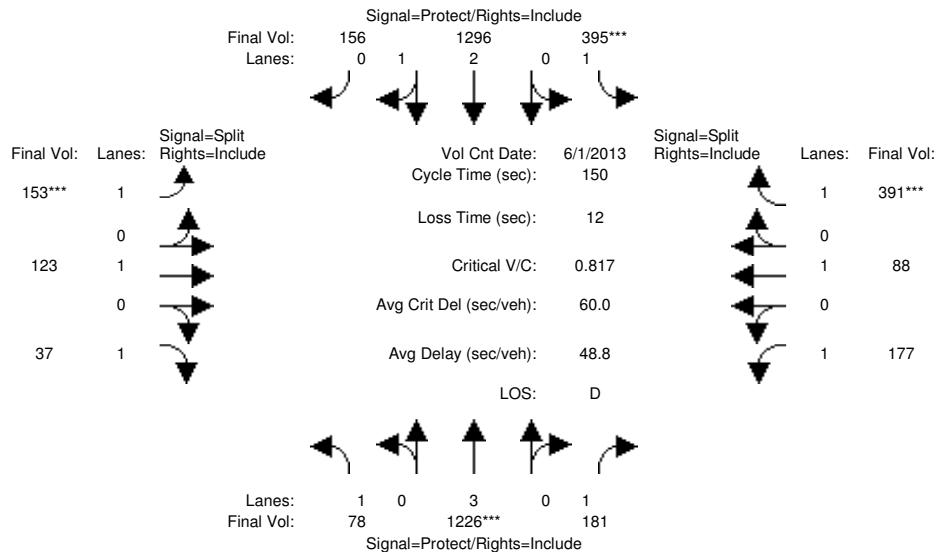
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.35	0.07	0.32	0.05	0.05	0.14	0.15	0.17	0.25	0.25
Crit Moves:	****			****					****	****		
Green Time:	16.4	63.1	63.1	12.5	59.2	59.2	10.3	27.4	27.4	30.0	47.1	47.1
Volume/Cap:	0.78	0.81	0.81	0.81	0.78	0.11	0.77	0.76	0.81	0.81	0.77	0.77
Uniform Del:	62.5	35.7	35.7	65.1	37.1	26.6	66.2	55.7	56.3	54.8	44.1	44.1
IncrcmntDel:	10.3	3.2	3.2	16.5	2.5	0.1	25.1	4.7	13.9	12.8	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.8	38.9	38.9	81.5	39.7	26.6	91.3	60.3	70.2	67.6	47.2	47.2
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:	72.8	38.9	38.9	81.5	39.7	26.6	91.3	60.3	70.2	67.6	47.2	47.2
LOS by Move:	E	D+	D+	F	D	C	F	E	E	E	D	D
HCM2kAvgQ:	9	27	27	6	23	2	6	13	14	15	20	20

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California 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:	1 Jun 2013	<<											
Base Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389				
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:	70	1027	155	394	1091	155	151	123	22	135	88	389				
Added Vol:	8	199	26	1	205	1	2	0	15	42	0	2				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	78	1226	181	395	1296	156	153	123	37	177	88	391				
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:	78	1226	181	395	1296	156	153	123	37	177	88	391				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	78	1226	181	395	1296	156	153	123	37	177	88	391				
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				
Final Volume:	78	1226	181	395	1296	156	153	123	37	177	88	391				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.65	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5041	607	1750	1900	1750	1750	1900	1750

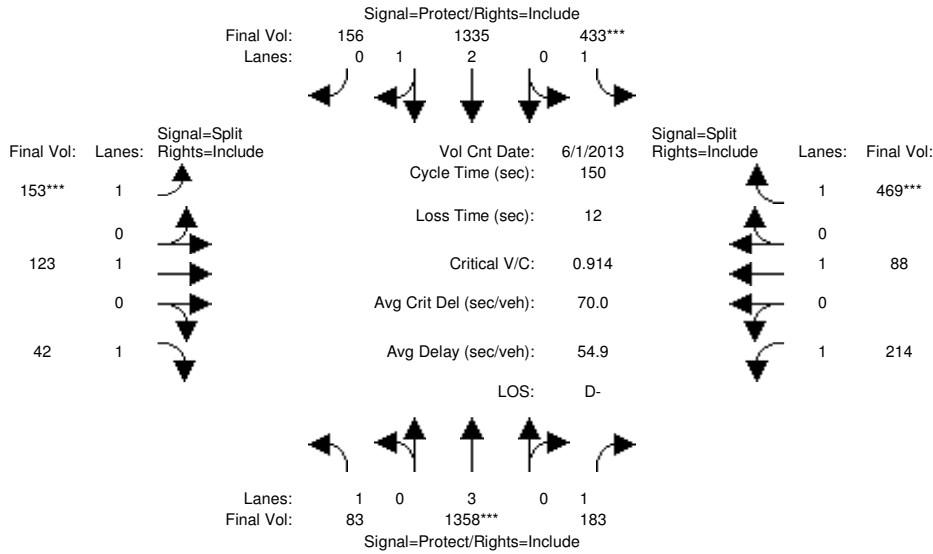
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.10	0.23	0.26	0.26	0.09	0.06	0.02	0.10	0.05	0.22
Crit Moves:	****			****			****					
Green Time:	12.4	39.5	39.5	41.4	68.5	68.5	16.1	16.1	16.1	41.0	41.0	41.0
Volume/Cap:	0.54	0.82	0.39	0.82	0.56	0.56	0.82	0.60	0.20	0.37	0.17	0.82
Delay/Veh:	70.0	55.5	46.0	61.2	30.1	30.1	89.1	69.1	61.6	44.5	41.7	61.5
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:	70.0	55.5	46.0	61.2	30.1	30.1	89.1	69.1	61.6	44.5	41.7	61.5
LOS by Move:	E	E+	D	E	C	C	F	E	E	D	D	E
HCM2kAvgQ:	4	19	7	20	16	16	10	6	2	7	3	20

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California St					
	North Bound			South Bound			East Bound			West Bound		
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:	1 Jun 2013	<<											
Base Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389				
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:	70	1027	155	394	1091	155	151	123	22	135	88	389				
Added Vol:	13	331	28	39	244	1	2	0	20	79	0	80				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	83	1358	183	433	1335	156	153	123	42	214	88	469				
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:	83	1358	183	433	1335	156	153	123	42	214	88	469				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	83	1358	183	433	1335	156	153	123	42	214	88	469				
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				
Final Volume:	83	1358	183	433	1335	156	153	123	42	214	88	469				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5058	591	1750	1900	1750	1750	1900	1750

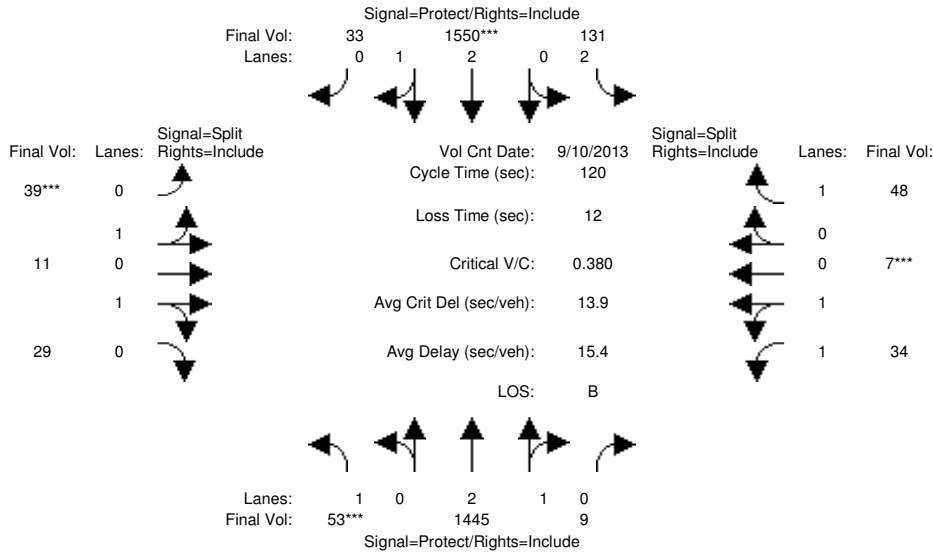
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.10	0.25	0.26	0.26	0.09	0.06	0.02	0.12	0.05	0.27
Crit Moves:	****			****			****			****		
Green Time:	12.1	39.1	39.1	40.6	67.5	67.5	14.3	14.3	14.3	44.0	44.0	44.0
Volume/Cap:	0.59	0.91	0.40	0.91	0.59	0.59	0.91	0.68	0.25	0.42	0.16	0.91
Uniform Del:	66.5	53.8	45.8	53.0	30.8	30.8	67.2	65.6	62.8	42.7	39.3	51.2
IncramntDel:	6.2	9.0	0.6	22.2	0.4	0.4	45.4	9.8	0.8	0.6	0.1	20.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.7	62.9	46.4	75.2	31.1	31.1	112.7	75.4	63.6	43.2	39.4	72.1
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:	72.7	62.9	46.4	75.2	31.1	31.1	112.7	75.4	63.6	43.2	39.4	72.1
LOS by Move:	E	E	D	E-	C	C	F	E-	E	D	D	E
HCM2kAvgQ:	5	24	7	24	17	17	11	7	2	9	3	26

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	53	1212	9	131	1288	33	39	11	29	34	7	48
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:	53	1212	9	131	1288	33	39	11	29	34	7	48
Added Vol:	0	233	0	0	262	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1445	9	131	1550	33	39	11	29	34	7	48
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:	53	1445	9	131	1550	33	39	11	29	34	7	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1445	9	131	1550	33	39	11	29	34	7	48
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:	53	1445	9	131	1550	33	39	11	29	34	7	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.98	0.02	2.00	2.93	0.07	1.00	0.26	0.74	1.68	0.32	1.00
Final Sat.:	1750	5662	35	3150	5571	119	1747	493	1299	2942	606	1750

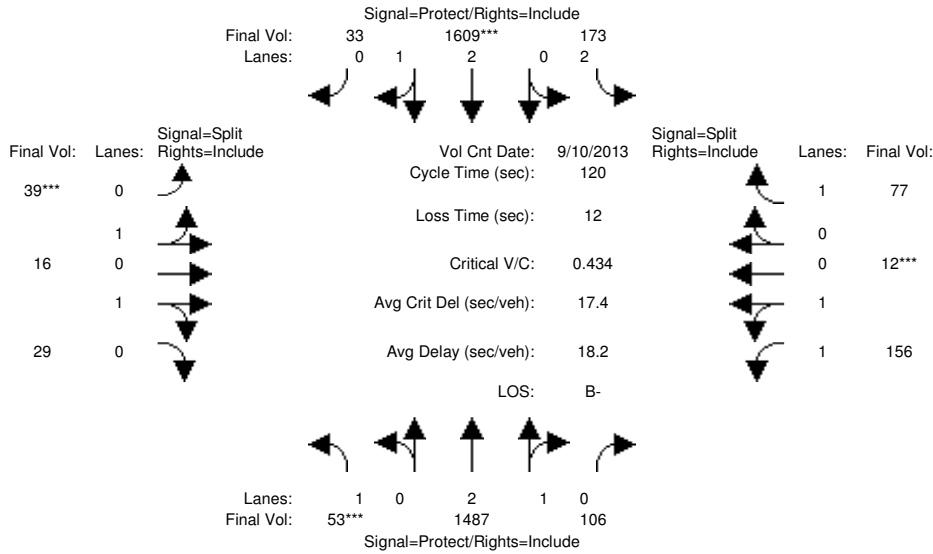
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.04	0.28	0.28	0.02	0.02	0.02	0.01	0.01	0.03
Crit Moves:	****			****			****			****		
Green Time:	8.6	71.6	71.6	16.4	79.4	79.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.42	0.43	0.43	0.30	0.42	0.42	0.27	0.27	0.27	0.14	0.14	0.33
Delay/Veh:	55.5	13.2	13.2	47.1	9.6	9.6	52.1	52.1	52.1	51.2	51.2	53.2
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:	55.5	13.2	13.2	47.1	9.6	9.6	52.1	52.1	52.1	51.2	51.2	53.2
LOS by Move:	E+	B	B	D	A	A	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	3	9	9	3	9	9	2	2	2	1	1	2

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	53	1212	9	131	1288	33	39	11	29	34	7	48				
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:	53	1212	9	131	1288	33	39	11	29	34	7	48				
Added Vol:	0	275	97	42	321	0	0	5	0	122	5	29				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	53	1487	106	173	1609	33	39	16	29	156	12	77				
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:	53	1487	106	173	1609	33	39	16	29	156	12	77				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	53	1487	106	173	1609	33	39	16	29	156	12	77				
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:	53	1487	106	173	1609	33	39	16	29	156	12	77				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.78	0.22	2.00	2.93	0.07	0.94	0.36	0.70	1.87	0.13	1.00
Final Sat.:	1750	5291	377	3150	5576	114	1650	677	1227	3268	251	1750

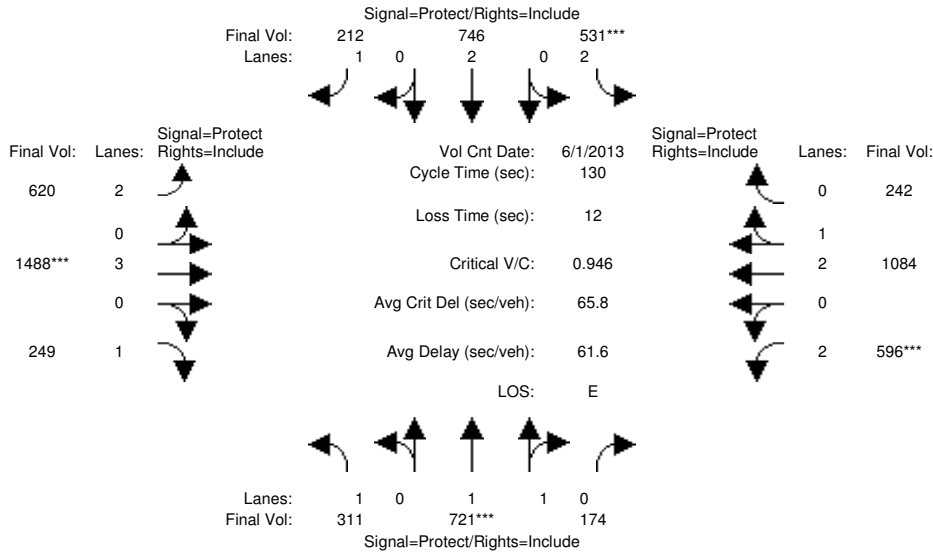
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.05	0.29	0.29	0.02	0.02	0.02	0.05	0.05	0.04
Crit Moves:	****			****			****			****		
Green Time:	8.1	70.6	70.6	14.7	77.1	77.1	10.0	10.0	10.0	12.8	12.8	12.8
Volume/Cap:	0.45	0.48	0.48	0.45	0.45	0.45	0.28	0.28	0.28	0.45	0.45	0.41
Uniform Del:	53.8	14.1	14.1	48.9	10.8	10.8	51.6	51.6	51.6	50.3	50.3	50.1
IncrcmntDel:	2.7	0.1	0.1	0.8	0.1	0.1	0.5	0.5	0.5	0.9	0.9	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.5	14.3	14.3	49.8	10.8	10.8	52.2	52.2	52.2	51.2	51.2	51.6
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:	56.5	14.3	14.3	49.8	10.8	10.8	52.2	52.2	52.2	51.2	51.2	51.6
LOS by Move:	E+	B	B	D	B+	B+	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	3	11	11	4	10	10	2	2	2	4	4	3

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	202	619	127	379	669	181	453	1329	197	442	906	201
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:	202	619	127	379	669	181	453	1329	197	442	906	201
Added Vol:	109	102	47	152	77	31	167	159	52	154	178	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	721	174	531	746	212	620	1488	249	596	1084	242
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:	311	721	174	531	746	212	620	1488	249	596	1084	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	721	174	531	746	212	620	1488	249	596	1084	242
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
Final Volume:	311	721	174	531	746	212	620	1488	249	596	1084	242

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.58	0.42	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.41	0.59
Final Sat.:	1750	3011	727	3150	3800	1750	3150	5700	1750	3150	4588	1024

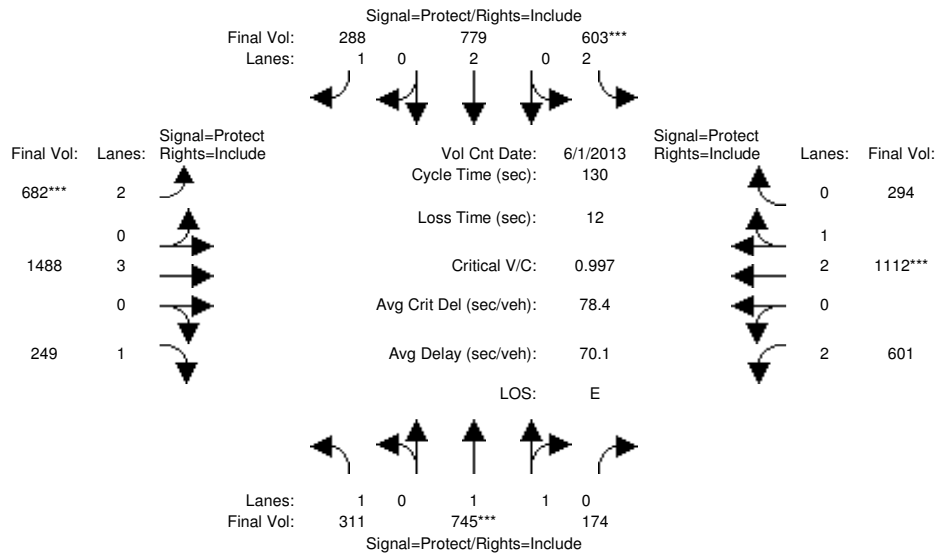
Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.24	0.17	0.20	0.12	0.20	0.26	0.14	0.19	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.7	32.9	32.9	23.2	29.4	29.4	28.1	35.9	35.9	26.0	33.8	33.8
Volume/Cap:	0.87	0.95	0.95	0.95	0.87	0.53	0.91	0.95	0.52	0.95	0.91	0.91
Delay/Veh:	69.4	65.2	65.2	77.9	57.7	45.7	65.9	58.2	40.7	74.5	55.4	55.4
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:	69.4	65.2	65.2	77.9	57.7	45.7	65.9	58.2	40.7	74.5	55.4	55.4
LOS by Move:	E	E	E	E-	E+	D	E	E+	D	E	E+	E+
HCM2kAvgQ:	16	22	22	17	17	8	18	24	9	18	21	21

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	202	619	127	379	669	181	453	1329	197	442	906	201
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:	202	619	127	379	669	181	453	1329	197	442	906	201
Added Vol:	109	126	47	224	110	107	229	159	52	159	206	93
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	745	174	603	779	288	682	1488	249	601	1112	294
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:	311	745	174	603	779	288	682	1488	249	601	1112	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	745	174	603	779	288	682	1488	249	601	1112	294
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:	311	745	174	603	779	288	682	1488	249	601	1112	294

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1750	3031	708	3150	3800	1750	3150	5700	1750	3150	4429	1171

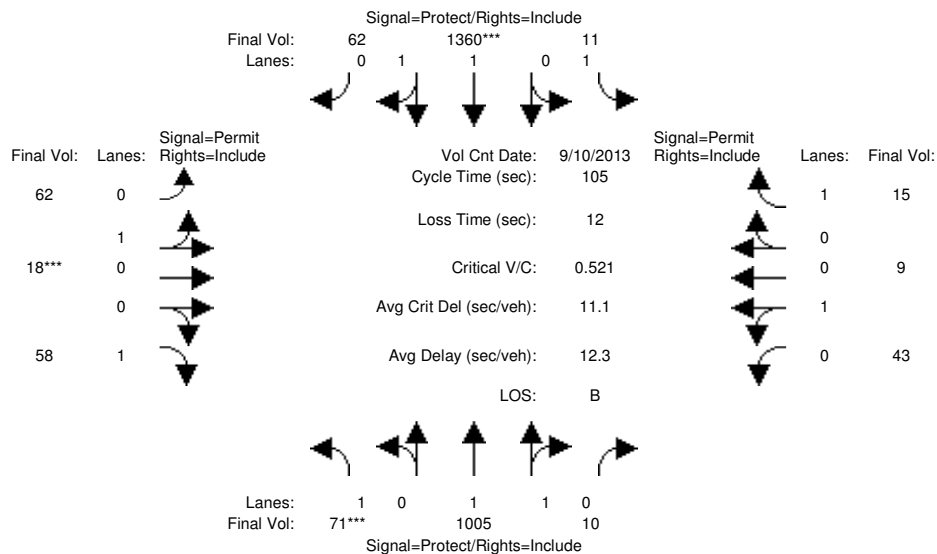
Capacity Analysis Module:	Vol/Sat:	0.18	0.25	0.25	0.19	0.21	0.16	0.22	0.26	0.14	0.19	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	26.5	32.1	32.1	25.0	30.5	30.5	28.2	35.2	35.2	25.8	32.7	32.7	
Volume/Cap:	0.87	1.00	1.00	1.00	0.87	0.70	1.00	0.96	0.53	0.96	1.00	1.00	
Uniform Del:	50.1	48.9	48.9	52.5	47.9	45.5	50.8	46.7	40.3	51.7	48.6	48.6	
IncrcmntDel:	20.3	28.8	28.8	35.7	9.4	5.3	33.6	15.0	1.1	27.0	23.2	23.2	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	70.5	77.7	77.7	88.2	57.3	50.9	84.4	61.8	41.4	78.7	71.7	71.7	
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:	70.5	77.7	77.7	88.2	57.3	50.9	84.4	61.8	41.4	78.7	71.7	71.7	
LOS by Move:	E	E-	E-	F	E+	D	F	E	D	E-	E	E	
HCM2kAvgQ:	16	24	24	20	18	12	22	24	9	19	25	25	

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	71	811	10	11	1176	62	62	18	58	43	9	15
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:	71	811	10	11	1176	62	62	18	58	43	9	15
Added Vol:	0	194	0	0	184	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1005	10	11	1360	62	62	18	58	43	9	15
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:	71	1005	10	11	1360	62	62	18	58	43	9	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1005	10	11	1360	62	62	18	58	43	9	15
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:	71	1005	10	11	1360	62	62	18	58	43	9	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.91	0.09	0.79	0.21	1.00	0.84	0.16	1.00
Final Sat.:	1750	3759	37	1750	3621	165	1381	401	1750	1467	307	1750

Capacity Analysis Module:

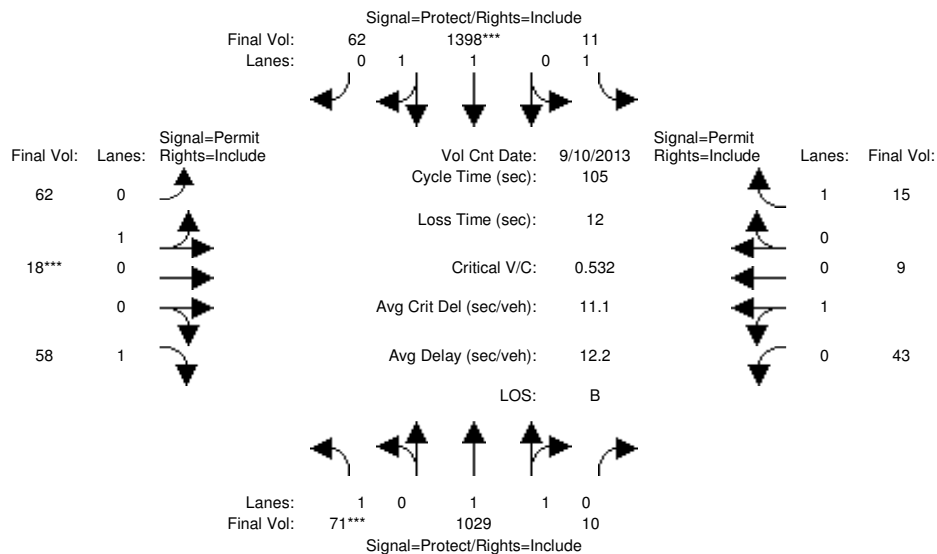
Vol/Sat:	0.04	0.27	0.27	0.01	0.38	0.38	0.04	0.04	0.03	0.03	0.03	0.01
Crit Moves:	****			****			****					
Green Time:	8.1	66.4	66.4	16.6	74.9	74.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.53	0.42	0.42	0.04	0.53	0.53	0.47	0.47	0.35	0.31	0.31	0.09
Delay/Veh:	50.4	9.8	9.8	37.5	7.1	7.1	47.1	47.1	45.7	45.3	45.3	43.6
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:	50.4	9.8	9.8	37.5	7.1	7.1	47.1	47.1	45.7	45.3	45.3	43.6
LOS by Move:	D	A	A	D+	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	0	11	11	3	3	2	2	2	1

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	71	811	10	11	1176	62	62	18	58	43	9	15
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:	71	811	10	11	1176	62	62	18	58	43	9	15
Added Vol:	0	218	0	0	222	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1029	10	11	1398	62	62	18	58	43	9	15
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:	71	1029	10	11	1398	62	62	18	58	43	9	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1029	10	11	1398	62	62	18	58	43	9	15
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:	71	1029	10	11	1398	62	62	18	58	43	9	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.91	0.09	0.79	0.21	1.00	0.84	0.16	1.00
Final Sat.:	1750	3760	37	1750	3625	161	1381	401	1750	1467	307	1750

Capacity Analysis Module:

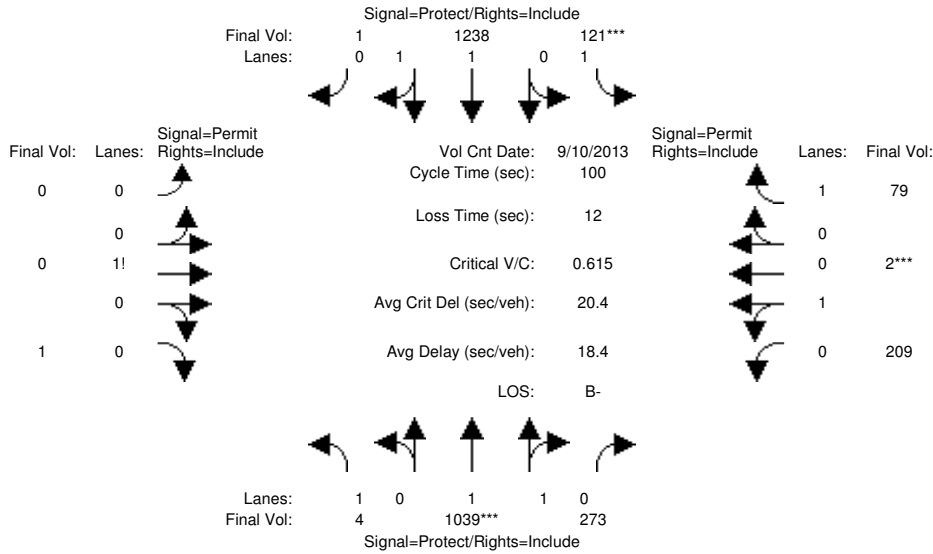
Vol/Sat:	0.04	0.27	0.27	0.01	0.39	0.39	0.04	0.04	0.03	0.03	0.03	0.01
Crit Moves:	****			****			****					
Green Time:	7.9	66.7	66.7	16.3	75.1	75.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.54	0.43	0.43	0.04	0.54	0.54	0.47	0.47	0.35	0.31	0.31	0.09
Uniform Del:	46.8	9.6	9.6	37.7	6.9	6.9	45.0	45.0	44.4	44.3	44.3	43.3
IncrcmntDel:	4.4	0.1	0.1	0.1	0.2	0.2	2.1	2.1	1.3	1.0	1.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.2	9.7	9.7	37.8	7.1	7.1	47.1	47.1	45.7	45.3	45.3	43.6
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:	51.2	9.7	9.7	37.8	7.1	7.1	47.1	47.1	45.7	45.3	45.3	43.6
LOS by Move:	D-	A	A	D+	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	8	8	0	11	11	3	3	2	2	2	1

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	4	845	234	121	1054	1	0	0	1	171	2	79
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	845	234	121	1054	1	0	0	1	171	2	79
Added Vol:	0	194	39	0	184	0	0	0	0	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1039	273	121	1238	1	0	0	1	209	2	79
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	1039	273	121	1238	1	0	0	1	209	2	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1039	273	121	1238	1	0	0	1	209	2	79
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
Final Volume:	4	1039	273	121	1238	1	0	0	1	209	2	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.56	0.44	1.00	1.99	0.01	0.00	0.00	1.00	0.99	0.01	1.00
Final Sat.:	1750	2957	777	1750	3797	3	0	0	1750	1735	17	1750

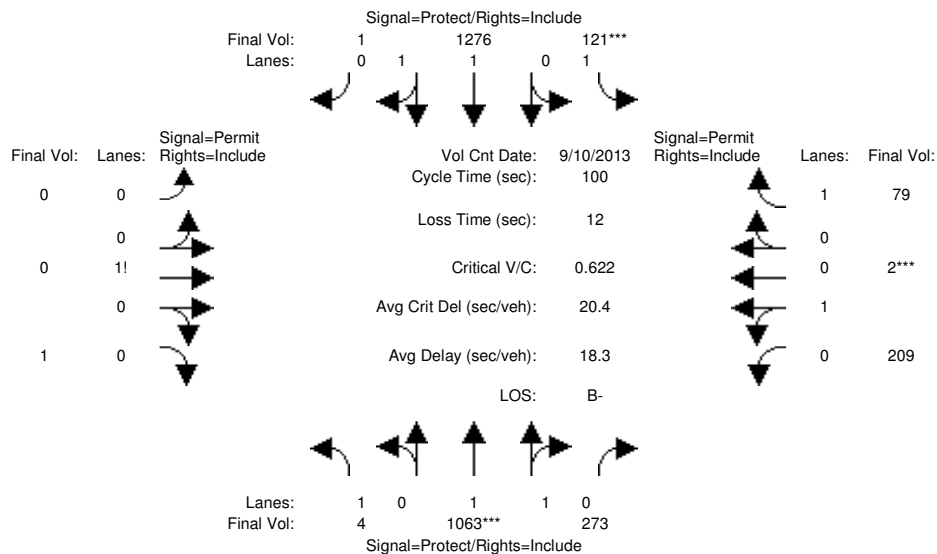
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.07	0.33	0.33	0.00	0.00	0.00	0.12	0.12	0.05
Crit Moves:	****			****						****		
Green Time:	12.1	57.2	57.2	11.2	56.3	56.3	0.0	0.0	19.6	19.6	19.6	19.6
Volume/Cap:	0.02	0.61	0.61	0.61	0.58	0.58	0.00	0.00	0.00	0.61	0.61	0.23
Delay/Veh:	38.8	14.7	14.7	48.0	14.6	14.6	0.0	0.0	32.3	40.1	40.1	34.2
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:	38.8	14.7	14.7	48.0	14.6	14.6	0.0	0.0	32.3	40.1	40.1	34.2
LOS by Move:	D+	B	B	D	B	B	A	A	C-	D	D	C-
HCM2kAvgQ:	0	14	14	4	12	12	0	0	0	7	7	2

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	4	845	234	121	1054	1	0	0	1	171	2	79
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	845	234	121	1054	1	0	0	1	171	2	79
Added Vol:	0	218	39	0	222	0	0	0	0	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1063	273	121	1276	1	0	0	1	209	2	79
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	1063	273	121	1276	1	0	0	1	209	2	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1063	273	121	1276	1	0	0	1	209	2	79
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:	4	1063	273	121	1276	1	0	0	1	209	2	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.56	0.44	1.00	1.99	0.01	0.00	0.00	1.00	0.99	0.01	1.00
Final Sat.:	1750	2971	763	1750	3797	3	0	0	1750	1735	17	1750

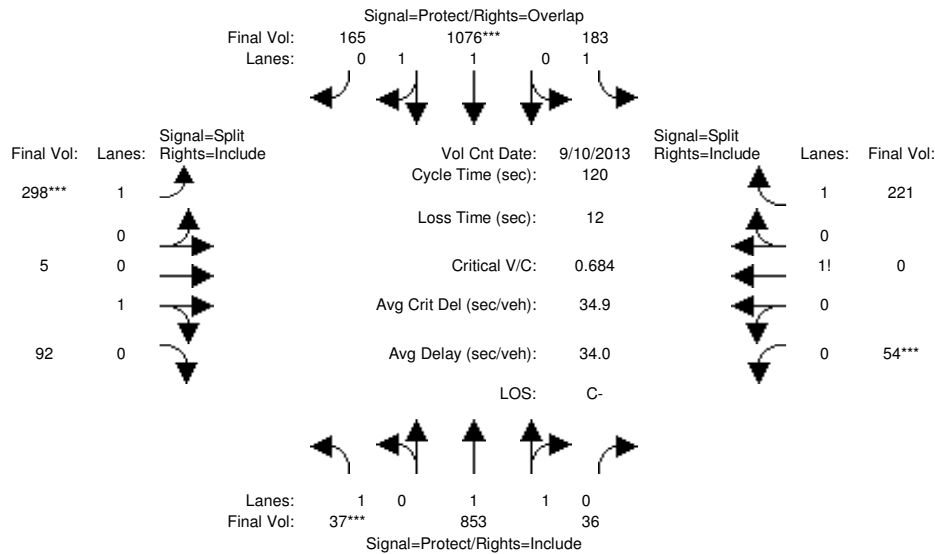
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.07	0.34	0.34	0.00	0.00	0.00	0.12	0.12	0.05
Crit Moves:	****			****						****		
Green Time:	11.8	57.5	57.5	11.1	56.8	56.8	0.0	0.0	19.4	19.4	19.4	19.4
Volume/Cap:	0.02	0.62	0.62	0.62	0.59	0.59	0.00	0.00	0.00	0.62	0.62	0.23
Uniform Del:	39.0	14.1	14.1	42.4	14.1	14.1	0.0	0.0	32.5	37.0	37.0	34.0
IncrcmntDel:	0.0	0.6	0.6	6.1	0.4	0.4	0.0	0.0	0.0	3.6	3.6	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.0	14.6	14.6	48.5	14.5	14.5	0.0	0.0	32.5	40.5	40.5	34.4
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:	39.0	14.6	14.6	48.5	14.5	14.5	0.0	0.0	32.5	40.5	40.5	34.4
LOS by Move:	D+	B	B	D	B	B	A	A	C-	D	D	C-
HCM2kAvgQ:	0	14	14	4	12	12	0	0	0	7	7	2

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	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:	10 Sep 2013	<<							
Base Vol:	37	595	36	183	834	165	298	5	92	54	0	221
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:	37	595	36	183	834	165	298	5	92	54	0	221
Added Vol:	0	258	0	0	242	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	853	36	183	1076	165	298	5	92	54	0	221
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:	37	853	36	183	1076	165	298	5	92	54	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	853	36	183	1076	165	298	5	92	54	0	221
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:	37	853	36	183	1076	165	298	5	92	54	0	221

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.71	0.29	1.00	0.05	0.95	0.33	0.00	1.67
Final Sat.:	1750	3634	153	1750	3258	500	1750	91	1667	574	0	2926

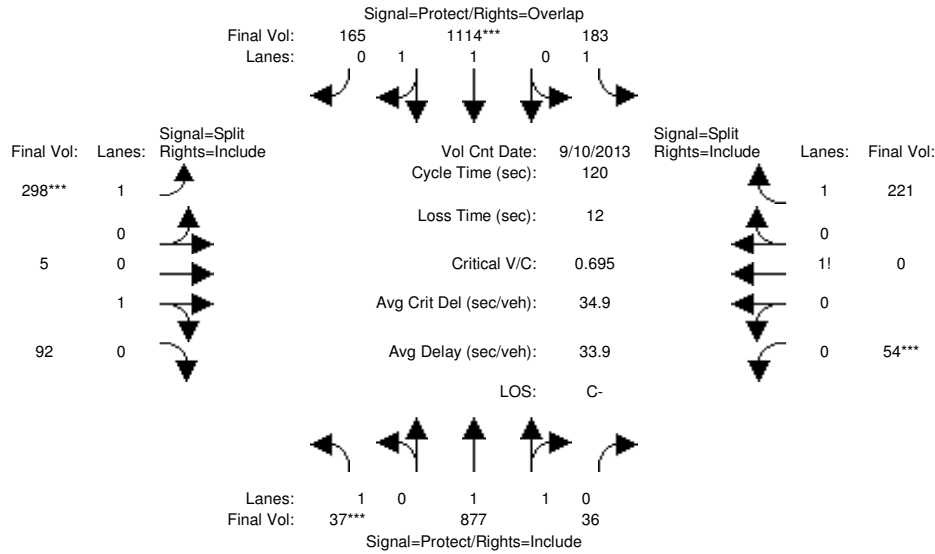
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.10	0.33	0.33	0.17	0.06	0.06	0.09	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.7	43.7	19.4	56.1	85.0	28.9	28.9	28.9	16.0	0.0	16.0
Volume/Cap:	0.36	0.65	0.65	0.65	0.71	0.47	0.71	0.23	0.23	0.71	0.00	0.57
Delay/Veh:	56.5	32.8	32.8	52.1	26.7	7.7	47.1	36.9	36.9	55.6	0.0	50.4
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:	56.5	32.8	32.8	52.1	26.7	7.7	47.1	36.9	36.9	55.6	0.0	50.4
LOS by Move:	E+	C-	C-	D-	C	A	D	D+	D+	E+	A	D
HCM2kAvgQ:	2	14	14	8	19	10	12	3	3	8	0	6

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	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:	10 Sep 2013	<<							
Base Vol:	37	595	36	183	834	165	298	5	92	54	0	221
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:	37	595	36	183	834	165	298	5	92	54	0	221
Added Vol:	0	282	0	0	280	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	877	36	183	1114	165	298	5	92	54	0	221
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:	37	877	36	183	1114	165	298	5	92	54	0	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	877	36	183	1114	165	298	5	92	54	0	221
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:	37	877	36	183	1114	165	298	5	92	54	0	221

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.72	0.28	1.00	0.05	0.95	0.33	0.00	1.67
Final Sat.:	1750	3638	149	1750	3274	485	1750	91	1667	574	0	2926

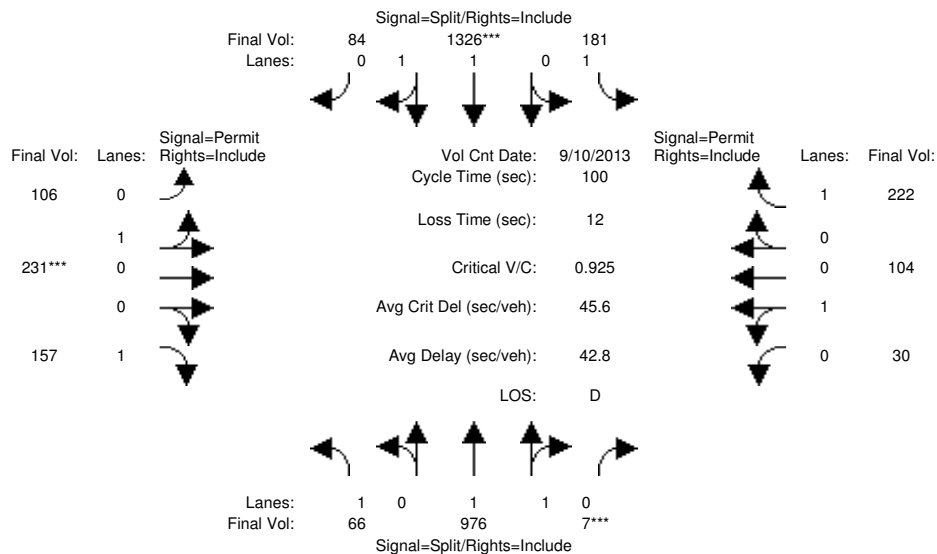
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.24	0.10	0.34	0.34	0.17	0.06	0.06	0.09	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	44.5	44.5	19.3	56.8	85.3	28.4	28.4	28.4	15.7	0.0	15.7
Volume/Cap:	0.36	0.65	0.65	0.65	0.72	0.48	0.72	0.23	0.23	0.72	0.00	0.58
Uniform Del:	54.4	31.3	31.3	47.2	25.2	7.6	42.1	37.0	37.0	50.0	0.0	49.0
IncrcmntDel:	2.2	1.1	1.1	5.3	1.4	0.1	6.0	0.3	0.3	6.5	0.0	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	56.5	32.4	32.4	52.4	26.6	7.7	48.1	37.3	37.3	56.5	0.0	50.8
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:	56.5	32.4	32.4	52.4	26.6	7.7	48.1	37.3	37.3	56.5	0.0	50.8
LOS by Move:	E+	C-	C-	D-	C	A	D	D+	D+	E+	A	D
HCM2kAvgQ:	2	14	14	8	20	10	12	3	3	8	0	6

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	66	440	7	104	793	7	30	231	157	30	104	146
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:	66	440	7	104	793	7	30	231	157	30	104	146
Added Vol:	0	536	0	77	533	77	76	0	0	0	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	976	7	181	1326	84	106	231	157	30	104	222
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:	66	976	7	181	1326	84	106	231	157	30	104	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	976	7	181	1326	84	106	231	157	30	104	222
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:	66	976	7	181	1326	84	106	231	157	30	104	222

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.87	0.13	0.33	0.67	1.00	0.24	0.76	1.00
Final Sat.:	1750	3771	27	1750	3555	225	582	1268	1750	417	1447	1750

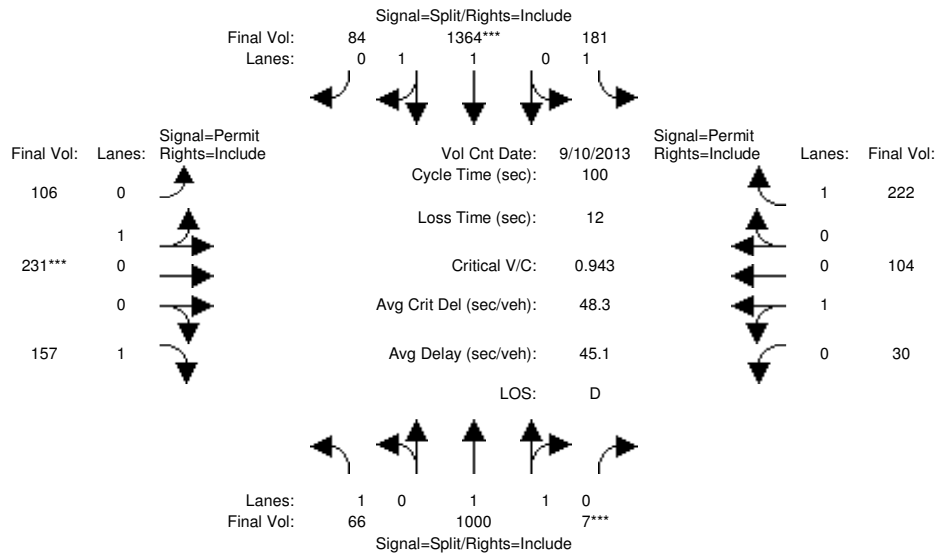
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.10	0.37	0.37	0.18	0.18	0.09	0.07	0.07	0.13
Crit Moves:			****		****			****				
Green Time:	28.0	28.0	28.0	40.3	40.3	40.3	19.7	19.7	19.7	19.7	19.7	19.7
Volume/Cap:	0.13	0.92	0.92	0.26	0.92	0.92	0.92	0.92	0.46	0.36	0.36	0.64
Delay/Veh:	27.1	48.2	48.2	20.1	38.3	38.3	68.3	68.3	36.4	35.4	35.4	41.1
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:	27.1	48.2	48.2	20.1	38.3	38.3	68.3	68.3	36.4	35.4	35.4	41.1
LOS by Move:	C	D	D	C+	D+	D+	E	E	D+	D+	D+	D
HCM2kAvgQ:	2	19	19	4	25	25	14	14	5	4	4	8

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	66	440	7	104	793	7	30	231	157	30	104	146
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:	66	440	7	104	793	7	30	231	157	30	104	146
Added Vol:	0	560	0	77	571	77	76	0	0	0	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1000	7	181	1364	84	106	231	157	30	104	222
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:	66	1000	7	181	1364	84	106	231	157	30	104	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1000	7	181	1364	84	106	231	157	30	104	222
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:	66	1000	7	181	1364	84	106	231	157	30	104	222

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.87	0.13	0.33	0.67	1.00	0.24	0.76	1.00
Final Sat.:	1750	3771	26	1750	3562	219	582	1268	1750	417	1447	1750

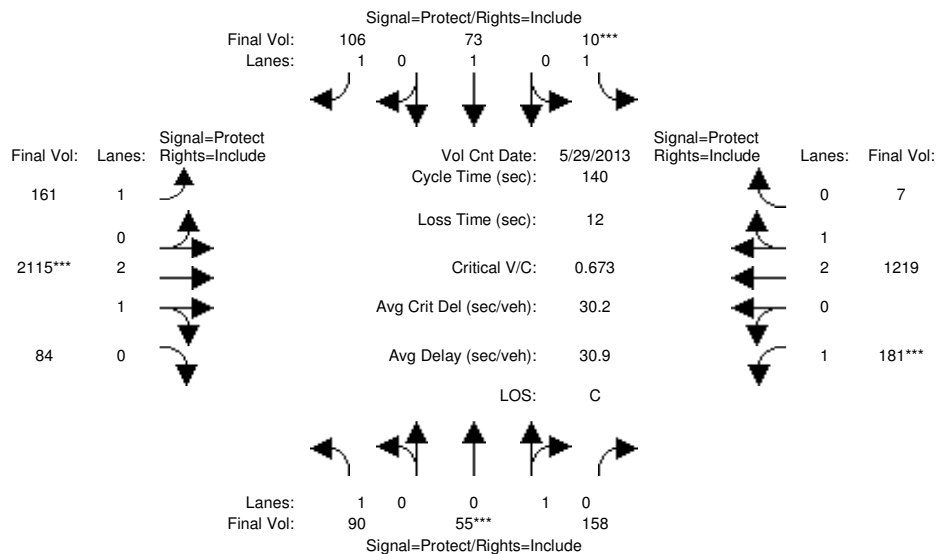
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.10	0.38	0.38	0.18	0.18	0.09	0.07	0.07	0.13
Crit Moves:			****		****			****				
Green Time:	28.1	28.1	28.1	40.6	40.6	40.6	19.3	19.3	19.3	19.3	19.3	19.3
Volume/Cap:	0.13	0.94	0.94	0.25	0.94	0.94	0.94	0.94	0.46	0.37	0.37	0.66
Uniform Del:	26.9	35.2	35.2	19.7	28.6	28.6	39.8	39.8	35.8	35.1	35.1	37.3
IncrcmntDel:	0.1	15.8	15.8	0.2	12.1	12.1	33.2	33.2	1.0	0.7	0.7	4.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.0	51.0	51.0	19.9	40.7	40.7	73.0	73.0	36.8	35.7	35.7	42.0
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:	27.0	51.0	51.0	19.9	40.7	40.7	73.0	73.0	36.8	35.7	35.7	42.0
LOS by Move:	C	D	D	B-	D	D	E	E	D+	D+	D+	D
HCM2kAvgQ:	2	20	20	4	27	27	15	15	5	4	4	8

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm						
Base Vol:	62	55	54	10	73	106	161	1949	56	74	1055	7
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:	62	55	54	10	73	106	161	1949	56	74	1055	7
Added Vol:	28	0	104	0	0	0	0	166	28	107	164	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	55	158	10	73	106	161	2115	84	181	1219	7
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:	90	55	158	10	73	106	161	2115	84	181	1219	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	55	158	10	73	106	161	2115	84	181	1219	7
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:	90	55	158	10	73	106	161	2115	84	181	1219	7

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	1.00	1.00	1.00	1.00	2.88	0.12	1.00	2.98	0.02
Final Sat.:	1750	461	1325	1750	1900	1750	1750	5464	217	1750	5665	33

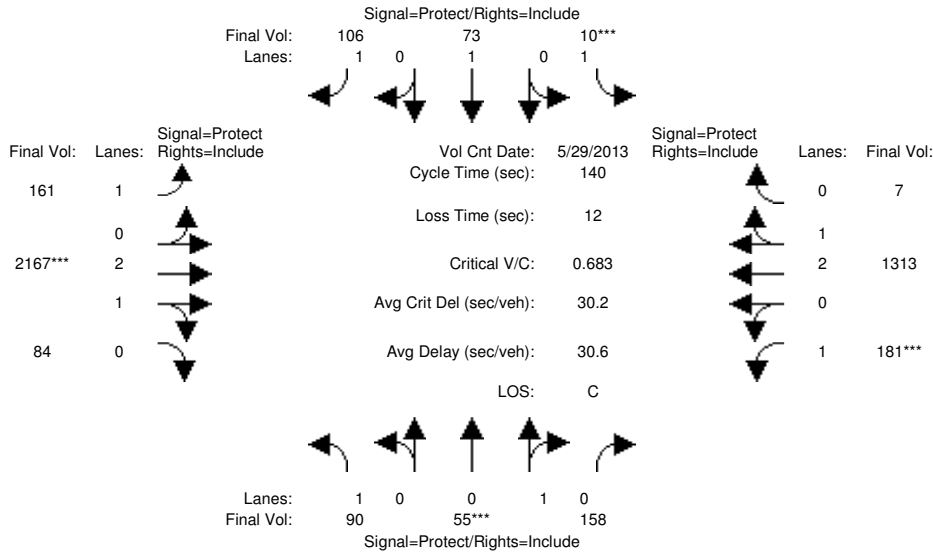
Capacity Analysis Module:	Vol/Sat:	0.05	0.12	0.12	0.01	0.04	0.06	0.09	0.39	0.39	0.10	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.8	23.7	23.7	7.0	17.8	17.8	29.2	76.8	76.8	20.5	68.2	68.2	68.2
Volume/Cap:	0.56	0.71	0.71	0.11	0.30	0.48	0.44	0.71	0.71	0.71	0.44	0.44	0.44
Delay/Veh:	65.3	62.3	62.3	64.1	56.1	58.3	49.2	24.0	24.0	65.5	23.6	23.6	23.6
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	1.00
AdjDel/Veh:	65.3	62.3	62.3	64.1	56.1	58.3	49.2	24.0	24.0	65.5	23.6	23.6	23.6
LOS by Move:	E	E	E	E	E+	E+	D	C	C	E	C	C	C
HCM2kAvgQ:	5	10	10	1	3	5	7	23	23	8	11	11	11

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm						
Base Vol:	62	55	54	10	73	106	161	1949	56	74	1055	7
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:	62	55	54	10	73	106	161	1949	56	74	1055	7
Added Vol:	28	0	104	0	0	0	0	218	28	107	258	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	55	158	10	73	106	161	2167	84	181	1313	7
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:	90	55	158	10	73	106	161	2167	84	181	1313	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	55	158	10	73	106	161	2167	84	181	1313	7
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:	90	55	158	10	73	106	161	2167	84	181	1313	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.24	0.76	1.00	1.00	1.00	1.00	2.88	0.12	1.00	2.98	0.02
Final Sat.:	1750	461	1325	1750	1900	1750	1750	5470	212	1750	5667	30

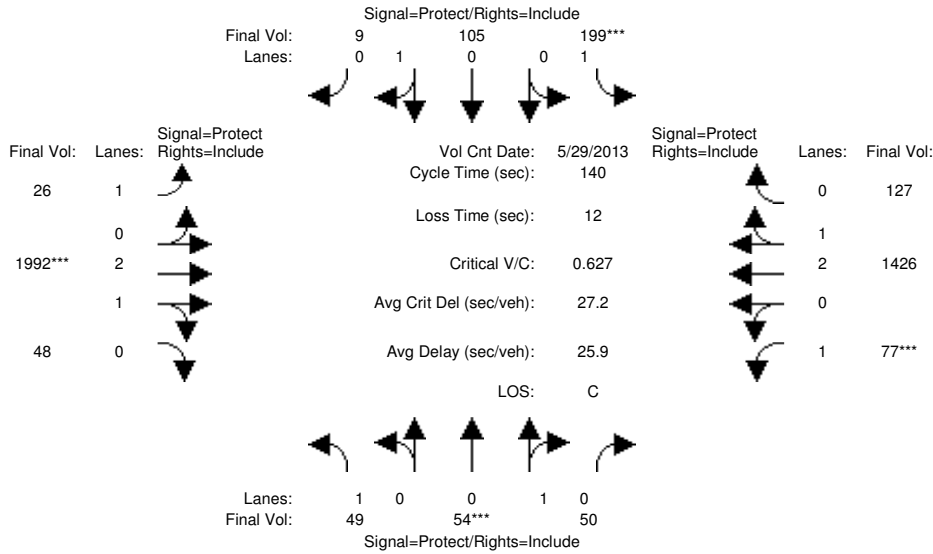
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.01	0.04	0.06	0.09	0.40	0.40	0.10	0.23	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.7	23.3	23.3	7.0	17.6	17.6	27.8	77.5	77.5	20.2	69.9	69.9
Volume/Cap:	0.57	0.72	0.72	0.11	0.31	0.48	0.46	0.72	0.72	0.72	0.46	0.46
Uniform Del:	61.0	55.2	55.2	63.5	55.6	56.9	49.5	23.1	23.1	57.1	22.8	22.8
IncrcmntDel:	4.8	8.1	8.1	0.6	0.7	1.7	1.0	0.8	0.8	9.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.8	63.3	63.3	64.1	56.3	58.6	50.5	23.9	23.9	66.6	22.9	22.9
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:	65.8	63.3	63.3	64.1	56.3	58.6	50.5	23.9	23.9	66.6	22.9	22.9
LOS by Move:	E	E	E	E	E+	E+	D	C	C	E	C+	C+
HCM2kAvgQ:	5	10	10	1	3	5	7	24	24	8	12	12

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm
Base Vol:	49	54	50	199	105	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	54	50	199	105	9
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	49	54	50	199	105	9
User Adj:	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
PHF Volume:	49	54	50	199	105	9
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	49	54	50	199	105	9
PCE Adj:	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
FinalVolume:	49	54	50	199	105	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.50	0.50	1.00	0.91	0.09	1.00	2.92	0.08	1.00	2.74	0.26
Final Sat.:	1750	947	877	1750	1738	149	1750	5555	134	1750	5197	463

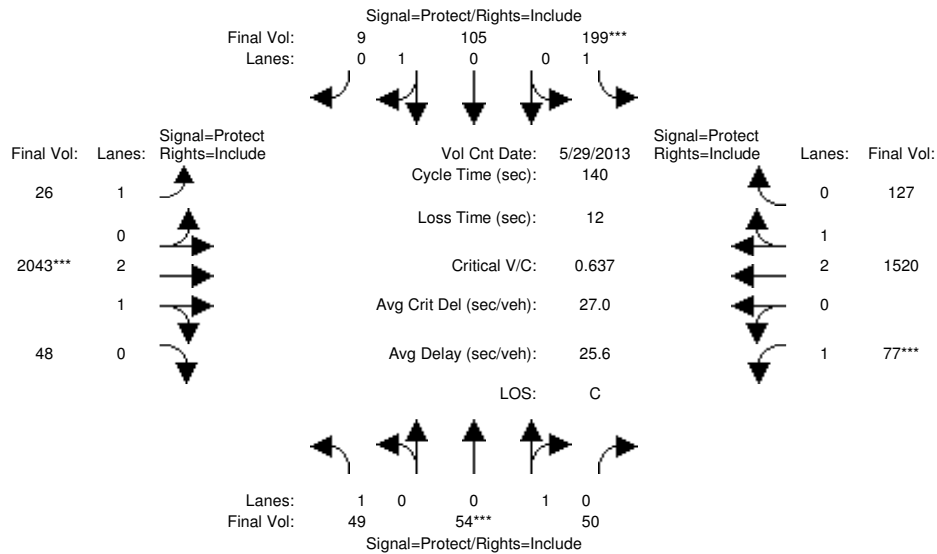
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.11	0.06	0.06	0.01	0.36	0.36	0.04	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.7	12.7	12.7	25.4	22.4	22.4	13.9	80.1	80.1	9.8	76.0	76.0
Volume/Cap:	0.25	0.63	0.63	0.63	0.38	0.38	0.15	0.63	0.63	0.63	0.51	0.51
Delay/Veh:	57.4	68.7	68.7	56.9	53.3	53.3	58.1	20.4	20.4	73.2	20.3	20.3
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:	57.4	68.7	68.7	56.9	53.3	53.3	58.1	20.4	20.4	73.2	20.3	20.3
LOS by Move:	E+	E	E	E+	D-	D-	E+	C+	C+	E	C+	C+
HCM2kAvgQ:	2	5	5	9	5	5	1	19	19	3	13	13

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm
Base Vol:	49	54	50	199	105	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	54	50	199	105	9
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	49	54	50	199	105	9
User Adj:	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
PHF Volume:	49	54	50	199	105	9
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	49	54	50	199	105	9
PCE Adj:	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
FinalVolume:	49	54	50	199	105	9

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	
Lanes:	1.00	0.50	0.50	1.00	0.91	0.09	1.00	2.93	0.07	1.00	2.75	
Final Sat.:	1750	947	877	1750	1738	149	1750	5558	131	1750	5226	

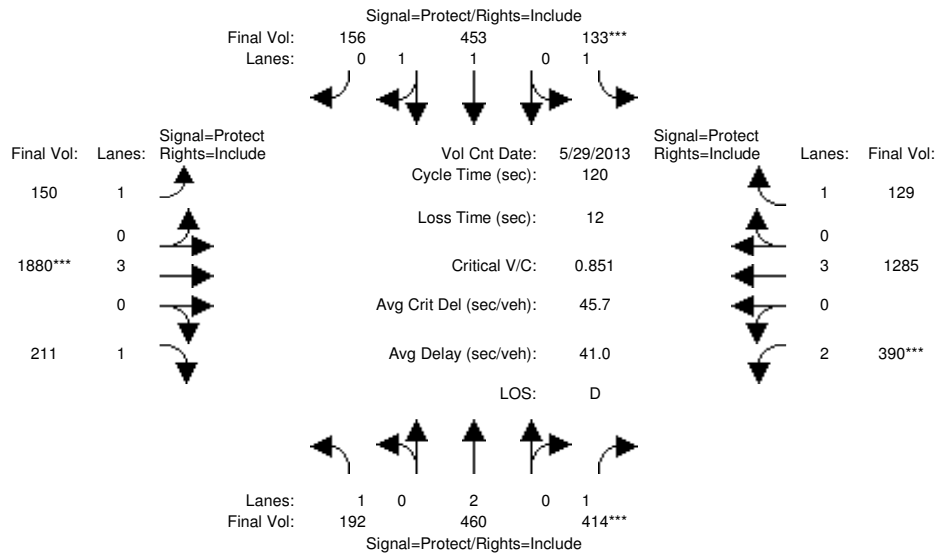
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.06	0.06	0.11	0.06	0.06	0.01	0.37	0.37	0.04	0.29	
Crit Moves:	****			****			****			****		
Green Time:	15.5	12.5	12.5	25.0	22.1	22.1	13.3	80.8	80.8	9.7	77.2	
Volume/Cap:	0.25	0.64	0.64	0.64	0.38	0.38	0.16	0.64	0.64	0.64	0.53	
Uniform Del:	57.0	61.5	61.5	53.3	52.9	52.9	58.2	19.8	19.8	63.5	19.9	
IncrcmntDel:	0.7	8.1	8.1	4.3	0.8	0.8	0.4	0.4	0.4	10.8	0.2	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	57.7	69.6	69.6	57.6	53.7	53.7	58.7	20.2	20.2	74.2	20.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	57.7	69.6	69.6	57.6	53.7	53.7	58.7	20.2	20.2	74.2	20.0	
LOS by Move:	E+	E	E	E+	D-	D-	E+	C+	C+	E	C+	
HCM2kAvgQ:	2	6	6	9	5	5	1	19	19	3	14	

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm
Base Vol:	185	460	382	133	453	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	460	382	133	453	156
Added Vol:	7	0	32	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	192	460	414	133	453	156
User Adj:	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
PHF Volume:	192	460	414	133	453	156
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	192	460	414	133	453	156
PCE Adj:	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
FinalVolume:	192	460	414	133	453	156

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2766	952	1750	5700	1750	3150	5700	1750

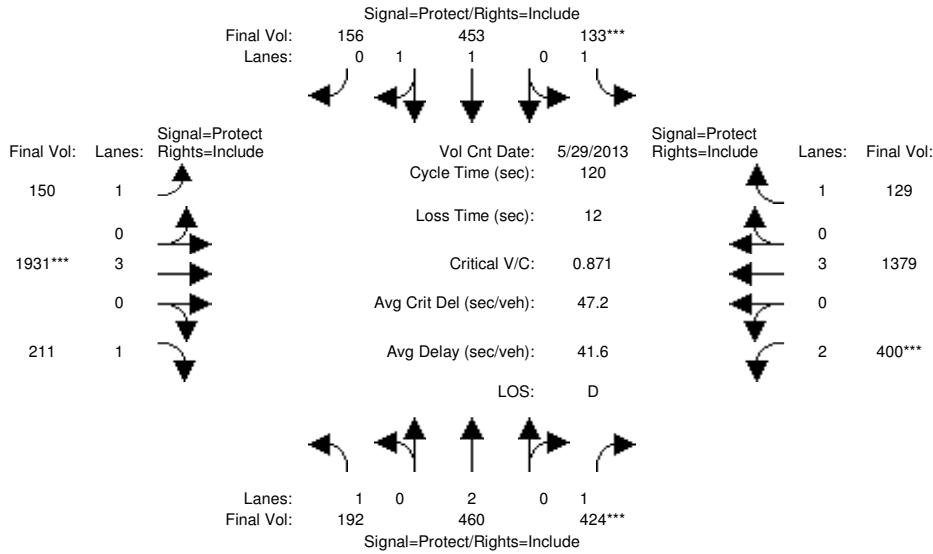
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.24	0.08	0.16	0.16	0.09	0.33	0.12	0.12	0.23	0.07
Crit Moves:			****	****				****		****		
Green Time:	17.7	33.3	33.3	10.7	26.4	26.4	17.6	46.5	46.5	17.5	46.3	46.3
Volume/Cap:	0.74	0.44	0.85	0.85	0.74	0.74	0.58	0.85	0.31	0.85	0.58	0.19
Delay/Veh:	60.2	35.9	54.4	87.4	47.4	47.4	51.2	37.0	25.9	64.2	29.6	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	35.9	54.4	87.4	47.4	47.4	51.2	37.0	25.9	64.2	29.6	24.6
LOS by Move:	E	D+	D-	F	D	D	D-	D+	C	E	C	C
HCM2kAvgQ:	9	7	18	8	12	12	5	22	6	9	12	3

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm
Base Vol:	185	460	382	133	453	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	460	382	133	453	156
Added Vol:	7	0	42	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	192	460	424	133	453	156
User Adj:	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
PHF Volume:	192	460	424	133	453	156
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	192	460	424	133	453	156
PCE Adj:	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
FinalVolume:	192	460	424	133	453	156

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2766	952	1750	5700	1750	3150	5700	1750

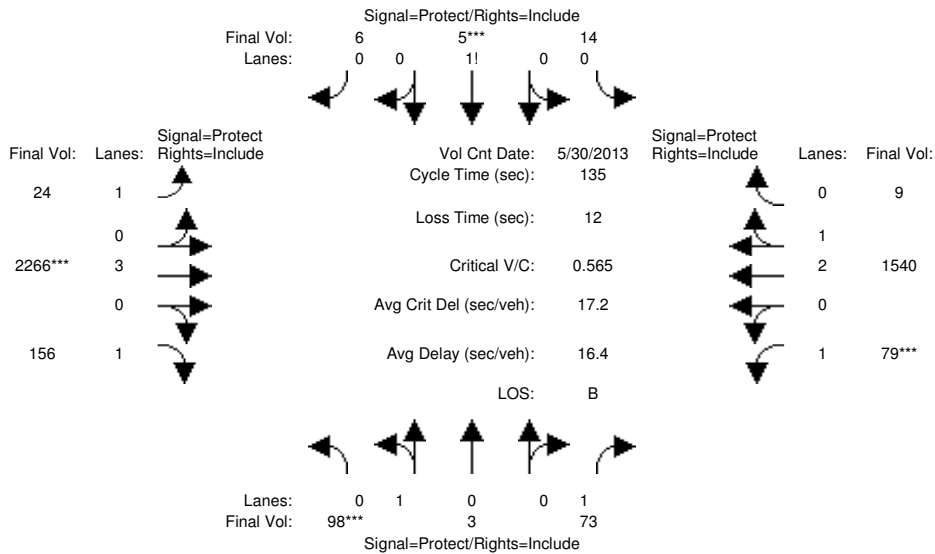
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.24	0.08	0.16	0.16	0.09	0.34	0.12	0.13	0.24	0.07
Crit Moves:			****	****				****		****		
Green Time:	17.6	33.4	33.4	10.5	26.3	26.3	16.8	46.7	46.7	17.5	47.4	47.4
Volume/Cap:	0.75	0.44	0.87	0.87	0.75	0.75	0.61	0.87	0.31	0.87	0.61	0.19
Uniform Del:	49.1	35.6	41.3	54.1	43.8	43.8	48.6	33.9	25.5	50.2	29.0	23.7
IncrcmntDel:	11.5	0.3	15.6	38.2	3.9	3.9	4.5	4.1	0.3	16.4	0.5	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.6	35.9	56.9	92.3	47.7	47.7	53.1	38.0	25.7	66.6	29.5	23.9
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:	60.6	35.9	56.9	92.3	47.7	47.7	53.1	38.0	25.7	66.6	29.5	23.9
LOS by Move:	E	D+	E+	F	D	D	D-	D+	C	E	C	C
HCM2kAvgQ:	9	7	19	8	12	12	6	23	6	10	13	3

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	98	3	73	14	5	6	24	1971	156	79	1248	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:	98	3	73	14	5	6	24	1971	156	79	1248	9
Added Vol:	0	0	0	0	0	0	0	295	0	0	292	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	3	73	14	5	6	24	2266	156	79	1540	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:	98	3	73	14	5	6	24	2266	156	79	1540	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	3	73	14	5	6	24	2266	156	79	1540	9
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:	98	3	73	14	5	6	24	2266	156	79	1540	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.97	0.03	1.00	0.57	0.19	0.24	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	1702	52	1750	996	356	427	1750	5700	1750	1750	5664	33

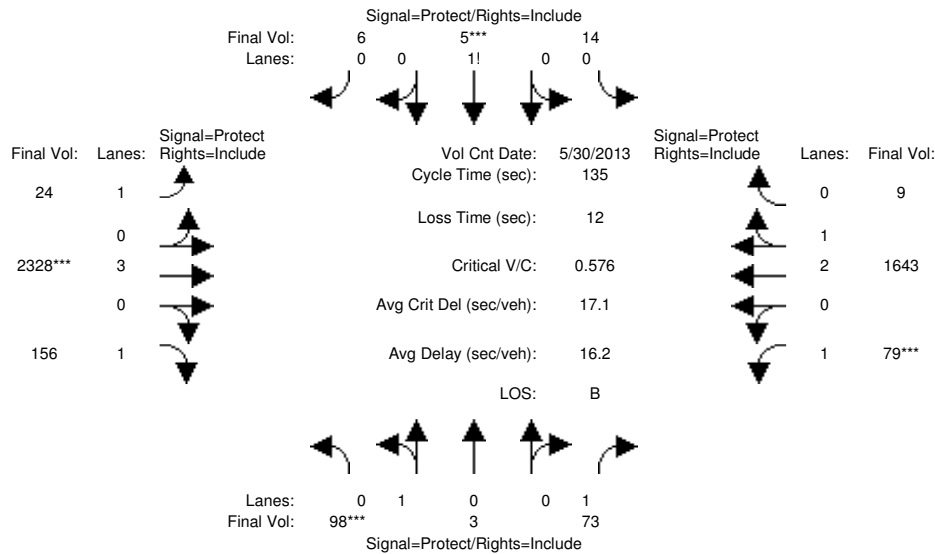
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.01	0.01	0.01	0.01	0.40	0.09	0.05	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	13.0	13.5	13.5	9.5	10.0	10.0	16.0	89.8	89.8	10.2	84.0	84.0
Volume/Cap:	0.60	0.57	0.42	0.20	0.19	0.19	0.12	0.60	0.13	0.60	0.44	0.44
Delay/Veh:	64.3	62.6	58.6	60.0	59.4	59.4	53.4	12.8	8.4	67.7	13.3	13.3
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:	64.3	62.6	58.6	60.0	59.4	59.4	53.4	12.8	8.4	67.7	13.3	13.3
LOS by Move:	E	E	E+	E+	E+	E+	D-	B	A	E	B	B
HCM2kAvgQ:	5	5	3	1	1	1	1	16	2	3	11	11

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	98	3	73	14	5	6	24	1971	156	79	1248	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:	98	3	73	14	5	6	24	1971	156	79	1248	9
Added Vol:	0	0	0	0	0	0	0	357	0	0	395	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	3	73	14	5	6	24	2328	156	79	1643	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:	98	3	73	14	5	6	24	2328	156	79	1643	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	3	73	14	5	6	24	2328	156	79	1643	9
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:	98	3	73	14	5	6	24	2328	156	79	1643	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.97	0.03	1.00	0.57	0.19	0.24	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	1702	52	1750	996	356	427	1750	5700	1750	1750	5666	31

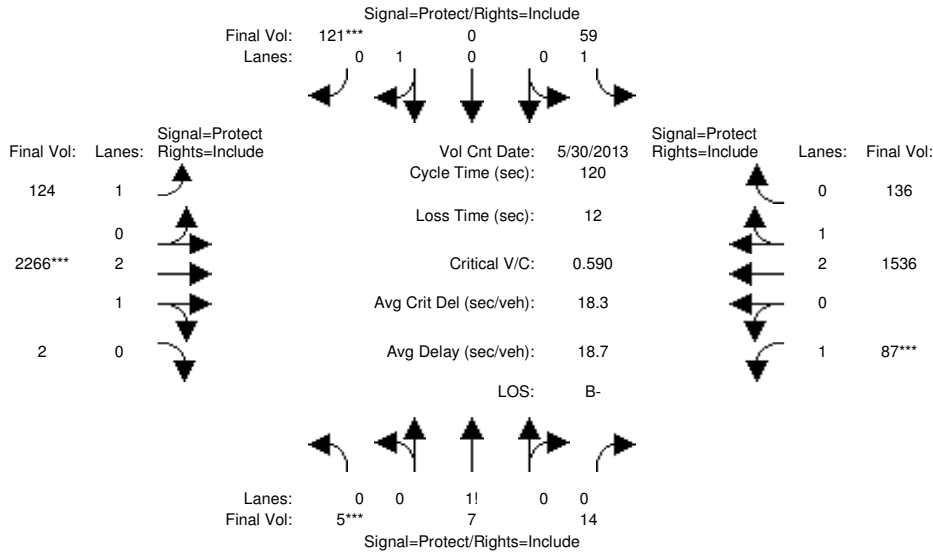
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.01	0.01	0.01	0.01	0.41	0.09	0.05	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	12.7	13.4	13.4	9.4	10.0	10.0	15.2	90.3	90.3	10.0	85.1	85.1
Volume/Cap:	0.61	0.58	0.42	0.20	0.19	0.19	0.12	0.61	0.13	0.61	0.46	0.46
Uniform Del:	58.8	58.1	57.2	59.3	58.7	58.7	53.9	12.5	8.1	60.6	13.0	13.0
IncrcmntDel:	6.5	4.9	1.7	0.8	0.7	0.7	0.3	0.3	0.1	8.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.3	63.1	58.8	60.1	59.4	59.4	54.2	12.8	8.2	68.9	13.1	13.1
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:	65.3	63.1	58.8	60.1	59.4	59.4	54.2	12.8	8.2	68.9	13.1	13.1
LOS by Move:	E	E	E+	E	E+	E+	D-	B	A	E	B	B
HCM2kAvgQ:	5	5	3	1	1	1	1	17	2	3	11	11

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	5	7	14	43	0	114	117	1978	2	87	1252	117
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:	5	7	14	43	0	114	117	1978	2	87	1252	117
Added Vol:	0	0	0	16	0	7	7	288	0	0	284	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	7	14	59	0	121	124	2266	2	87	1536	136
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:	5	7	14	59	0	121	124	2266	2	87	1536	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	7	14	59	0	121	124	2266	2	87	1536	136
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:	5	7	14	59	0	121	124	2266	2	87	1536	136

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.25	0.55	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.74	0.26
Final Sat.:	344	481	963	1750	0	1750	1750	5695	5	1750	5200	460

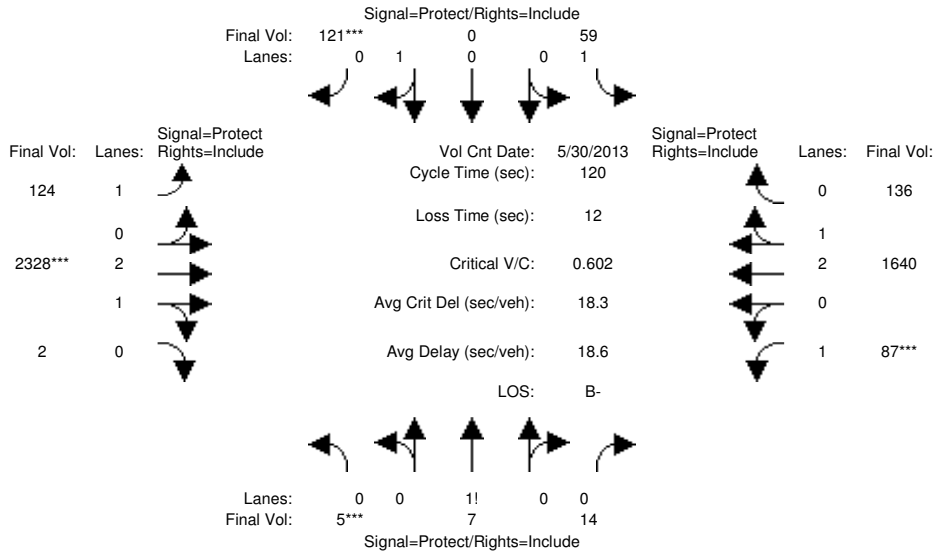
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.00	0.07	0.07	0.40	0.40	0.05	0.30	0.30
Crit Moves:	****					****		****		****		
Green Time:	10.0	11.6	11.6	11.6	0.0	13.1	16.4	75.5	75.5	9.4	68.5	68.5
Volume/Cap:	0.17	0.15	0.15	0.35	0.00	0.63	0.52	0.63	0.63	0.63	0.52	0.52
Delay/Veh:	51.7	50.1	50.1	52.0	0.0	57.9	50.1	14.1	14.1	62.8	15.9	15.9
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:	51.7	50.1	50.1	52.0	0.0	57.9	50.1	14.1	14.1	62.8	15.9	15.9
LOS by Move:	D-	D	D	D-	A	E+	D	B	B	E	B	B
HCM2kAvgQ:	1	1	1	3	0	6	4	17	17	4	12	12

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 5:00-6:00pm											
Base Vol:	5	7	14	43	0	114	117	1978	2	87	1252	117
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:	5	7	14	43	0	114	117	1978	2	87	1252	117
Added Vol:	0	0	0	16	0	7	7	350	0	0	388	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	7	14	59	0	121	124	2328	2	87	1640	136
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:	5	7	14	59	0	121	124	2328	2	87	1640	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	7	14	59	0	121	124	2328	2	87	1640	136
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:	5	7	14	59	0	121	124	2328	2	87	1640	136

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.25	0.55	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.75	0.25
Final Sat.:	344	481	963	1750	0	1750	1750	5695	5	1750	5229	434

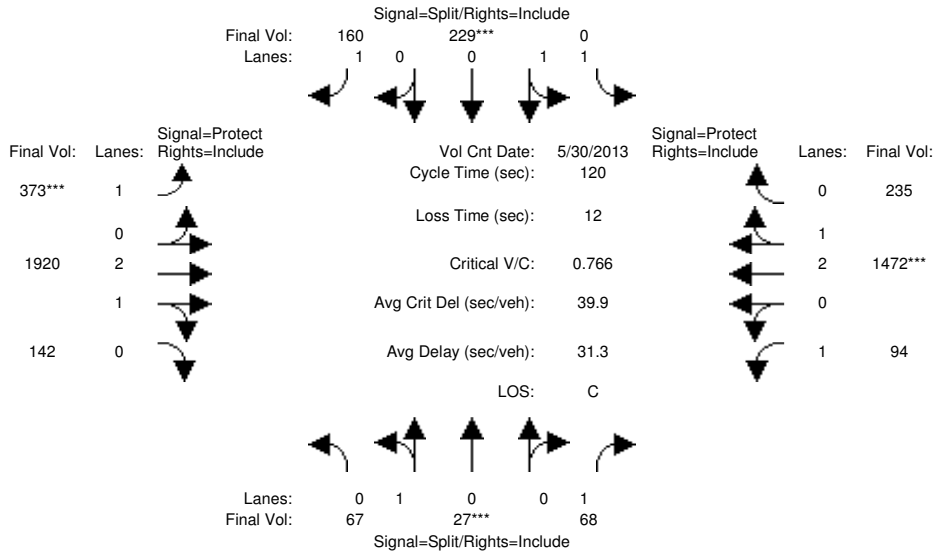
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.00	0.07	0.07	0.41	0.41	0.05	0.31	0.31
Crit Moves:	****					****		****		****		
Green Time:	10.0	11.4	11.4	11.4	0.0	12.8	15.7	75.9	75.9	9.2	69.5	69.5
Volume/Cap:	0.17	0.15	0.15	0.35	0.00	0.65	0.54	0.65	0.65	0.65	0.54	0.54
Uniform Del:	51.2	49.8	49.8	50.8	0.0	51.4	48.8	13.7	13.7	53.8	15.5	15.5
IncrcmntDel:	0.6	0.4	0.4	1.3	0.0	7.6	2.6	0.4	0.4	10.4	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.7	50.3	50.3	52.1	0.0	59.0	51.4	14.1	14.1	64.2	15.7	15.7
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:	51.7	50.3	50.3	52.1	0.0	59.0	51.4	14.1	14.1	64.2	15.7	15.7
LOS by Move:	D-	D	D	D-	A	E+	D-	B	B	E	B	B
HCM2kAvgQ:	1	1	1	3	0	6	5	17	17	5	13	13

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	4:00-6:00pm											
Base Vol:	67	27	68	0	229	150	366	1660	142	94	1204	235					
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:	67	27	68	0	229	150	366	1660	142	94	1204	235					
Added Vol:	0	0	0	0	0	10	7	260	0	0	268	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	67	27	68	0	229	160	373	1920	142	94	1472	235					
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:	67	27	68	0	229	160	373	1920	142	94	1472	235					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	67	27	68	0	229	160	373	1920	142	94	1472	235					
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:	67	27	68	0	229	160	373	1920	142	94	1472	235					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.73	0.27	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	2.56	0.44
Final Sat.:	1276	514	1750	1750	1900	1750	1750	5276	390	1750	4858	776

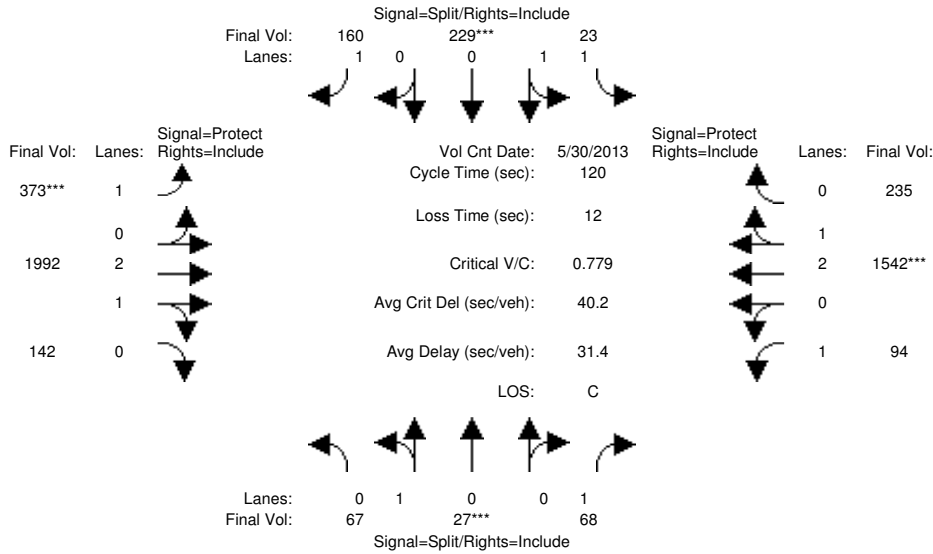
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.00	0.12	0.09	0.21	0.36	0.36	0.05	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	0.0	18.6	18.6	32.8	68.5	68.5	11.0	46.6	46.6
Volume/Cap:	0.63	0.63	0.47	0.00	0.78	0.59	0.78	0.64	0.64	0.59	0.78	0.78
Delay/Veh:	61.6	61.6	54.8	0.0	61.3	50.7	48.3	17.8	17.8	57.9	34.0	34.0
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:	61.6	61.6	54.8	0.0	61.3	50.7	48.3	17.8	17.8	57.9	34.0	34.0
LOS by Move:	E	E	D-	A	E	D	D	B	B	E+	C-	C-
HCM2kAvgQ:	5	5	3	0	9	6	15	17	17	4	19	19

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 4:00-6:00pm

Base Vol:	67	27	68	0	229	150	366	1660	142	94	1204	235
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:	67	27	68	0	229	150	366	1660	142	94	1204	235
Added Vol:	0	0	0	23	0	10	7	332	0	0	338	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	27	68	23	229	160	373	1992	142	94	1542	235
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:	67	27	68	23	229	160	373	1992	142	94	1542	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	27	68	23	229	160	373	1992	142	94	1542	235
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:	67	27	68	23	229	160	373	1992	142	94	1542	235

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.73	0.27	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	2.57	0.43
Final Sat.:	1276	514	1750	1750	1900	1750	1750	5291	377	1750	4891	745

Capacity Analysis Module:

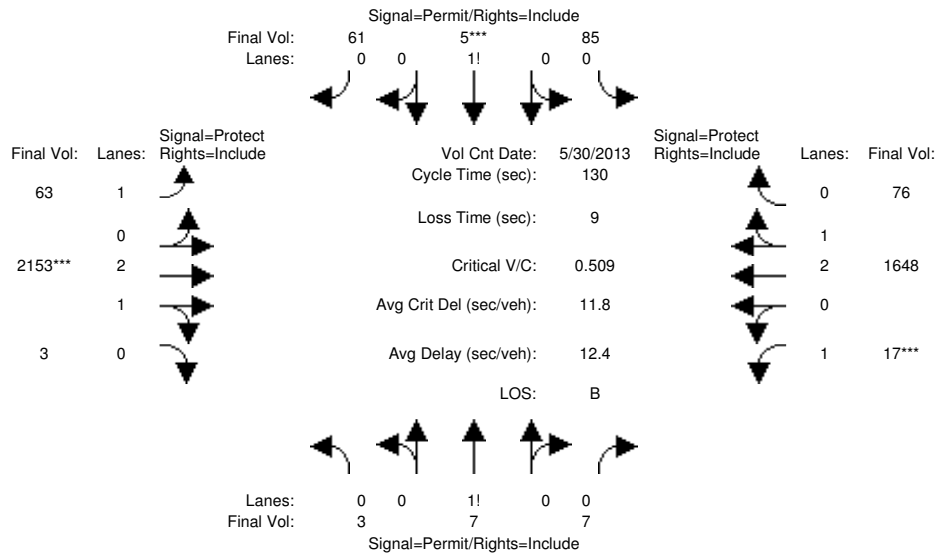
Vol/Sat:	0.05	0.05	0.04	0.01	0.12	0.09	0.21	0.38	0.38	0.05	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	18.2	18.2	18.2	32.2	69.1	69.1	10.7	47.6	47.6
Volume/Cap:	0.63	0.63	0.47	0.09	0.79	0.60	0.79	0.65	0.65	0.60	0.79	0.79
Uniform Del:	53.2	53.2	52.5	43.8	49.1	47.5	40.8	17.3	17.3	52.6	31.9	31.9
IncrcmntDel:	8.4	8.4	2.3	0.0	13.0	3.9	9.1	0.5	0.5	6.5	2.0	2.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.6	61.6	54.8	43.8	62.1	51.4	49.9	17.8	17.8	59.1	33.9	33.9
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:	61.6	61.6	54.8	43.8	62.1	51.4	49.9	17.8	17.8	59.1	33.9	33.9
LOS by Move:	E	E	D-	D	E	D-	D	B	B	E+	C-	C-
HCM2kAvgQ:	5	5	3	1	9	6	16	18	18	4	20	20

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 4:45-5:45pm											
Base Vol:	3	7	7	85	5	61	56	1900	3	17	1380	76
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:	3	7	7	85	5	61	56	1900	3	17	1380	76
Added Vol:	0	0	0	0	0	0	7	253	0	0	268	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	7	7	85	5	61	63	2153	3	17	1648	76
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:	3	7	7	85	5	61	63	2153	3	17	1648	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	7	7	85	5	61	63	2153	3	17	1648	76
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
Final Volume:	3	7	7	85	5	61	63	2153	3	17	1648	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.18	0.39	0.43	0.56	0.03	0.41	1.00	2.99	0.01	1.00	2.86	0.14
Final Sat.:	319	745	745	988	58	709	1750	5691	8	1750	5428	250

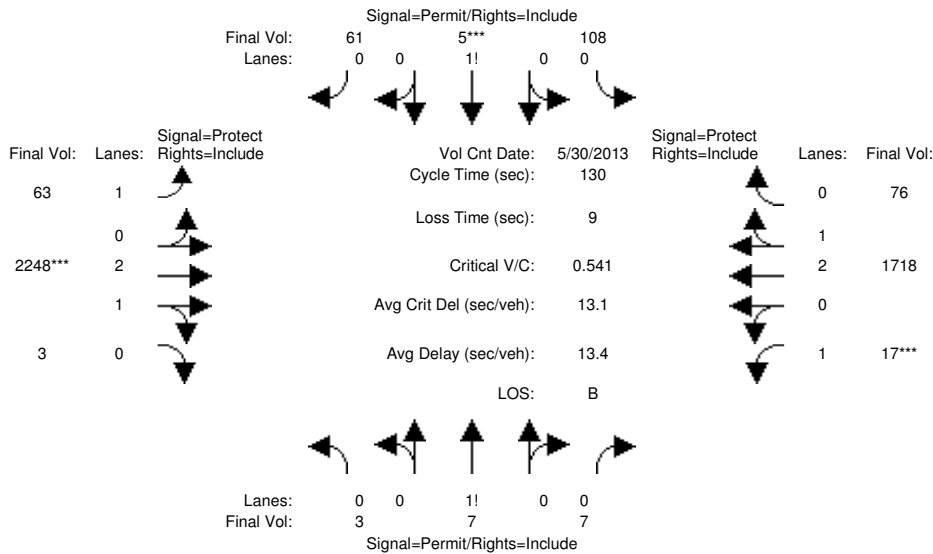
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.09	0.04	0.38	0.38	0.01	0.30	0.30
Crit Moves:				****			****			****		
Green Time:	21.1	21.1	21.1	21.1	21.1	21.1	15.0	92.9	92.9	7.0	84.8	84.8
Volume/Cap:	0.06	0.06	0.06	0.53	0.53	0.53	0.31	0.53	0.53	0.18	0.47	0.47
Delay/Veh:	46.1	46.1	46.1	51.8	51.8	51.8	53.6	8.7	8.7	59.7	11.4	11.4
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:	46.1	46.1	46.1	51.8	51.8	51.8	53.6	8.7	8.7	59.7	11.4	11.4
LOS by Move:	D	D	D	D-	D-	D-	D-	A	A	E+	B+	B+
HCM2kAvgQ:	1	1	1	6	6	6	2	13	13	1	11	11

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 4:45-5:45pm											
Base Vol:	3	7	7	85	5	61	56	1900	3	17	1380	76
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:	3	7	7	85	5	61	56	1900	3	17	1380	76
Added Vol:	0	0	0	23	0	0	7	348	0	0	338	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	7	7	108	5	61	63	2248	3	17	1718	76
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:	3	7	7	108	5	61	63	2248	3	17	1718	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	7	7	108	5	61	63	2248	3	17	1718	76
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:	3	7	7	108	5	61	63	2248	3	17	1718	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.18	0.39	0.43	0.62	0.03	0.35	1.00	2.99	0.01	1.00	2.86	0.14
Final Sat.:	319	745	745	1089	50	615	1750	5692	8	1750	5439	241

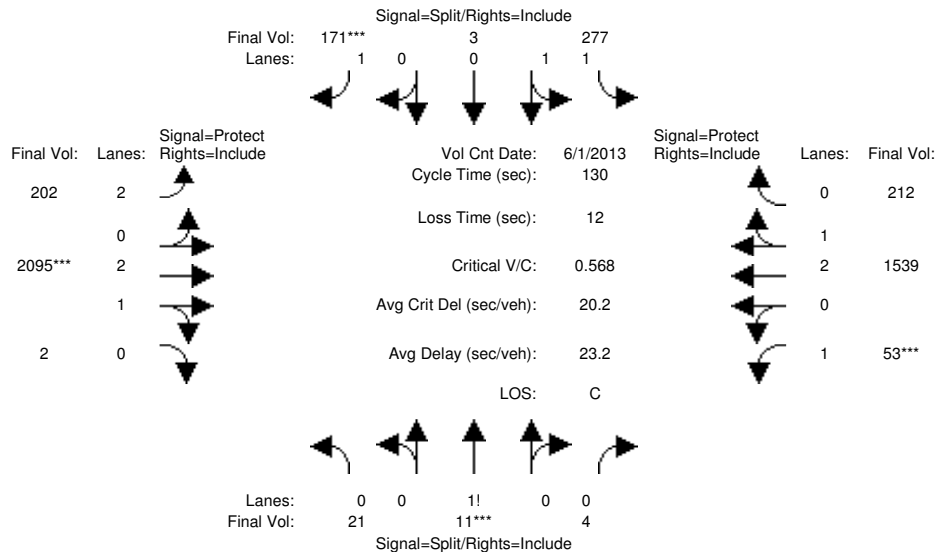
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.10	0.04	0.39	0.39	0.01	0.32	0.32
Crit Moves:				****				****		****		
Green Time:	22.9	22.9	22.9	22.9	22.9	22.9	14.3	91.1	91.1	7.0	83.8	83.8
Volume/Cap:	0.05	0.05	0.05	0.56	0.56	0.56	0.33	0.56	0.56	0.18	0.49	0.49
Uniform Del:	44.5	44.5	44.5	49.0	49.0	49.0	53.4	9.6	9.6	58.8	12.0	12.0
IncrcmntDel:	0.1	0.1	0.1	2.4	2.4	2.4	1.0	0.2	0.2	0.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.6	44.6	44.6	51.4	51.4	51.4	54.4	9.8	9.8	59.7	12.1	12.1
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:	44.6	44.6	44.6	51.4	51.4	51.4	54.4	9.8	9.8	59.7	12.1	12.1
LOS by Move:	D	D	D	D-	D-	D-	D-	A	A	E+	B	B
HCM2kAvgQ:	1	1	1	7	7	7	2	14	14	1	12	12

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	21	11	4	237	3	137	171	1873	2	53	1304	185				
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:	21	11	4	237	3	137	171	1873	2	53	1304	185				
Added Vol:	0	0	0	40	0	34	31	222	0	0	235	27				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	21	11	4	277	3	171	202	2095	2	53	1539	212				
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	11	4	277	3	171	202	2095	2	53	1539	212				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	21	11	4	277	3	171	202	2095	2	53	1539	212				
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:	21	11	4	277	3	171	202	2095	2	53	1539	212				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.29	0.11	1.98	0.02	1.00	2.00	2.99	0.01	1.00	2.61	0.39
Final Sat.:	1046	548	199	3465	38	1750	3150	5694	5	1750	4958	683

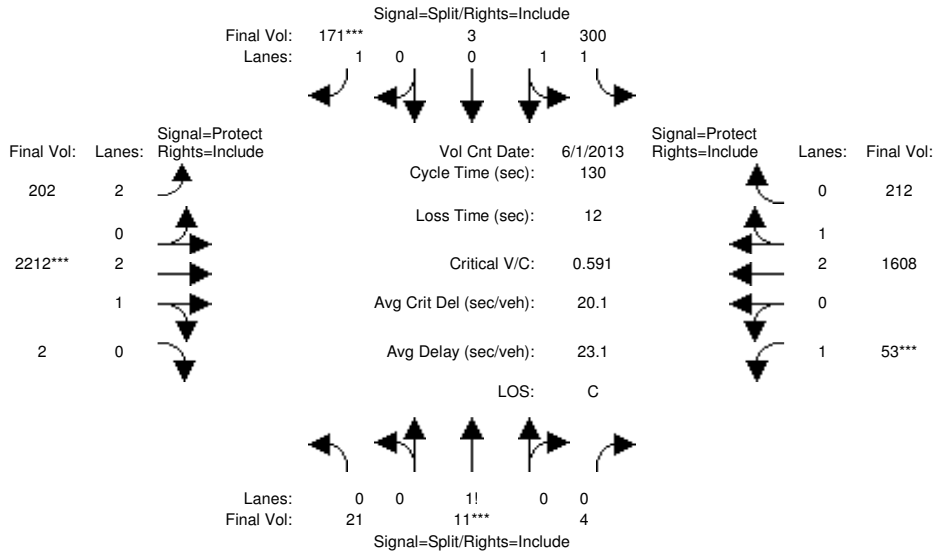
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.10	0.06	0.37	0.37	0.03	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	21.2	21.2	21.2	14.9	79.8	79.8	7.0	71.9	71.9
Volume/Cap:	0.26	0.26	0.26	0.49	0.49	0.60	0.56	0.60	0.60	0.56	0.56	0.56
Delay/Veh:	57.5	57.5	57.5	50.2	50.2	54.0	56.5	15.6	15.6	67.6	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:	57.5	57.5	57.5	50.2	50.2	54.0	56.5	15.6	15.6	67.6	19.0	19.0
LOS by Move:	E+	E+	E+	D	D	D-	E+	B	B	E	B-	B-
HCM2kAvgQ:	2	2	2	5	5	7	5	17	17	3	15	15

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	21	11	4	237	3	137	171	1873	2	53	1304	185
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:	21	11	4	237	3	137	171	1873	2	53	1304	185
Added Vol:	0	0	0	63	0	34	31	339	0	0	304	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	11	4	300	3	171	202	2212	2	53	1608	212
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	11	4	300	3	171	202	2212	2	53	1608	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	11	4	300	3	171	202	2212	2	53	1608	212
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:	21	11	4	300	3	171	202	2212	2	53	1608	212

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.29	0.11	1.98	0.02	1.00	2.00	2.99	0.01	1.00	2.62	0.38
Final Sat.:	1046	548	199	3468	35	1750	3150	5694	5	1750	4986	657

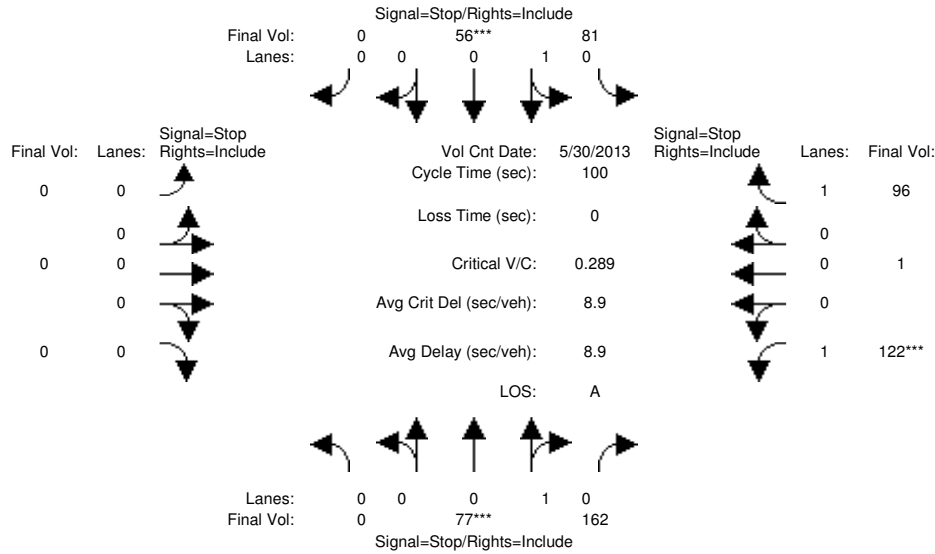
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.10	0.06	0.39	0.39	0.03	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	20.3	20.3	20.3	14.5	80.7	80.7	7.0	73.2	73.2
Volume/Cap:	0.26	0.26	0.26	0.55	0.55	0.63	0.57	0.63	0.63	0.56	0.57	0.57
Uniform Del:	56.5	56.5	56.5	50.7	50.7	51.3	54.8	15.3	15.3	60.0	18.3	18.3
IncrcmntDel:	1.0	1.0	1.0	1.2	1.2	4.5	2.3	0.4	0.4	7.6	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.5	57.5	57.5	51.9	51.9	55.8	57.1	15.6	15.6	67.6	18.6	18.6
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:	57.5	57.5	57.5	51.9	51.9	55.8	57.1	15.6	15.6	67.6	18.6	18.6
LOS by Move:	E+	E+	E+	D-	D-	E+	E+	B	B	E	B-	B-
HCM2kAvgQ:	2	2	2	6	6	7	5	18	18	3	16	16

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #19: California St / Del Medio Ave



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

Volume Module:	>> Count Date: 30 May 2013 << 4:00-6:00pm											
Base Vol:	0	51	162	65	33	0	0	0	0	122	1	87
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	51	162	65	33	0	0	0	0	122	1	87
Added Vol:	0	26	0	16	23	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	77	162	81	56	0	0	0	0	122	1	96
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	77	162	81	56	0	0	0	0	122	1	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	77	162	81	56	0	0	0	0	122	1	96
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:	0	77	162	81	56	0	0	0	0	122	1	96

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.32	0.68	0.59	0.41	0.00	0.00	0.00	0.00	1.00	0.12	0.88
Final Sat.:	0	266	561	426	294	0	0	0	0	597	90	642

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.29	0.29	0.19	0.19	xxxx	xxxx	xxxx	xxxx	0.20	0.01	0.15
Crit Moves:		****			****						****	
Delay/Veh:	0.0	8.8	8.8	8.9	8.9	0.0	0.0	0.0	0.0	9.9	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	8.8	8.9	8.9	0.0	0.0	0.0	0.0	9.9	8.1	8.1
LOS by Move:	*	A	A	A	A	*	*	*	*	A	A	A
ApproachDel:		8.8			8.9		xxxxxx				9.1	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		8.8			8.9		xxxxxx				9.1	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio 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	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 1 0 1 0
Initial Vol:	0 77 162	81 56 0	0 0 0 0	122 1 96
Major Street Volume:	376			
Minor Approach Volume:	219			
Minor Approach Volume Threshold:	600			

SIGNAL WARRANT DISCLAIMER

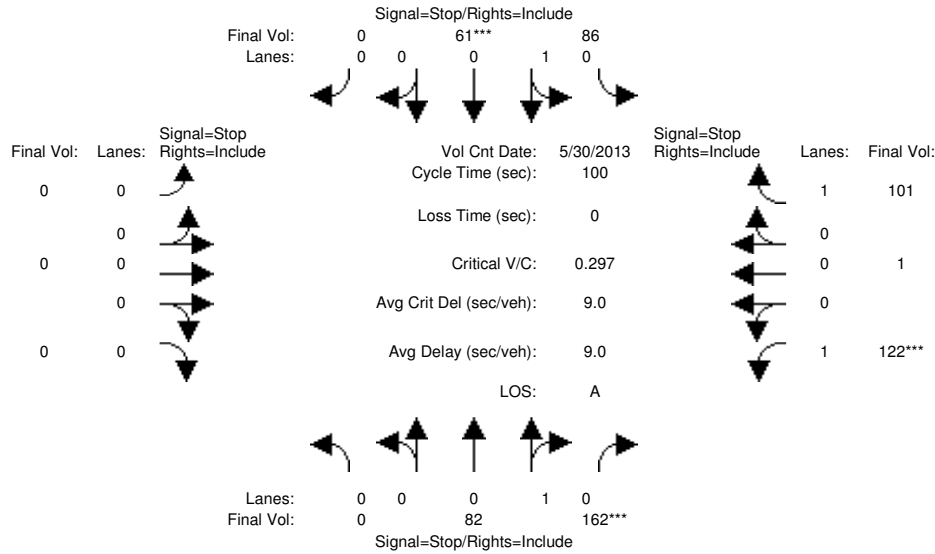
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #19: California St / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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

Volume Module:	>> Count Date: 30 May 2013 << 4:00-6:00pm											
Base Vol:	0	51	162	65	33	0	0	0	0	122	1	87
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	51	162	65	33	0	0	0	0	122	1	87
Added Vol:	0	31	0	21	28	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	82	162	86	61	0	0	0	0	122	1	101
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	82	162	86	61	0	0	0	0	122	1	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	82	162	86	61	0	0	0	0	122	1	101
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:	0	82	162	86	61	0	0	0	0	122	1	101

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.34	0.66	0.59	0.41	0.00	0.00	0.00	0.00	1.00	0.10	0.90
Final Sat.:	0	276	545	420	298	0	0	0	0	593	71	656

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.30	0.30	0.20	0.20	xxxx	xxxx	xxxx	xxxx	0.21	0.01	0.15
Crit Moves:			****	****						****		
Delay/Veh:	0.0	8.9	8.9	9.0	9.0	0.0	0.0	0.0	0.0	10.0	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	9.0	9.0	0.0	0.0	0.0	0.0	10.0	8.1	8.1
LOS by Move:	*	A	A	A	A	*	*	*	*	A	A	A
ApproachDel:		8.9		9.0			xxxxxx			9.1		
Delay Adj:		1.00		1.00			xxxxxx			1.00		
ApprAdjDel:		8.9		9.0			xxxxxx			9.1		
LOS by Appr:		A		A			*			A		
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.1	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio 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	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 1 0 0 0	0 0 0 0 0	0 1 0 1 0
Initial Vol:	0 82 162	86 61 0	0 0 0 0	122 1 101
Major Street Volume:	391			
Minor Approach Volume:	224			
Minor Approach Volume Threshold:	588			

SIGNAL WARRANT DISCLAIMER

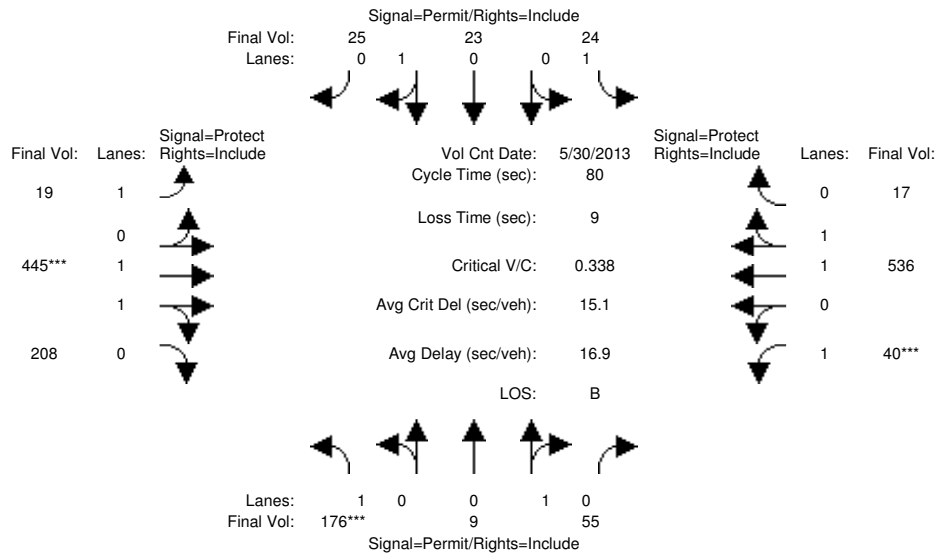
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm
Base Vol:	176	9	55	24	23	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	9	55	24	23	25
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	176	9	55	24	23	25
User Adj:	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
PHF Volume:	176	9	55	24	23	25
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	176	9	55	24	23	25
PCE Adj:	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
FinalVolume:	176	9	55	24	23	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.13	0.87	1.00	0.46	0.54	1.00	1.33	0.67	1.00	1.93	0.07
Final Sat.:	1750	249	1521	1750	872	947	1750	2521	1178	1750	3674	117

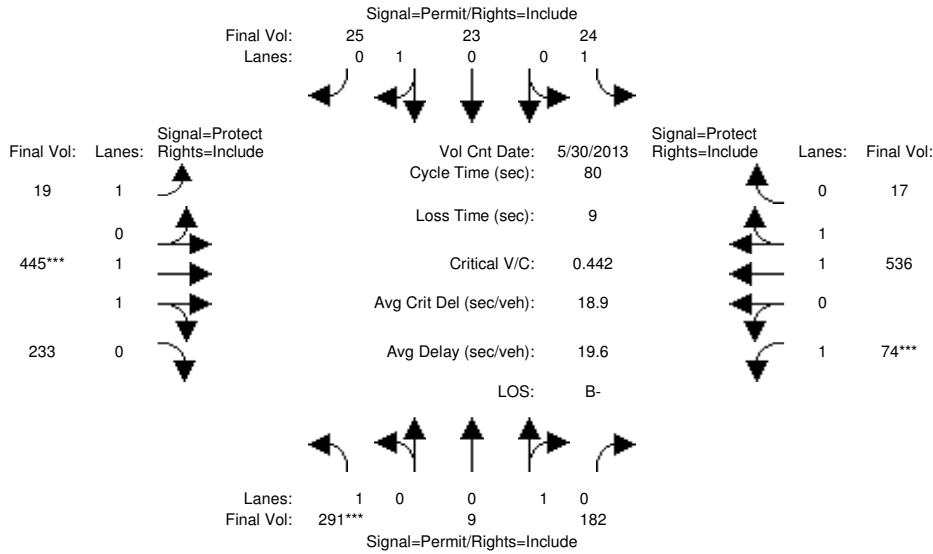
Capacity Analysis Module:												
Vol/Sat:	0.10	0.04	0.04	0.01	0.03	0.03	0.01	0.18	0.18	0.02	0.15	0.15
Crit Moves:	****						****			****		
Green Time:	23.2	23.2	23.2	23.2	23.2	23.2	17.9	40.8	40.8	7.0	29.9	29.9
Volume/Cap:	0.35	0.12	0.12	0.05	0.09	0.09	0.05	0.35	0.35	0.26	0.39	0.39
Delay/Veh:	22.8	21.0	21.0	20.5	20.8	20.8	24.4	11.8	11.8	35.0	18.6	18.6
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:	22.8	21.0	21.0	20.5	20.8	20.8	24.4	11.8	11.8	35.0	18.6	18.6
LOS by Move:	C+	C+	C+	C+	C+	C+	C	B+	B+	C-	B-	B-
HCM2kAvgQ:	4	1	1	0	1	1	0	5	5	1	5	5

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm
Base Vol:	176	9	55	24	23	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	9	55	24	23	25
Added Vol:	115	0	127	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	291	9	182	24	23	25
User Adj:	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
PHF Volume:	291	9	182	24	23	25
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	291	9	182	24	23	25
PCE Adj:	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
FinalVolume:	291	9	182	24	23	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.00	0.46	0.54	1.00	1.28	0.72	1.00	1.93	0.07
Final Sat.:	1750	83	1674	1750	872	947	1750	2423	1269	1750	3674	117

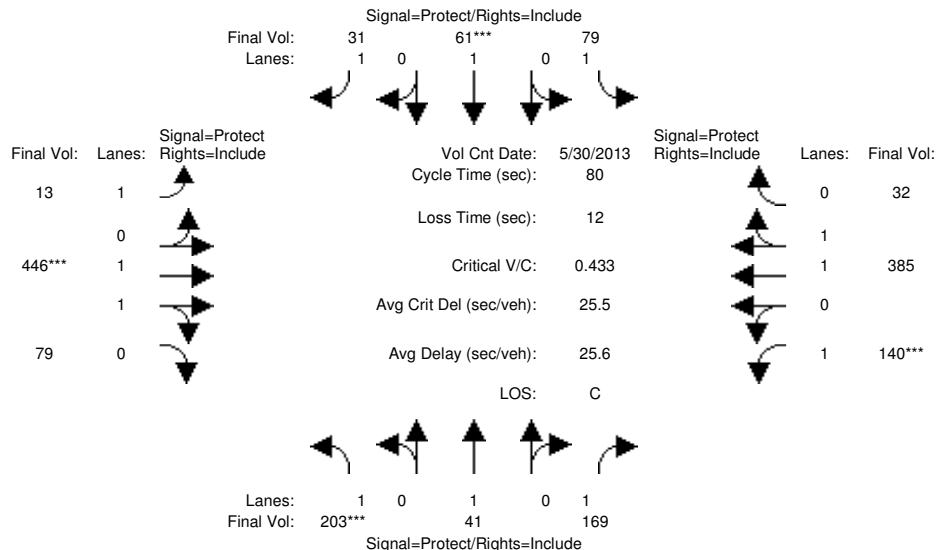
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.01	0.03	0.03	0.01	0.18	0.18	0.04	0.15	0.15
Crit Moves:	****						****			****		
Green Time:	30.1	30.1	30.1	30.1	30.1	30.1	15.3	33.2	33.2	7.7	25.6	25.6
Volume/Cap:	0.44	0.29	0.29	0.04	0.07	0.07	0.06	0.44	0.44	0.44	0.46	0.46
Uniform Del:	18.7	17.5	17.5	15.8	16.0	16.0	26.4	16.7	16.7	34.2	21.7	21.7
IncrcmntDel:	0.5	0.2	0.2	0.0	0.0	0.0	0.1	0.2	0.2	1.9	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.1	17.7	17.7	15.8	16.0	16.0	26.5	16.9	16.9	36.0	22.0	22.0
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:	19.1	17.7	17.7	15.8	16.0	16.0	26.5	16.9	16.9	36.0	22.0	22.0
LOS by Move:	B-	B	B	B	B	B	C	B	B	D+	C+	C+
HCM2kAvgQ:	6	4	4	0	1	1	0	6	6	2	5	5

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 5:00-6:00pm											
Base Vol:	203	41	162	79	61	31	13	419	79	130	341	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	41	162	79	61	31	13	419	79	130	341	32
Added Vol:	0	0	7	0	0	0	0	27	0	10	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	41	169	79	61	31	13	446	79	140	385	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	41	169	79	61	31	13	446	79	140	385	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	41	169	79	61	31	13	446	79	140	385	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	41	169	79	61	31	13	446	79	140	385	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.83	0.17
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3187	565	1750	3485	290

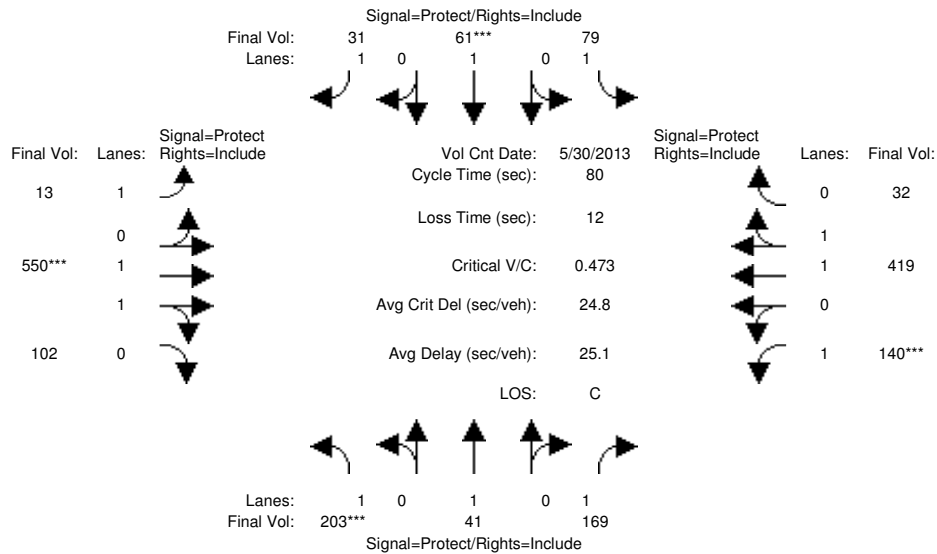
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.10	0.05	0.03	0.02	0.01	0.14	0.14	0.08	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	20.0	17.7	17.7	12.4	10.0	10.0	15.6	24.2	24.2	13.8	22.3	22.3
Volume/Cap:	0.46	0.10	0.44	0.29	0.26	0.14	0.04	0.46	0.46	0.46	0.40	0.40
Delay/Veh:	26.2	24.9	27.7	30.5	32.2	31.5	26.1	23.0	23.0	30.9	23.6	23.6
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:	26.2	24.9	27.7	30.5	32.2	31.5	26.1	23.0	23.0	30.9	23.6	23.6
LOS by Move:	C	C	C	C	C-	C	C	C+	C+	C	C	C
HCM2kAvgQ:	4	1	4	2	2	1	0	5	5	3	4	4

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 30 May 2013 << 5:00-6:00pm											
Base Vol:	203	41	162	79	61	31	13	419	79	130	341	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	41	162	79	61	31	13	419	79	130	341	32
Added Vol:	0	0	7	0	0	0	0	131	23	10	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	41	169	79	61	31	13	550	102	140	419	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	41	169	79	61	31	13	550	102	140	419	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	41	169	79	61	31	13	550	102	140	419	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	41	169	79	61	31	13	550	102	140	419	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3163	587	1750	3509	268

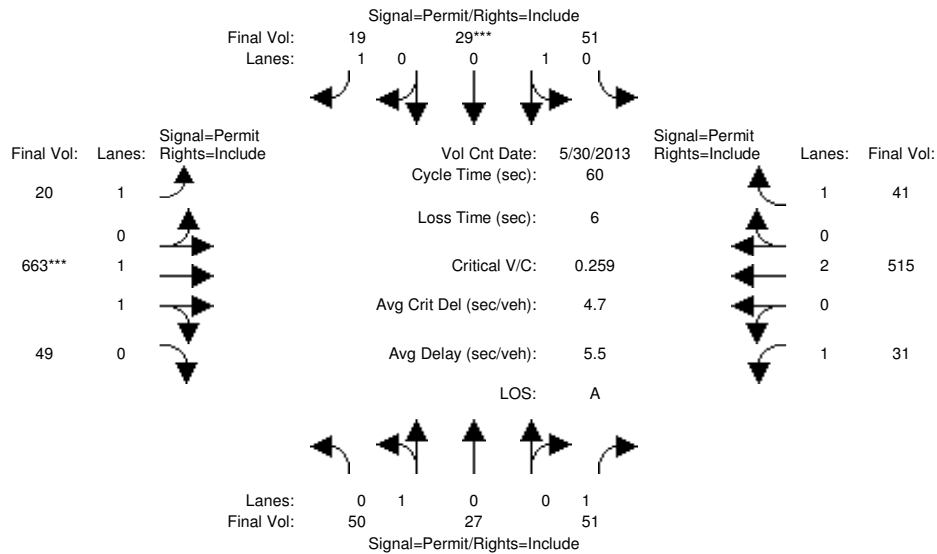
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.10	0.05	0.03	0.02	0.01	0.17	0.17	0.08	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	18.2	16.6	16.6	11.6	10.0	10.0	16.4	27.3	27.3	12.5	23.4	23.4
Volume/Cap:	0.51	0.10	0.47	0.31	0.26	0.14	0.04	0.51	0.51	0.51	0.41	0.41
Uniform Del:	27.0	25.7	27.8	30.6	31.6	31.2	25.5	21.0	21.0	30.9	22.7	22.7
IncrcmntDel:	1.1	0.1	0.9	0.7	0.6	0.3	0.0	0.3	0.3	1.6	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.1	25.8	28.8	31.3	32.2	31.5	25.5	21.4	21.4	32.5	23.0	23.0
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:	28.1	25.8	28.8	31.3	32.2	31.5	25.5	21.4	21.4	32.5	23.0	23.0
LOS by Move:	C	C	C	C	C-	C	C	C+	C+	C-	C+	C+
HCM2kAvgQ:	5	1	4	2	2	1	0	6	6	3	4	4

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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: 30 May 2013 << 5:00-6:00pm											
Base Vol:	50	27	44	51	29	19	20	629	49	31	461	41
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:	50	27	44	51	29	19	20	629	49	31	461	41
Added Vol:	0	0	7	0	0	0	0	34	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	27	51	51	29	19	20	663	49	31	515	41
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:	50	27	51	51	29	19	20	663	49	31	515	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	27	51	51	29	19	20	663	49	31	515	41
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
Final Volume:	50	27	51	51	29	19	20	663	49	31	515	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	0.33	1.00	0.66	0.34	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1169	631	1750	1148	653	1750	1750	3518	260	1750	3800	1750

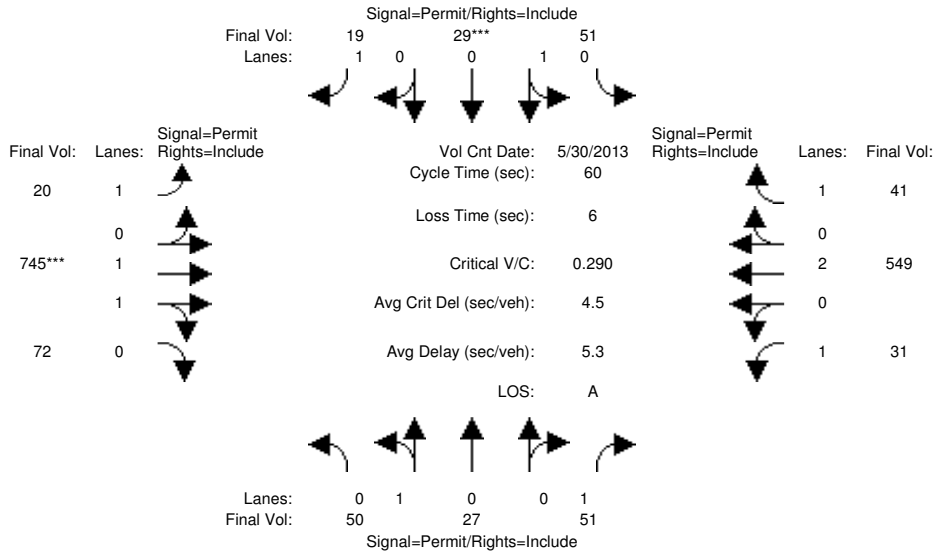
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.04	0.04	0.01	0.01	0.19	0.19	0.02	0.14	0.02
Crit Moves:				****			****					
Green Time:	10.3	10.3	10.3	10.3	10.3	10.3	43.7	43.7	43.7	43.7	43.7	43.7
Volume/Cap:	0.25	0.25	0.17	0.26	0.26	0.06	0.02	0.26	0.26	0.02	0.19	0.03
Delay/Veh:	21.9	21.9	21.5	22.0	22.0	20.9	2.2	2.8	2.8	2.3	2.6	2.3
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:	21.9	21.9	21.5	22.0	22.0	20.9	2.2	2.8	2.8	2.3	2.6	2.3
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	0	0	2	2	0	1	0

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	30 May 2013	<<	5:00-6:00pm
Base Vol:	50	27	44	51	29	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	27	44	51	29	19
Added Vol:	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	50	27	51	51	29	19
User Adj:	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
PHF Volume:	50	27	51	51	29	19
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	50	27	51	51	29	19
PCE Adj:	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
Final Volume:	50	27	51	51	29	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	0.33	1.00	0.66	0.34	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1169	631	1750	1148	653	1750	1750	3439	332	1750	3800	1750

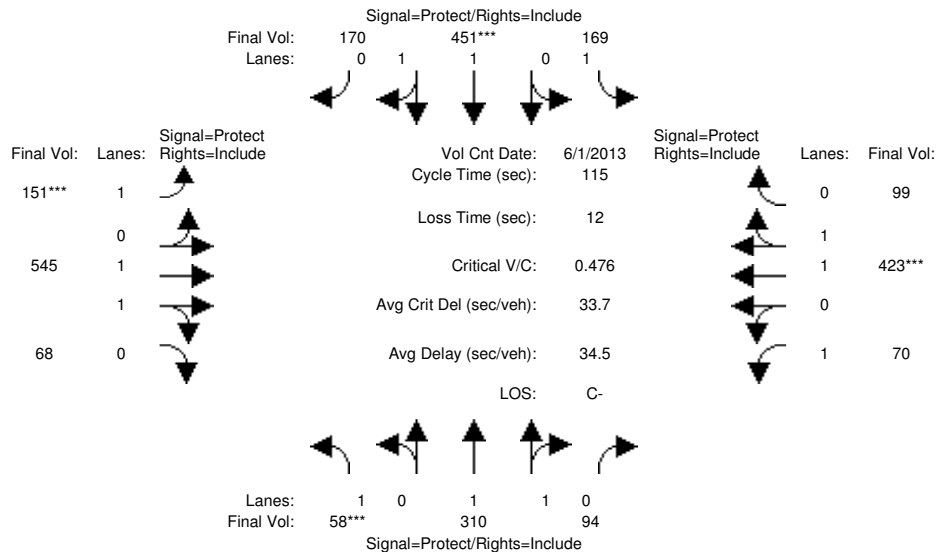
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.04	0.04	0.01	0.01	0.22	0.22	0.02	0.14	0.02
Crit Moves:				****			****					
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	44.0	44.0	44.0	44.0	44.0	44.0
Volume/Cap:	0.26	0.26	0.17	0.27	0.27	0.07	0.02	0.30	0.30	0.02	0.20	0.03
Uniform Del:	21.8	21.8	21.5	21.8	21.8	21.1	2.2	2.7	2.7	2.2	2.5	2.2
IncrcmntDel:	0.5	0.5	0.3	0.5	0.5	0.1	0.0	0.1	0.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.2	22.2	21.7	22.3	22.3	21.2	2.2	2.8	2.8	2.2	2.5	2.2
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:	22.2	22.2	21.7	22.3	22.3	21.2	2.2	2.8	2.8	2.2	2.5	2.2
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	0	0	3	3	0	2	0

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<							
Base Vol:	58	279	67	167	398	170	151	504	68	49	369	96
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:	58	279	67	167	398	170	151	504	68	49	369	96
Added Vol:	0	31	27	2	53	0	0	41	0	21	54	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	310	94	169	451	170	151	545	68	70	423	99
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:	58	310	94	169	451	170	151	545	68	70	423	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	310	94	169	451	170	151	545	68	70	423	99
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:	58	310	94	169	451	170	151	545	68	70	423	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.42	0.58	1.00	1.76	0.24	1.00	1.59	0.41
Final Sat.:	1750	2859	867	1750	2696	1016	1750	3347	418	1750	3030	709

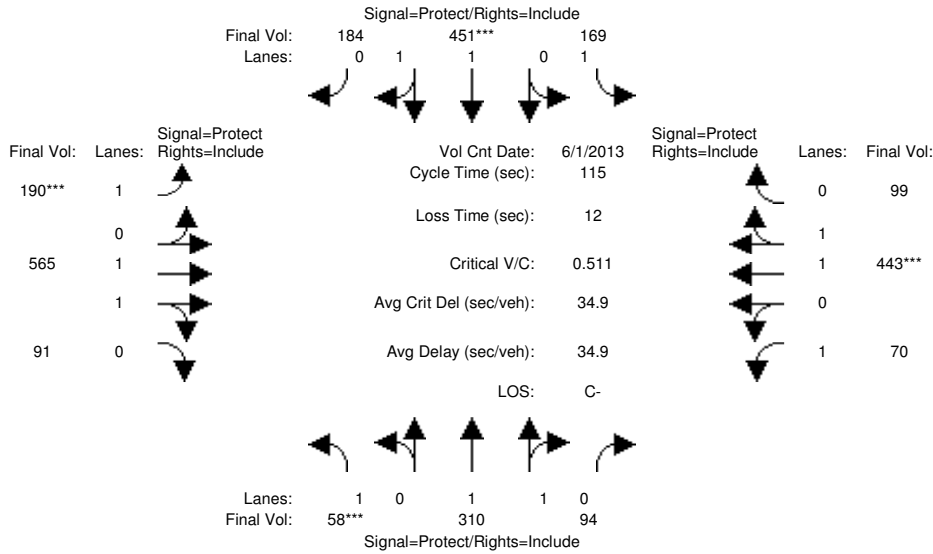
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.17	0.17	0.09	0.16	0.16	0.04	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	8.0	25.6	25.6	22.8	40.4	40.4	20.8	39.7	39.7	14.8	33.7	33.7
Volume/Cap:	0.48	0.49	0.49	0.49	0.48	0.48	0.48	0.47	0.47	0.31	0.48	0.48
Delay/Veh:	54.4	39.4	39.4	42.0	29.3	29.3	43.3	29.7	29.7	46.2	33.7	33.7
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:	54.4	39.4	39.4	42.0	29.3	29.3	43.3	29.7	29.7	46.2	33.7	33.7
LOS by Move:	D-	D	D	D	C	C	D	C	C	D	C-	C-
HCM2kAvgQ:	2	6	6	6	9	9	5	8	8	3	8	8

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	58	279	67	167	398	170	151	504	68	49	369	96				
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:	58	279	67	167	398	170	151	504	68	49	369	96				
Added Vol:	0	31	27	2	53	14	39	61	23	21	74	3				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	58	310	94	169	451	184	190	565	91	70	443	99				
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:	58	310	94	169	451	184	190	565	91	70	443	99				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	58	310	94	169	451	184	190	565	91	70	443	99				
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:	58	310	94	169	451	184	190	565	91	70	443	99				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.50	0.50	1.00	1.39	0.61	1.00	1.70	0.30	1.00	1.61	0.39
Final Sat.:	1750	2859	867	1750	2633	1074	1750	3234	521	1750	3058	683

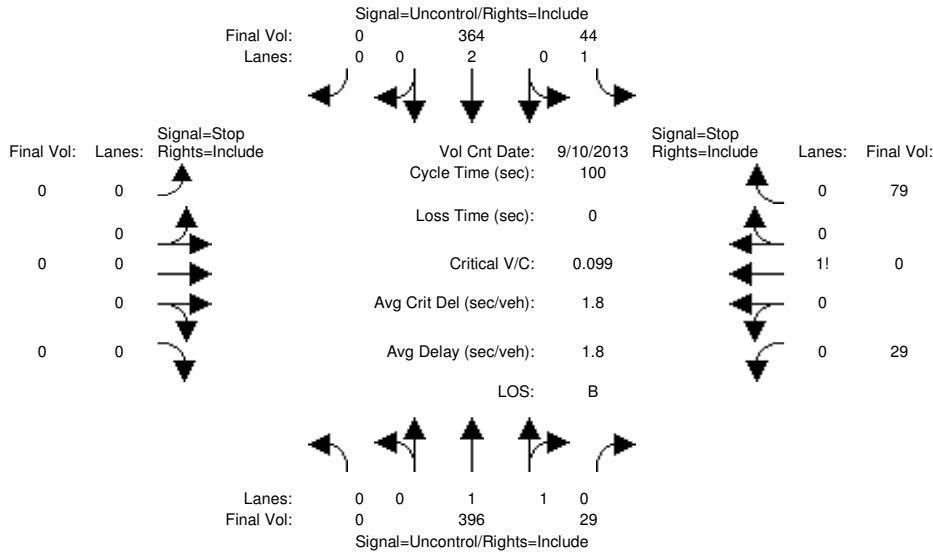
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.10	0.17	0.17	0.11	0.17	0.17	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.5	24.3	24.3	21.7	38.5	38.5	24.4	42.3	42.3	14.7	32.6	32.6
Volume/Cap:	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.48	0.48	0.31	0.51	0.51
Uniform Del:	52.0	40.1	40.1	41.9	30.7	30.7	40.0	27.9	27.9	45.5	34.5	34.5
IncrcmntDel:	3.9	0.6	0.6	1.4	0.4	0.4	1.2	0.3	0.3	0.8	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.9	40.7	40.7	43.3	31.0	31.0	41.2	28.1	28.1	46.3	35.0	35.0
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:	55.9	40.7	40.7	43.3	31.0	31.0	41.2	28.1	28.1	46.3	35.0	35.0
LOS by Move:	E+	D	D	D	C	C	D	C	C	D	C-	C-
HCM2kAvgQ:	2	6	6	6	9	9	6	9	9	3	8	8

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim for various movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

-----|-----|-----|-----|-----|

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 396 29	44 364 0	0 0 0 0	29 0 79
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.1

Approach[westbound][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=108]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=941]
 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 #24 Latham Street / Showers Drive

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 396 29	44 364 0	0 0 0 0	29 0 79

Major Street Volume: 833
 Minor Approach Volume: 108
 Minor Approach Volume Threshold: 348

 SIGNAL WARRANT DISCLAIMER

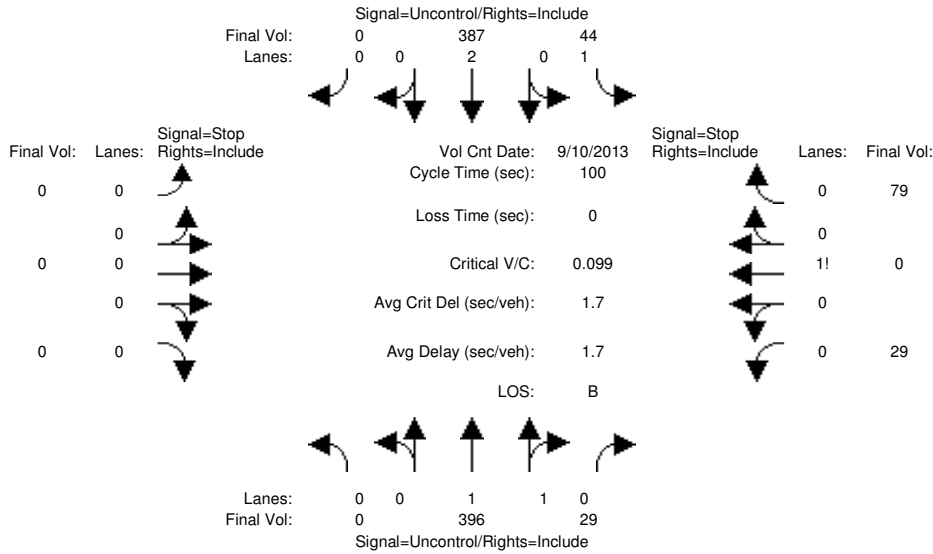
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Includes data for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume, etc.

Table for Critical Gap Module showing Critical Gp, FollowUpTim, and other timing parameters for each movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 396 29	44 387 0	0 0 0 0	29 0 79
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.2

Approach[westbound][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=108]
 SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=964]
 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 #24 Latham Street / Showers Drive

 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 396 29	44 387 0	0 0 0 0	29 0 79

Major Street Volume: 856
 Minor Approach Volume: 108
 Minor Approach Volume Threshold: 338

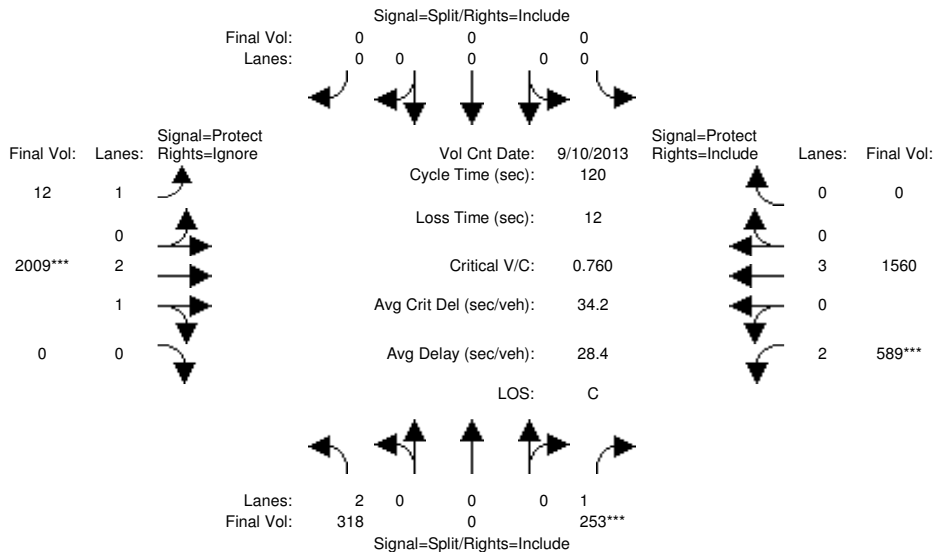
 SIGNAL WARRANT DISCLAIMER
 This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	318	0	253	0	0	0	12	1747	408	589	1298	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:	318	0	253	0	0	0	12	1747	408	589	1298	0
Added Vol:	0	0	0	0	0	0	0	262	0	0	262	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	0	253	0	0	0	12	2009	408	589	1560	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	318	0	253	0	0	0	12	2009	0	589	1560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	253	0	0	0	12	2009	0	589	1560	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	318	0	253	0	0	0	12	2009	0	589	1560	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	0	3150	5700	0

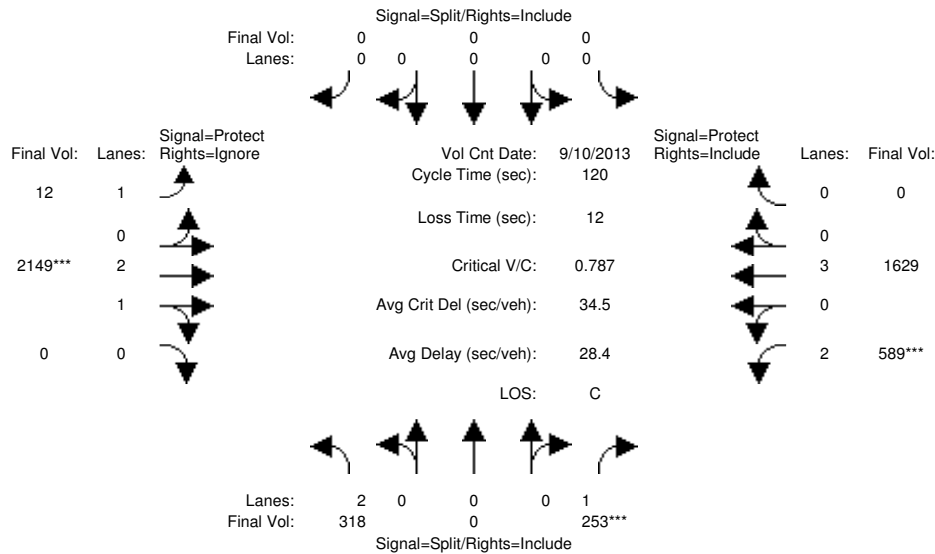
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.14	0.00	0.00	0.00	0.01	0.35	0.00	0.19	0.27	0.00
Crit Moves:			****					****		****		
Green Time:	22.8	0.0	22.8	0.0	0.0	0.0	15.0	55.7	0.0	29.5	70.2	0.0
Volume/Cap:	0.53	0.00	0.76	0.00	0.00	0.00	0.05	0.76	0.00	0.76	0.47	0.00
Delay/Veh:	44.7	0.0	55.8	0.0	0.0	0.0	46.4	28.0	0.0	46.4	14.3	0.0
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:	44.7	0.0	55.8	0.0	0.0	0.0	46.4	28.0	0.0	46.4	14.3	0.0
LOS by Move:	D	A	E+	A	A	A	D	C	A	D	B	A
HCM2kAvgQ:	7	0	11	0	0	0	0	21	0	14	11	0

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	318	0	253	0	0	0	12	1747	408	589	1298	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:	318	0	253	0	0	0	12	1747	408	589	1298	0
Added Vol:	0	0	0	0	0	0	0	402	0	0	331	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	0	253	0	0	0	12	2149	408	589	1629	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	318	0	253	0	0	0	12	2149	0	589	1629	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	253	0	0	0	12	2149	0	589	1629	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	318	0	253	0	0	0	12	2149	0	589	1629	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	0	3150	5700	0

Capacity Analysis Module:

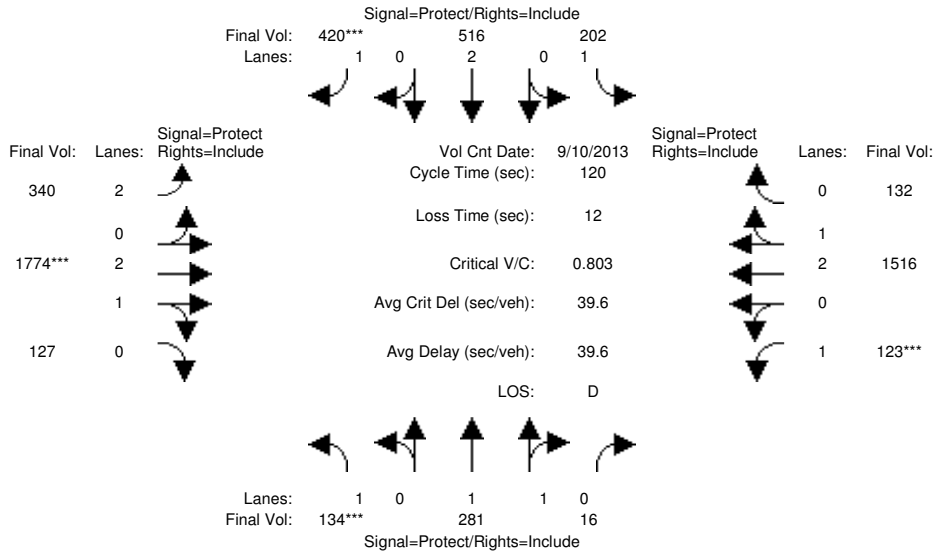
Vol/Sat:	0.10	0.00	0.14	0.00	0.00	0.00	0.01	0.38	0.00	0.19	0.29	0.00
Crit Moves:			****					****		****		
Green Time:	22.0	0.0	22.0	0.0	0.0	0.0	14.6	57.5	0.0	28.5	71.4	0.0
Volume/Cap:	0.55	0.00	0.79	0.00	0.00	0.00	0.06	0.79	0.00	0.79	0.48	0.00
Uniform Del:	44.5	0.0	46.7	0.0	0.0	0.0	46.6	26.2	0.0	42.9	13.8	0.0
IncrcmntDel:	1.1	0.0	12.2	0.0	0.0	0.0	0.1	1.6	0.0	5.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	45.6	0.0	58.9	0.0	0.0	0.0	46.7	27.7	0.0	48.5	13.9	0.0
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:	45.6	0.0	58.9	0.0	0.0	0.0	46.7	27.7	0.0	48.5	13.9	0.0
LOS by Move:	D	A	E+	A	A	A	D	C	A	D	B	A
HCM2kAvgQ:	7	0	12	0	0	0	0	23	0	14	11	0

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	134	281	16	202	516	420	340	1547	127	123	1282	132
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:	134	281	16	202	516	420	340	1547	127	123	1282	132
Added Vol:	0	0	0	0	0	0	0	227	0	0	234	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	281	16	202	516	420	340	1774	127	123	1516	132
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:	134	281	16	202	516	420	340	1774	127	123	1516	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	281	16	202	516	420	340	1774	127	123	1516	132
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:	134	281	16	202	516	420	340	1774	127	123	1516	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	2.00	2.78	0.22	1.00	2.74	0.26
Final Sat.:	1750	3579	204	1750	3800	1750	3150	5289	379	1750	5208	453

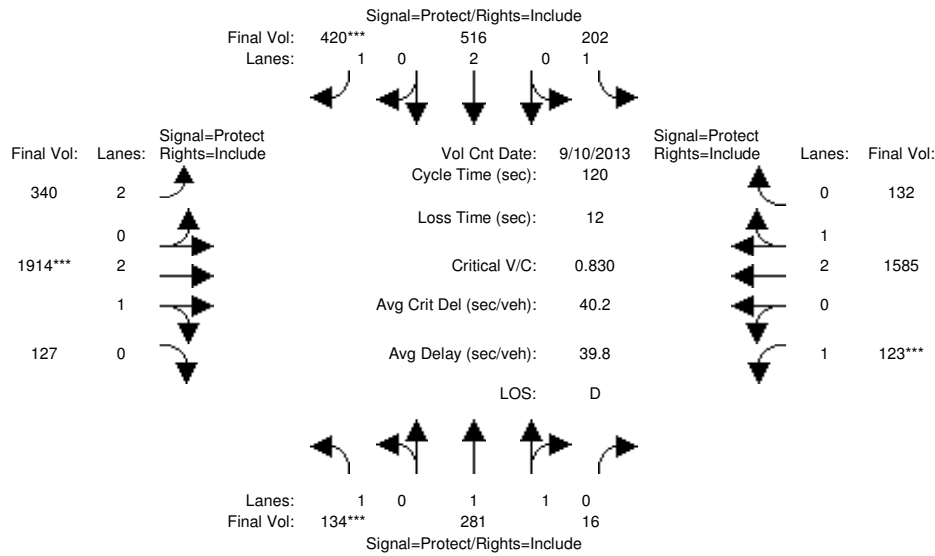
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.12	0.14	0.24	0.11	0.34	0.34	0.07	0.29	0.29
Crit Moves:	****					****		****		****		
Green Time:	11.4	19.8	19.8	27.5	35.9	35.9	16.4	50.2	50.2	10.5	44.3	44.3
Volume/Cap:	0.80	0.47	0.47	0.50	0.45	0.80	0.79	0.80	0.80	0.80	0.79	0.79
Delay/Veh:	76.8	45.9	45.9	41.3	34.4	47.5	59.6	32.7	32.7	79.1	35.8	35.8
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:	76.8	45.9	45.9	41.3	34.4	47.5	59.6	32.7	32.7	79.1	35.8	35.8
LOS by Move:	E-	D	D	D	C-	D	E+	C-	C-	E-	D+	D+
HCM2kAvgQ:	7	5	5	7	8	17	9	22	22	5	18	18

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	134	281	16	202	516	420	340	1547	127	123	1282	132
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:	134	281	16	202	516	420	340	1547	127	123	1282	132
Added Vol:	0	0	0	0	0	0	0	367	0	0	303	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	281	16	202	516	420	340	1914	127	123	1585	132
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:	134	281	16	202	516	420	340	1914	127	123	1585	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	281	16	202	516	420	340	1914	127	123	1585	132
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:	134	281	16	202	516	420	340	1914	127	123	1585	132

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	2.00	2.80	0.20	1.00	2.75	0.25
Final Sat.:	1750	3579	204	1750	3800	1750	3150	5317	353	1750	5227	435

Capacity Analysis Module:

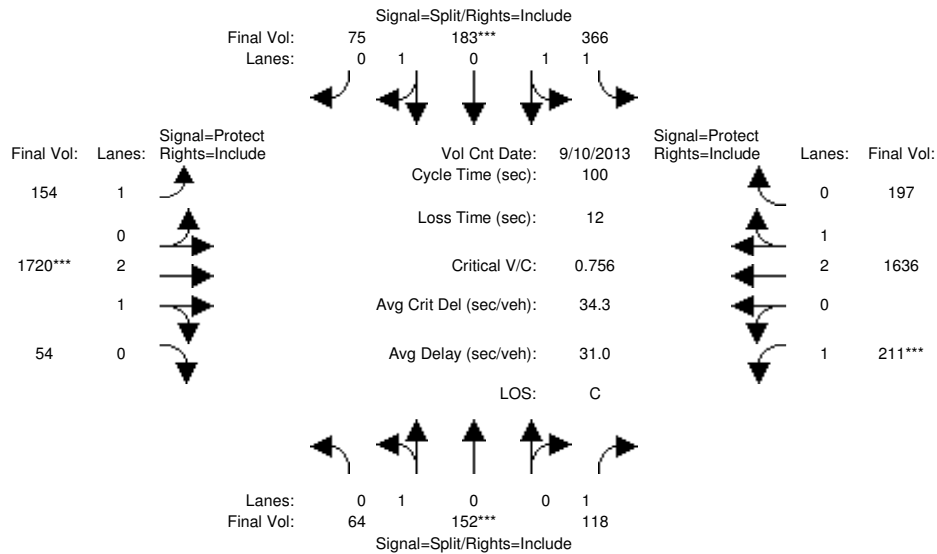
Vol/Sat:	0.08	0.08	0.08	0.12	0.14	0.24	0.11	0.36	0.36	0.07	0.30	0.30
Crit Moves:	****					****		****		****		
Green Time:	11.1	19.2	19.2	26.6	34.7	34.7	16.3	52.1	52.1	10.2	45.9	45.9
Volume/Cap:	0.83	0.49	0.49	0.52	0.47	0.83	0.79	0.83	0.83	0.83	0.79	0.79
Uniform Del:	53.5	45.9	45.9	41.1	35.1	39.9	50.2	30.1	30.1	54.1	32.8	32.8
IncrcmntDel:	28.8	0.6	0.6	1.3	0.3	11.0	9.8	2.5	2.5	30.7	2.1	2.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.3	46.6	46.6	42.4	35.4	50.9	59.9	32.6	32.6	84.8	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	46.6	46.6	42.4	35.4	50.9	59.9	32.6	32.6	84.8	34.9	34.9
LOS by Move:	F	D	D	D	D+	D	E+	C-	C-	F	C-	C-
HCM2kAvgQ:	8	5	5	7	8	18	9	24	24	5	18	18

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	64	152	118	366	183	75	154	1493	54	211	1402	197
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:	64	152	118	366	183	75	154	1493	54	211	1402	197
Added Vol:	0	0	0	0	0	0	0	227	0	0	234	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	152	118	366	183	75	154	1720	54	211	1636	197
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:	64	152	118	366	183	75	154	1720	54	211	1636	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	152	118	366	183	75	154	1720	54	211	1636	197
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:	64	152	118	366	183	75	154	1720	54	211	1636	197

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.69	1.00	1.80	0.83	0.37	1.00	2.90	0.10	1.00	2.65	0.35
Final Sat.:	549	1304	1750	3152	1576	646	1750	5512	173	1750	5041	607

Capacity Analysis Module:

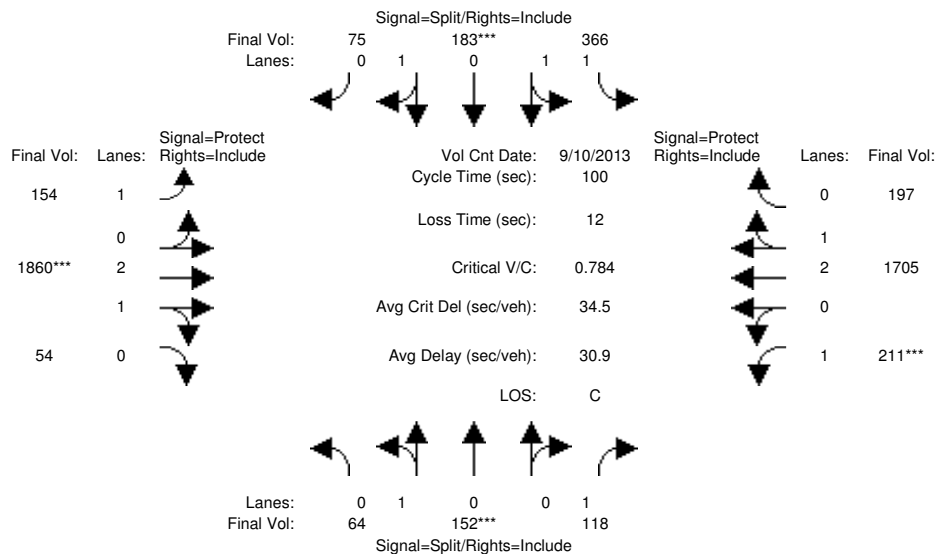
Vol/Sat:	0.12	0.12	0.07	0.12	0.12	0.12	0.09	0.31	0.31	0.12	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	15.4	15.4	15.4	15.4	15.4	15.4	12.2	41.3	41.3	15.9	45.0	45.0
Volume/Cap:	0.76	0.76	0.44	0.76	0.76	0.76	0.72	0.76	0.76	0.76	0.72	0.72
Delay/Veh:	51.5	51.5	39.5	44.6	44.6	44.6	53.6	26.5	26.5	51.4	23.4	23.4
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:	51.5	51.5	39.5	44.6	44.6	44.6	53.6	26.5	26.5	51.4	23.4	23.4
LOS by Move:	D-	D-	D	D	D	D	D-	C	C	D-	C	C
HCM2kAvgQ:	8	8	4	8	8	8	5	15	15	9	16	16

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

SF13-0693
The Village at San Antonio
Background & B+P PM

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<

Base Vol:	64	152	118	366	183	75	154	1493	54	211	1402	197
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:	64	152	118	366	183	75	154	1493	54	211	1402	197
Added Vol:	0	0	0	0	0	0	0	367	0	0	303	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	152	118	366	183	75	154	1860	54	211	1705	197
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:	64	152	118	366	183	75	154	1860	54	211	1705	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	152	118	366	183	75	154	1860	54	211	1705	197
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:	64	152	118	366	183	75	154	1860	54	211	1705	197

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.69	1.00	1.80	0.83	0.37	1.00	2.91	0.09	1.00	2.67	0.33
Final Sat.:	549	1304	1750	3152	1576	646	1750	5526	160	1750	5065	585

Capacity Analysis Module:

Vol/Sat:	0.12	0.12	0.07	0.12	0.12	0.12	0.09	0.34	0.34	0.12	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	14.9	14.9	14.9	14.8	14.8	14.8	12.1	42.9	42.9	15.4	46.2	46.2
Volume/Cap:	0.78	0.78	0.45	0.78	0.78	0.78	0.73	0.78	0.78	0.78	0.73	0.73
Uniform Del:	41.0	41.0	38.9	41.1	41.1	41.1	42.4	24.5	24.5	40.7	21.8	21.8
IncrcmntDel:	13.7	13.7	1.3	5.1	5.1	5.1	12.0	1.7	1.7	14.0	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.7	54.7	40.1	46.2	46.2	46.2	54.4	26.3	26.3	54.7	22.8	22.8
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:	54.7	54.7	40.1	46.2	46.2	46.2	54.4	26.3	26.3	54.7	22.8	22.8
LOS by Move:	D-	D-	D	D	D	D	D-	C	C	D-	C+	C+
HCM2kAvgQ:	9	9	4	9	9	9	5	16	16	9	17	17

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

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

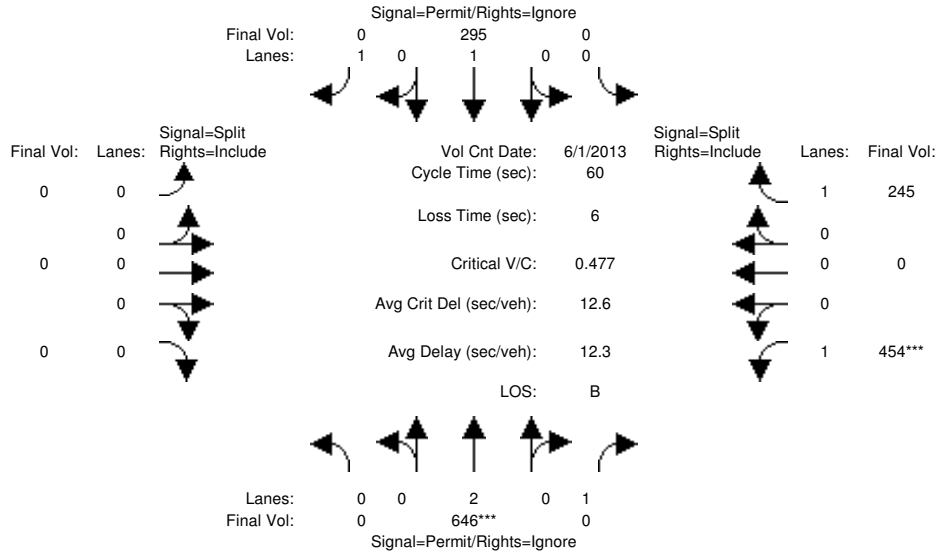
Intersection	???				Cumulative AM				Cumulative PP AM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	B	12.3	0.477	12.6	B	12.5	0.505	+ 0.028	12.8	+ 0.2	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D+	38.6	0.830	42.7	D+	38.0	0.825	- 0.005	42.2	- 0.5	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D	47.7	0.767	44.3	D	47.6	0.767	- 0.001	44.1	- 0.2	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D-	52.3	0.824	62.0	E	60.5	0.937	+ 0.114	77.5	+ 15.5	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	B	14.9	0.385	14.2	B	15.6	0.432	+ 0.048	15.2	+ 1.0	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	E	63.1	0.992	72.9	E	72.4	1.033	+ 0.041	83.9	+ 11.0	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B-	19.9	0.617	17.4	B-	19.9	0.617	- 0.000	17.4	+ 0.0	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	C+	20.3	0.832	26.5	C+	20.5	0.839	+ 0.007	26.9	+ 0.4	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	C	27.5	0.641	32.4	C	27.5	0.640	- 0.001	32.2	- 0.2	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	D	40.8	0.869	42.9	D	40.3	0.863	- 0.006	42.2	- 0.6	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	C	29.3	0.682	28.4	C	29.1	0.678	- 0.004	28.3	- 0.1	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	C	31.4	0.428	30.0	C	30.6	0.439	+ 0.011	29.2	- 0.8	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	39.5	0.816	40.9	D	39.5	0.818	+ 0.003	41.0	+ 0.1	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	C+	22.3	0.563	19.2	C+	22.3	0.562	- 0.001	19.4	+ 0.2	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	C	29.1	0.688	31.2	C	29.3	0.691	+ 0.004	31.5	+ 0.3	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C	26.5	0.622	30.1	C	26.5	0.642	+ 0.020	30.0	- 0.0	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B	13.4	0.523	13.1	B	13.3	0.542	+ 0.019	13.0	- 0.0	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	24.0	0.605	23.1	C	23.9	0.624	+ 0.019	23.0	- 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	B	10.4	0.367	10.4	B	10.5	0.373	+ 0.006	10.5	+ 0.0	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	13.7	0.246	10.3	B	15.3	0.252	+ 0.006	11.5	+ 1.1	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	C	25.9	0.307	25.8	C+	22.9	0.311	+ 0.004	20.7	- 5.1	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	A	7.7	0.225	7.7	A	7.3	0.241	+ 0.016	7.3	- 0.4	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	C	30.2	0.476	26.5	C	31.2	0.528	+ 0.052	30.5	+ 4.0	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	2.5	0.099	2.5	B	2.5	0.099	+ 0.000	2.5	- 0.0	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	30.6	0.772	39.4	C	30.8	0.772	- 0.000	39.4	- 0.1	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	42.7	0.877	47.1	D	43.3	0.895	+ 0.018	48.1	+ 1.0	?	xx.x	x.xxx	xx.x

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative PP AM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	C	28.9	0.797	30.9	C	29.2	0.816	+ 0.020	31.5	+ 0.6	?	xx.x	x.xxx	xx.x

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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: 1 Jun 2013 <<

Base Vol:	0	576	749	0	247	37	0	0	0	401	0	226
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	623	811	0	267	40	0	0	0	434	0	245
Added Vol:	0	23	28	0	28	0	0	0	0	20	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	646	839	0	295	40	0	0	0	454	0	245
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	646	0	0	295	0	0	0	0	454	0	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	646	0	0	295	0	0	0	0	454	0	245
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	646	0	0	295	0	0	0	0	454	0	245

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

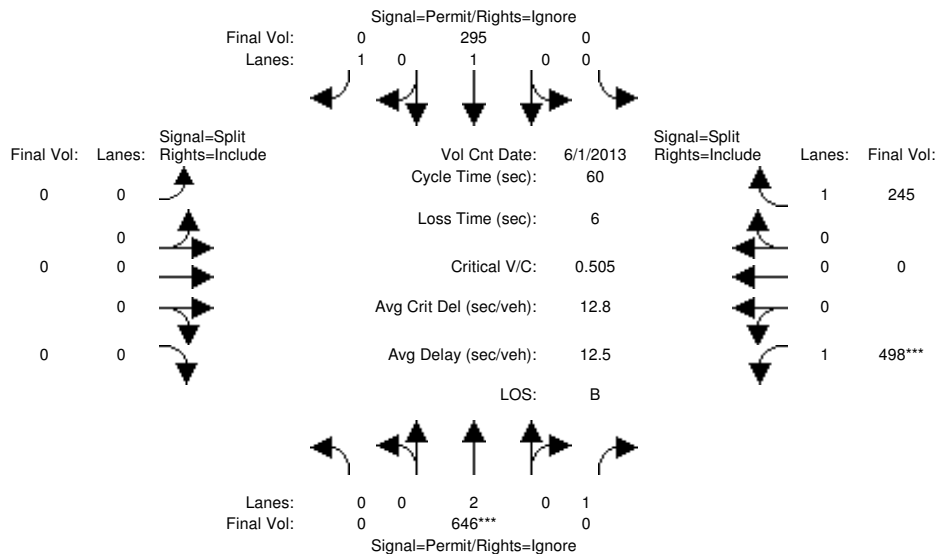
Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.26	0.00	0.14
Crit Moves:	****									****		
Green Time:	0.0	21.4	0.0	0.0	21.4	0.0	0.0	0.0	0.0	32.6	0.0	32.6
Volume/Cap:	0.00	0.48	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.48	0.00	0.26
Delay/Veh:	0.0	15.2	0.0	0.0	15.2	0.0	0.0	0.0	0.0	8.8	0.0	7.4
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:	0.0	15.2	0.0	0.0	15.2	0.0	0.0	0.0	0.0	8.8	0.0	7.4
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	5	0	0	0	0	6	0	3

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

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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:	1 Jun 2013	<<							
Base Vol:	0	576	749	0	247	37	0	0	0	401	0	226
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	623	811	0	267	40	0	0	0	434	0	245
Added Vol:	0	23	43	0	28	0	0	0	0	64	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	646	854	0	295	40	0	0	0	498	0	245
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	646	0	0	295	0	0	0	0	498	0	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	646	0	0	295	0	0	0	0	498	0	245
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	646	0	0	295	0	0	0	0	498	0	245

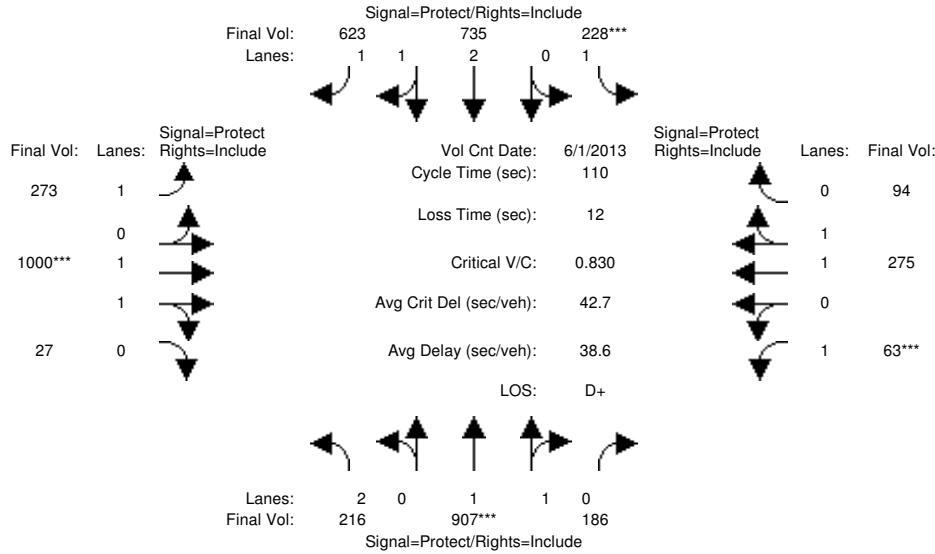
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.28	0.00	0.14
Crit Moves:	****									****		
Green Time:	0.0	20.2	0.0	0.0	20.2	0.0	0.0	0.0	0.0	33.8	0.0	33.8
Volume/Cap:	0.00	0.51	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.51	0.00	0.25
Uniform Del:	0.0	15.9	0.0	0.0	15.6	0.0	0.0	0.0	0.0	8.0	0.0	6.7
IncrementDel:	0.0	0.3	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.4	0.0	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	16.2	0.0	0.0	16.2	0.0	0.0	0.0	0.0	8.4	0.0	6.8
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:	0.0	16.2	0.0	0.0	16.2	0.0	0.0	0.0	0.0	8.4	0.0	6.8
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	5	0	0	0	0	7	0	3

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

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	200	768	172	211	615	576	252	924	25	58	254	87				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	216	831	186	228	666	623	273	1000	27	63	275	94				
Added Vol:	0	76	0	0	69	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	216	907	186	228	735	623	273	1000	27	63	275	94				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	216	907	186	228	735	623	273	1000	27	63	275	94				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	216	907	186	228	735	623	273	1000	27	63	275	94				
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				
Final Volume:	216	907	186	228	735	623	273	1000	27	63	275	94				

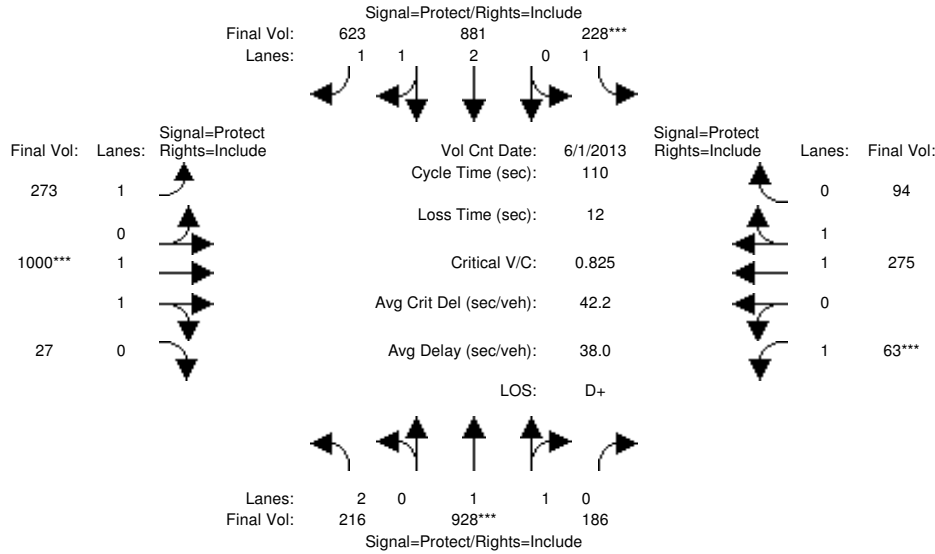
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	2.00	1.65	0.35	1.00	2.08	1.92	1.00	1.95	0.05	1.00	1.48	0.52
Final Sat.:	3150	3070	630	1750	3956	3357	1750	3602	97	1750	2755	944

Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.13	0.19	0.19	0.16	0.28	0.28	0.04	0.10	0.10
Crit Moves:	****			****			****			****		
Green Time:	14.9	38.2	38.2	16.9	40.2	40.2	26.2	35.9	35.9	7.0	16.7	16.7
Volume/Cap:	0.51	0.85	0.85	0.85	0.51	0.51	0.66	0.85	0.85	0.56	0.66	0.66
Delay/Veh:	45.2	38.8	38.8	67.2	27.3	27.3	41.6	40.5	40.5	56.5	46.7	46.7
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:	45.2	38.8	38.8	67.2	27.3	27.3	41.6	40.5	40.5	56.5	46.7	46.7
LOS by Move:	D	D+	D+	E	C	C	D	D	D	E+	D	D
HCM2kAvgQ:	4	18	18	11	9	9	10	19	19	3	7	7

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

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	200	768	172	211	615	576	252	924	25	58	254	87				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	216	831	186	228	666	623	273	1000	27	63	275	94				
Added Vol:	0	97	0	0	215	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	216	928	186	228	881	623	273	1000	27	63	275	94				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	216	928	186	228	881	623	273	1000	27	63	275	94				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	216	928	186	228	881	623	273	1000	27	63	275	94				
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				
Final Volume:	216	928	186	228	881	623	273	1000	27	63	275	94				

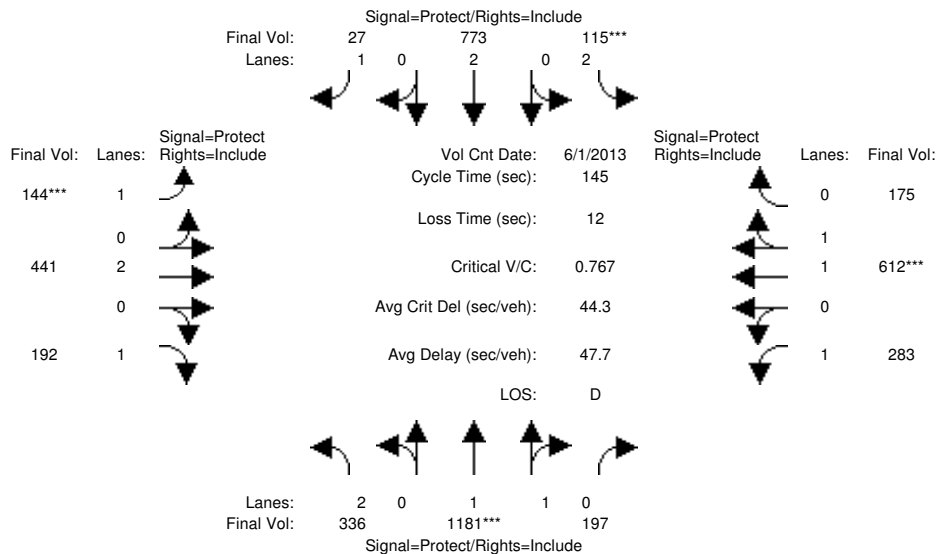
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.64	0.36	1.00	2.26	1.74	1.00	1.94	0.06	1.00	1.46	0.54
Final Sat.:	3150	3121	626	1750	4297	3042	1750	3692	100	1750	2770	949

Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.13	0.20	0.20	0.16	0.27	0.27	0.04	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	14.0	38.7	38.7	17.0	41.7	41.7	25.8	35.3	35.3	7.0	16.4	16.4
Volume/Cap:	0.54	0.84	0.84	0.84	0.54	0.54	0.66	0.84	0.84	0.56	0.66	0.66
Uniform Del:	45.0	32.9	32.9	45.2	26.6	26.6	38.2	34.8	34.8	50.0	44.2	44.2
IncrcmntDel:	1.5	5.2	5.2	21.0	0.2	0.2	4.1	5.6	5.6	6.5	3.0	3.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.5	38.1	38.1	66.2	26.9	26.9	42.2	40.4	40.4	56.5	47.2	47.2
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:	46.5	38.1	38.1	66.2	26.9	26.9	42.2	40.4	40.4	56.5	47.2	47.2
LOS by Move:	D	D+	D+	E	C	C	D	D	D	E+	D	D
HCM2kAvgQ:	4	18	18	11	10	10	10	19	19	3	7	7

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

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	310	1021	181	106	650	25	133	401	177	259	566	162				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	336	1105	196	115	704	27	144	434	192	280	613	175				
Added Vol:	0	76	1	0	69	0	0	7	0	3	-1	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	336	1181	197	115	773	27	144	441	192	283	612	175				
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:	336	1181	197	115	773	27	144	441	192	283	612	175				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	336	1181	197	115	773	27	144	441	192	283	612	175				
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				
Final Volume:	336	1181	197	115	773	27	144	441	192	283	612	175				

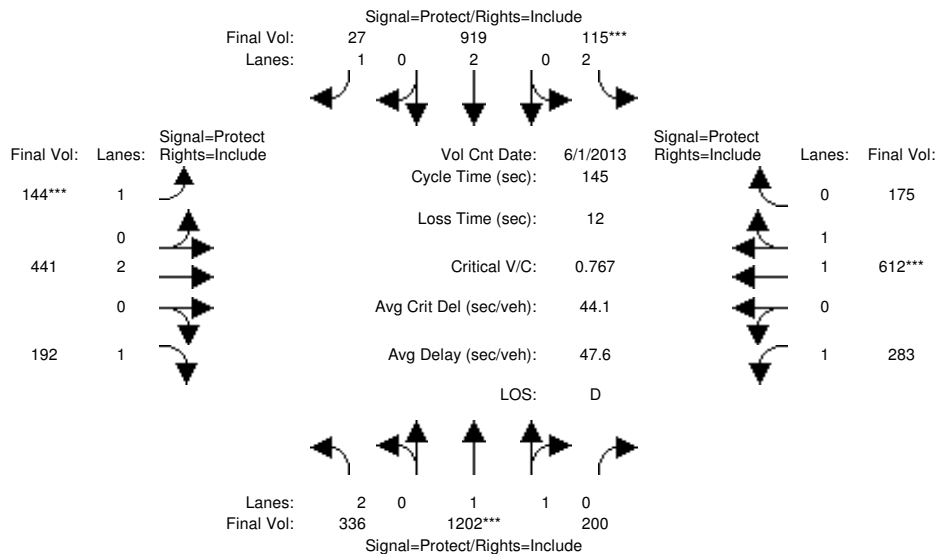
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.71	0.29	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.54	0.46
Final Sat.:	3150	3171	529	3150	3800	1750	1750	3800	1750	1750	2875	824

Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.04	0.20	0.02	0.08	0.12	0.11	0.16	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	26.6	70.3	70.3	7.0	50.7	50.7	15.5	23.3	23.3	32.4	40.2	40.2
Volume/Cap:	0.58	0.77	0.77	0.75	0.58	0.04	0.77	0.72	0.68	0.72	0.77	0.77
Delay/Veh:	55.6	32.7	32.7	87.3	39.1	31.2	80.3	62.1	64.1	58.7	51.7	51.7
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:	55.6	32.7	32.7	87.3	39.1	31.2	80.3	62.1	64.1	58.7	51.7	51.7
LOS by Move:	E+	C-	C-	F	D	C	F	E	E	E+	D-	D-
HCM2kAvgQ:	9	26	26	3	14	1	8	11	10	14	18	18

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

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	310	1021	181	106	650	25	133	401	177	259	566	162
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	336	1105	196	115	704	27	144	434	192	280	613	175
Added Vol:	0	97	4	0	215	0	0	7	0	3	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	336	1202	200	115	919	27	144	441	192	283	612	175
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:	336	1202	200	115	919	27	144	441	192	283	612	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1202	200	115	919	27	144	441	192	283	612	175
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
Final Volume:	336	1202	200	115	919	27	144	441	192	283	612	175

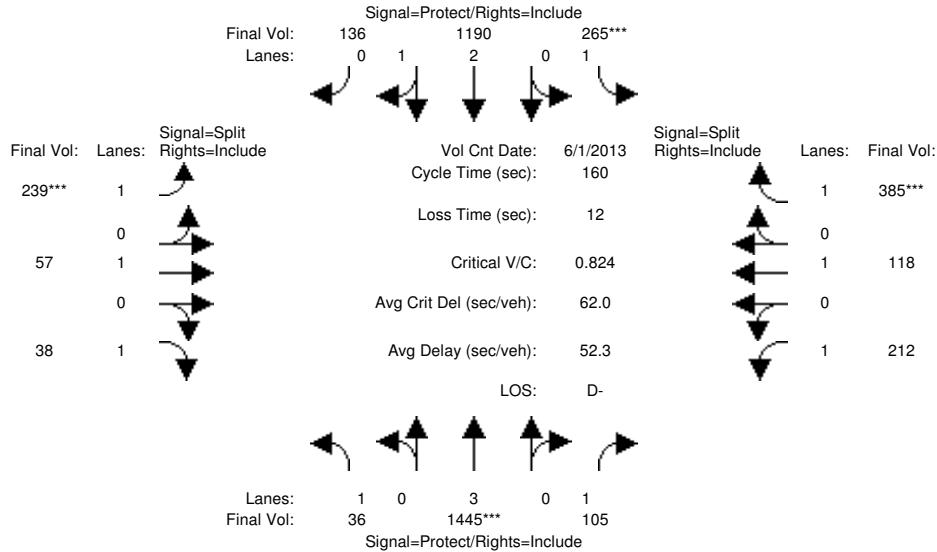
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.69	0.31	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	3150	3219	535	3150	3800	1750	1750	3800	1750	1750	2898	831

Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.04	0.24	0.02	0.08	0.12	0.11	0.16	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	23.7	70.6	70.6	7.0	53.8	53.8	15.5	23.1	23.1	32.3	39.9	39.9
Volume/Cap:	0.65	0.77	0.77	0.75	0.65	0.04	0.77	0.73	0.69	0.73	0.77	0.77
Uniform Del:	56.8	30.5	30.5	68.2	37.8	29.1	63.0	57.9	57.5	52.3	48.3	48.3
IncrcmntDel:	3.0	2.0	2.0	19.1	1.1	0.0	17.2	4.4	6.9	6.7	3.6	3.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.7	32.5	32.5	87.3	38.9	29.1	80.2	62.3	64.4	59.0	51.8	51.8
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:	59.7	32.5	32.5	87.3	38.9	29.1	80.2	62.3	64.4	59.0	51.8	51.8
LOS by Move:	E+	C-	C-	F	D+	C	F	E	E	E+	D-	D-
HCM2kAvgQ:	9	26	26	3	16	1	8	11	10	14	18	18

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

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

Intersection #4: San Antonio Rd / California St



Street Name: San Antonio Rd California 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
Y+R:	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: 1 Jun 2013 <<

Base Vol:	30	1195	81	244	976	125	221	53	27	166	109	356
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	32	1293	88	264	1056	135	239	57	29	180	118	385
Added Vol:	4	152	17	1	134	1	0	0	9	32	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1445	105	265	1190	136	239	57	38	212	118	385
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:	36	1445	105	265	1190	136	239	57	38	212	118	385
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1445	105	265	1190	136	239	57	38	212	118	385
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:	36	1445	105	265	1190	136	239	57	38	212	118	385

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5024	575	1750	1900	1750	1750	1900	1750

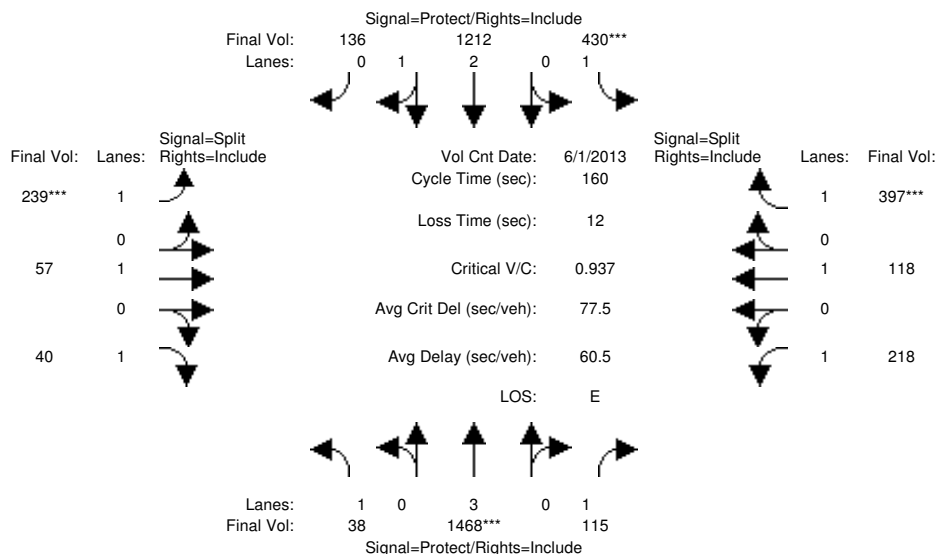
Capacity Analysis Module:

Vol/Sat:	0.02	0.25	0.06	0.15	0.24	0.24	0.14	0.03	0.02	0.12	0.06	0.22
Crit Moves:		****		****			****					****
Green Time:	12.3	49.3	49.3	29.4	66.4	66.4	26.6	26.6	26.6	42.8	42.8	42.8
Volume/Cap:	0.27	0.82	0.19	0.82	0.57	0.57	0.82	0.18	0.13	0.45	0.23	0.82
Delay/Veh:	70.8	54.7	40.9	78.5	36.2	36.2	81.6	57.7	57.1	49.6	46.0	66.4
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:	70.8	54.7	40.9	78.5	36.2	36.2	81.6	57.7	57.1	49.6	46.0	66.4
LOS by Move:	E	D-	D	E-	D+	D+	F	E+	E+	D	D	E
HCM2kAvgQ:	2	24	4	16	17	17	14	2	2	9	4	21

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

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

Intersection #4: San Antonio Rd / California St



Street Name: San Antonio Rd California 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
Y+R:	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: 1 Jun 2013 <<

Base Vol:	30	1195	81	244	976	125	221	53	27	166	109	356
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	32	1293	88	264	1056	135	239	57	29	180	118	385
Added Vol:	6	175	27	166	156	1	0	0	11	38	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1468	115	430	1212	136	239	57	40	218	118	397
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:	38	1468	115	430	1212	136	239	57	40	218	118	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1468	115	430	1212	136	239	57	40	218	118	397
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:	38	1468	115	430	1212	136	239	57	40	218	118	397

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5080	571	1750	1900	1750	1750	1900	1750

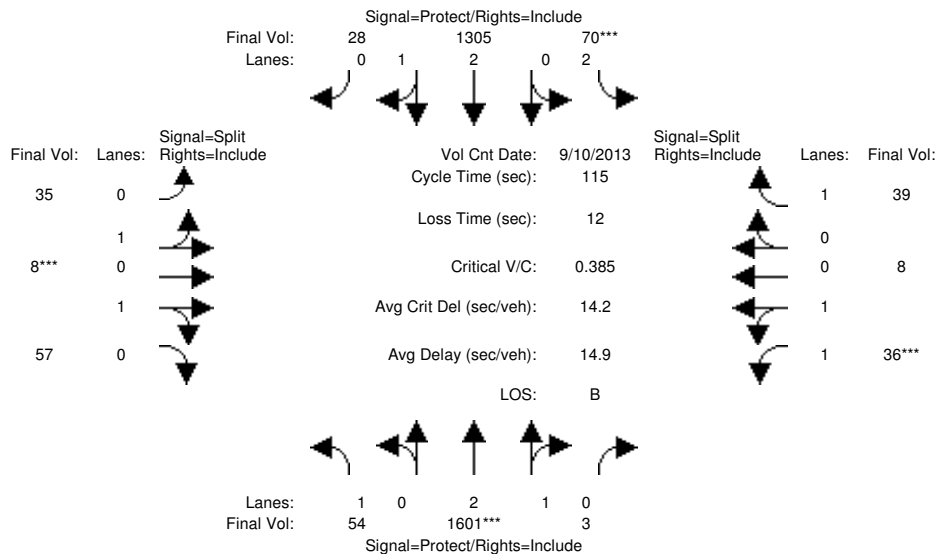
Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.07	0.25	0.24	0.24	0.14	0.03	0.02	0.12	0.06	0.23
Crit Moves:		****		****			****					****
Green Time:	13.3	44.0	44.0	41.9	72.6	72.6	23.3	23.3	23.3	38.8	38.8	38.8
Volume/Cap:	0.26	0.94	0.24	0.94	0.53	0.53	0.94	0.21	0.16	0.51	0.26	0.94
Uniform Del:	68.8	56.7	45.0	57.7	31.3	31.3	67.6	60.2	59.7	52.5	49.0	59.4
IncrementDel:	1.0	11.1	0.3	27.0	0.2	0.2	39.6	0.4	0.3	1.1	0.3	28.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.7	67.8	45.3	84.7	31.6	31.6	107.2	60.6	60.0	53.5	49.3	87.9
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:	69.7	67.8	45.3	84.7	31.6	31.6	107.2	60.6	60.0	53.5	49.3	87.9
LOS by Move:	E	E	D	F	C	C	F	E	E	D-	D	F
HCM2kAvgQ:	2	27	5	26	16	16	16	3	2	10	5	25

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

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	50	1318	3	65	1044	26	32	7	53	33	7	36				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	54	1427	3	70	1130	28	35	8	57	36	8	39				
Added Vol:	0	174	0	0	175	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	54	1601	3	70	1305	28	35	8	57	36	8	39				
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:	54	1601	3	70	1305	28	35	8	57	36	8	39				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	1601	3	70	1305	28	35	8	57	36	8	39				
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				
Final Volume:	54	1601	3	70	1305	28	35	8	57	36	8	39				

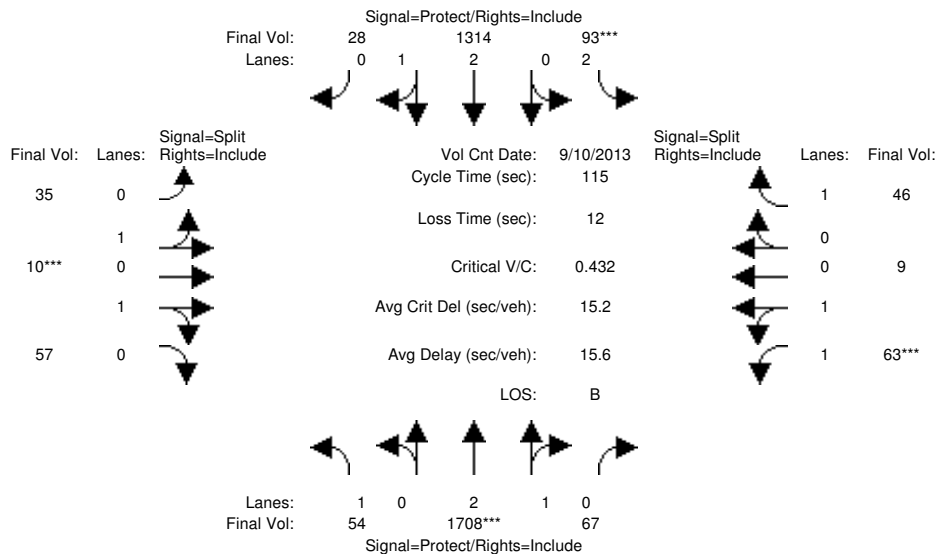
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.99	0.01	2.00	2.93	0.07	0.82	0.18	1.00	1.65	0.35	1.00
Final Sat.:	1750	5589	11	3150	5482	118	1477	323	1800	2929	621	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.02	0.24	0.24	0.02	0.02	0.03	0.01	0.01	0.02
Crit Moves:	****			****			****			****		
Green Time:	16.9	76.0	76.0	7.0	66.1	66.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.21	0.43	0.43	0.37	0.41	0.41	0.27	0.27	0.37	0.14	0.14	0.26
Delay/Veh:	43.6	9.3	9.3	53.1	13.7	13.7	49.5	49.5	50.4	48.7	48.7	49.9
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:	43.6	9.3	9.3	53.1	13.7	13.7	49.5	49.5	50.4	48.7	48.7	49.9
LOS by Move:	D	A	A	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	9	9	2	9	9	2	2	2	1	1	2

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

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	10 Sep 2013	<<											
Base Vol:	50	1318	3	65	1044	26	32	7	53	33	7	36				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	54	1427	3	70	1130	28	35	8	57	36	8	39				
Added Vol:	0	281	64	23	184	0	0	2	0	27	1	7				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	54	1708	67	93	1314	28	35	10	57	63	9	46				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	54	1708	67	93	1314	28	35	10	57	63	9	46				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	1708	67	93	1314	28	35	10	57	63	9	46				
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				
Final Volume:	54	1708	67	93	1314	28	35	10	57	63	9	46				

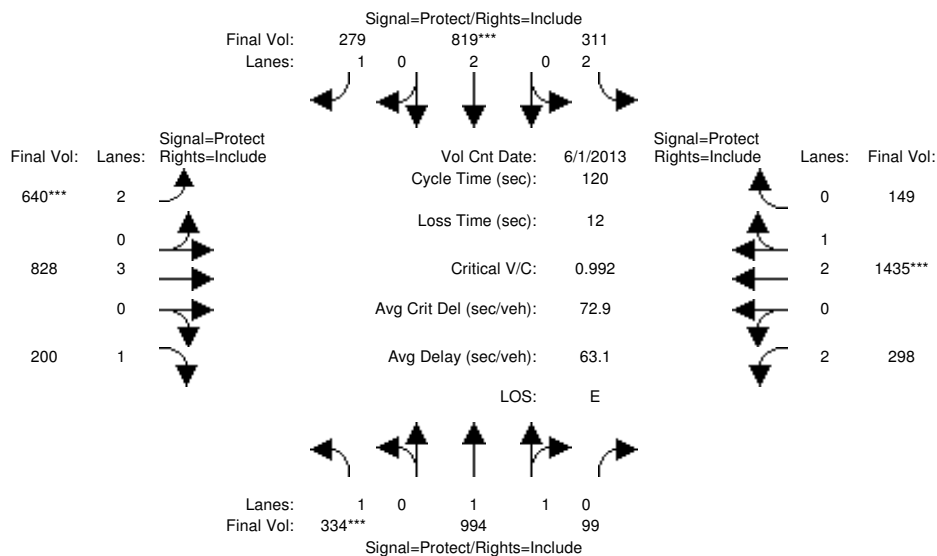
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.88	0.12	2.00	2.93	0.07	0.80	0.20	1.00	1.78	0.22	1.00
Final Sat.:	1750	5466	215	3150	5570	119	1395	386	1750	3108	425	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.03	0.24	0.24	0.02	0.02	0.03	0.02	0.02	0.03
Crit Moves:	****			****			****			****		
Green Time:	17.0	75.8	75.8	7.2	66.0	66.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.21	0.47	0.47	0.47	0.41	0.41	0.29	0.29	0.38	0.23	0.23	0.30
Uniform Del:	43.1	9.7	9.7	52.1	13.7	13.7	49.2	49.2	49.6	48.9	48.9	49.2
IncrcmntDel:	0.4	0.1	0.1	1.8	0.1	0.1	0.4	0.4	0.9	0.4	0.4	1.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.5	9.8	9.8	53.9	13.8	13.8	49.6	49.6	50.4	49.3	49.3	50.4
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:	43.5	9.8	9.8	53.9	13.8	13.8	49.6	49.6	50.4	49.3	49.3	50.4
LOS by Move:	D	A	A	D-	B	B	D	D	D	D	D	D
HCM2kAvgQ:	2	10	10	3	9	9	2	2	2	1	1	2

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

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	247	863	68	212	646	247	440	642	154	210	1224	124				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	267	934	74	229	699	267	476	695	167	227	1325	134				
Added Vol:	67	60	25	82	120	12	164	133	33	71	110	15				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	334	994	99	311	819	279	640	828	200	298	1435	149				
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:	334	994	99	311	819	279	640	828	200	298	1435	149				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	334	994	99	311	819	279	640	828	200	298	1435	149				
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				
Final Volume:	334	994	99	311	819	279	640	828	200	298	1435	149				

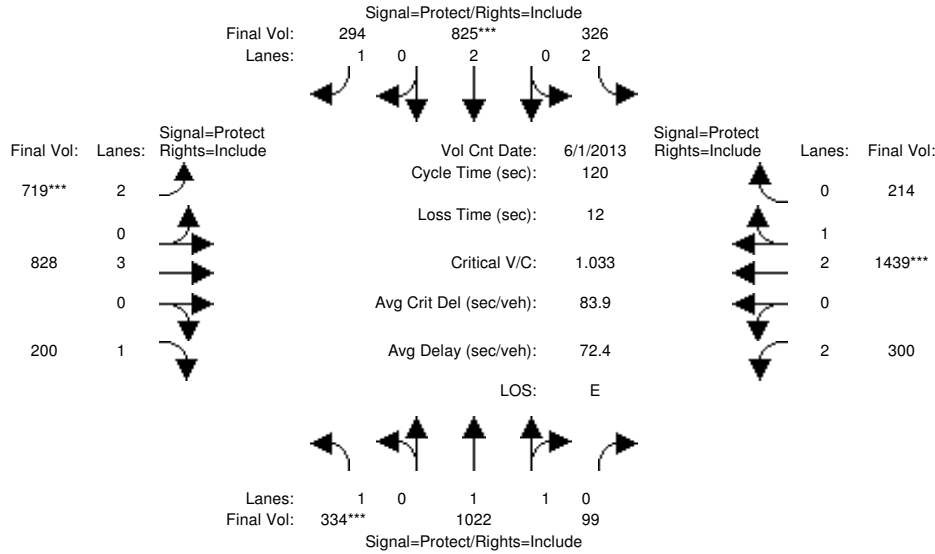
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	1.81	0.19	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1750	3366	334	3150	3800	1750	3150	5700	1750	3150	5072	527

Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.30	0.10	0.22	0.16	0.20	0.15	0.11	0.09	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	23.1	36.9	36.9	12.3	26.1	26.1	24.6	35.6	35.6	23.2	34.2	34.2
Volume/Cap:	0.99	0.96	0.96	0.96	0.99	0.73	0.99	0.49	0.38	0.49	0.99	0.99
Delay/Veh:	95.1	59.1	59.1	93.3	76.1	51.0	80.9	34.9	34.0	43.7	63.3	63.3
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:	95.1	59.1	59.1	93.3	76.1	51.0	80.9	34.9	34.0	43.7	63.3	63.3
LOS by Move:	F	E+	E+	F	E-	D	F	C-	C-	D	E	E
HCM2kAvgQ:	19	25	25	11	21	12	20	9	6	6	26	26

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

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	247	863	68	212	646	247	440	642	154	210	1224	124				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	267	934	74	229	699	267	476	695	167	227	1325	134				
Added Vol:	67	88	25	97	126	27	243	133	33	73	114	80				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	334	1022	99	326	825	294	719	828	200	300	1439	214				
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:	334	1022	99	326	825	294	719	828	200	300	1439	214				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	334	1022	99	326	825	294	719	828	200	300	1439	214				
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				
Final Volume:	334	1022	99	326	825	294	719	828	200	300	1439	214				

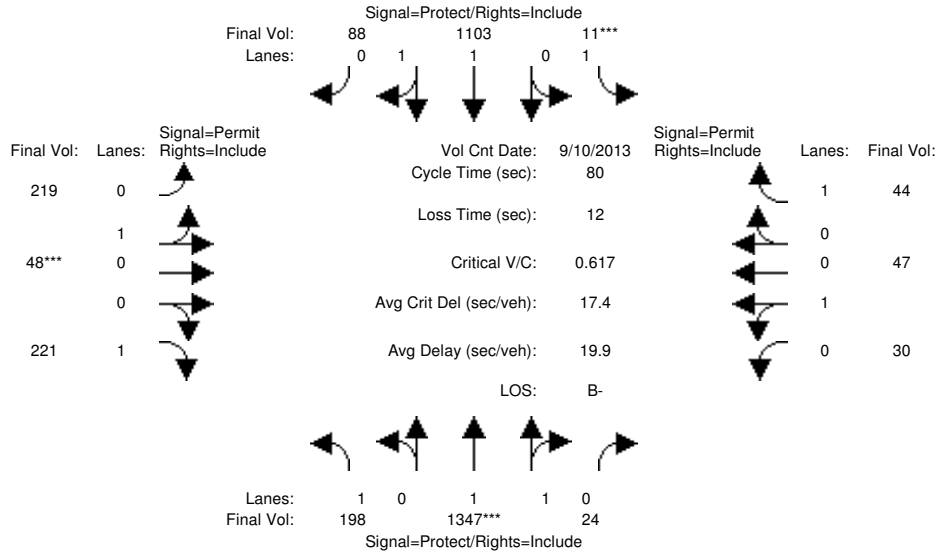
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.81	0.19	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.58	0.42
Final Sat.:	1750	3440	332	3150	3800	1750	3150	5700	1750	3150	4907	731

Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.30	0.10	0.22	0.17	0.23	0.15	0.11	0.10	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	22.2	35.2	35.2	12.3	25.2	25.2	26.5	36.6	36.6	24.0	34.1	34.1
Volume/Cap:	1.03	1.01	1.01	1.01	1.03	0.80	1.03	0.48	0.37	0.48	1.03	1.03
Uniform Del:	48.9	42.4	42.4	53.9	47.4	45.0	46.7	33.9	32.7	42.4	43.0	43.0
IncrcmntDel:	58.8	30.7	30.7	53.8	40.7	11.8	42.9	0.2	0.4	0.6	31.5	31.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	107.7	73.1	73.1	107.7	88.0	56.8	89.6	34.1	33.2	43.0	74.5	74.5
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:	107.7	73.1	73.1	107.7	88.0	56.8	89.6	34.1	33.2	43.0	74.5	74.5
LOS by Move:	F	E	E	F	F	E+	F	C-	C-	D	E	E
HCM2kAvgQ:	20	28	28	12	22	13	23	8	6	6	28	28

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

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	183	1142	22	10	886	81	202	44	204	28	43	41				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	198	1236	24	11	959	88	219	48	221	30	47	44				
Added Vol:	0	111	0	0	144	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	198	1347	24	11	1103	88	219	48	221	30	47	44				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	198	1347	24	11	1103	88	219	48	221	30	47	44				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	198	1347	24	11	1103	88	219	48	221	30	47	44				
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				
Final Volume:	198	1347	24	11	1103	88	219	48	221	30	47	44				

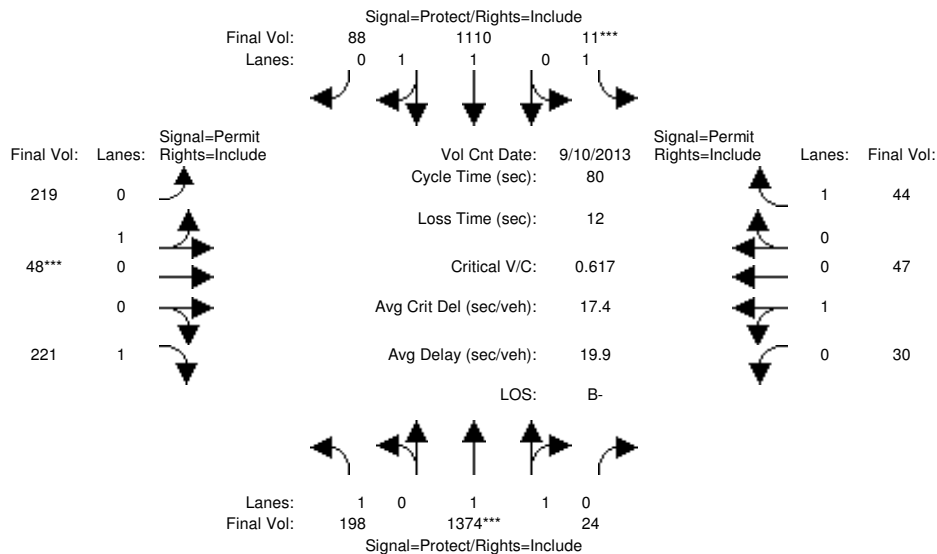
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.96	0.04	1.00	1.85	0.15	0.82	0.18	1.00	0.39	0.61	1.00
Final Sat.:	1750	3636	64	1750	3427	272	1478	322	1750	710	1090	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.01	0.32	0.32	0.15	0.15	0.13	0.04	0.04	0.03
Crit Moves:	****			****			****					
Green Time:	13.2	43.6	43.6	7.0	37.4	37.4	17.4	17.4	17.4	17.4	17.4	17.4
Volume/Cap:	0.69	0.68	0.68	0.07	0.69	0.69	0.68	0.68	0.58	0.20	0.20	0.12
Delay/Veh:	38.3	14.1	14.1	33.7	17.9	17.9	33.5	33.5	30.3	25.8	25.8	25.3
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:	38.3	14.1	14.1	33.7	17.9	17.9	33.5	33.5	30.3	25.8	25.8	25.3
LOS by Move:	D+	B	B	C-	B	B	C-	C-	C	C	C	C
HCM2kAvgQ:	5	12	12	0	13	13	8	8	6	2	2	1

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

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<							
Base Vol:	183	1142	22	10	886	81	202	44	204	28	43	41
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	198	1236	24	11	959	88	219	48	221	30	47	44
Added Vol:	0	138	0	0	151	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	1374	24	11	1110	88	219	48	221	30	47	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1374	24	11	1110	88	219	48	221	30	47	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1374	24	11	1110	88	219	48	221	30	47	44
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
Final Volume:	198	1374	24	11	1110	88	219	48	221	30	47	44

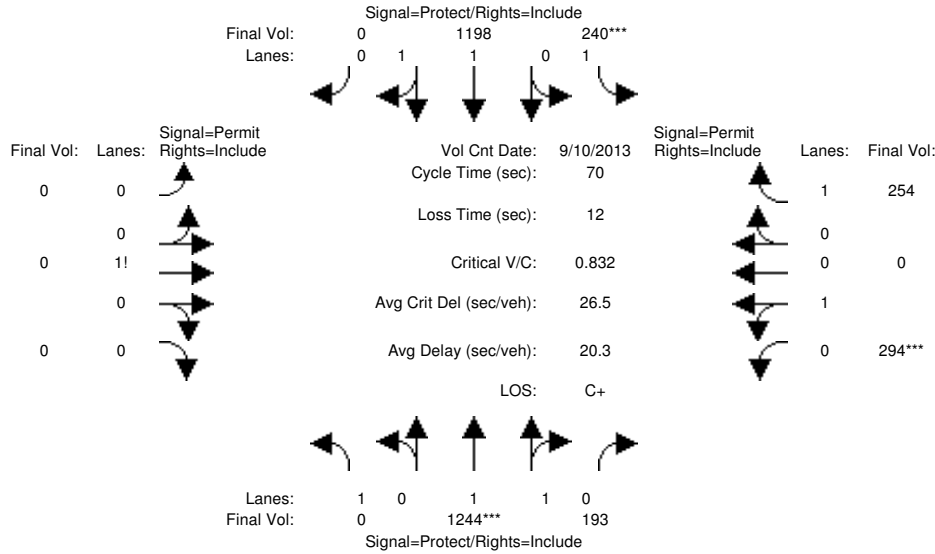
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.84	0.16	0.83	0.17	1.00	0.41	0.59	1.00
Final Sat.:	1750	3730	65	1750	3500	276	1458	317	1750	725	1113	1750

Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.01	0.32	0.32	0.15	0.15	0.13	0.04	0.04	0.03
Crit Moves:	****			****			****					
Green Time:	13.2	43.3	43.3	7.0	37.1	37.1	17.7	17.7	17.7	17.7	17.7	17.7
Volume/Cap:	0.68	0.68	0.68	0.07	0.68	0.68	0.68	0.68	0.57	0.19	0.19	0.11
Uniform Del:	31.4	13.3	13.3	33.5	16.8	16.8	28.6	28.6	27.8	25.4	25.4	24.9
IncrcmntDel:	6.6	0.9	0.9	0.2	1.1	1.1	4.8	4.8	2.1	0.2	0.2	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.0	14.2	14.2	33.7	18.0	18.0	33.4	33.4	29.9	25.6	25.6	25.1
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:	38.0	14.2	14.2	33.7	18.0	18.0	33.4	33.4	29.9	25.6	25.6	25.1
LOS by Move:	D+	B	B	C-	B	B	C-	C-	C	C	C	C
HCM2kAvgQ:	5	12	12	0	13	13	8	8	6	2	2	1

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

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	0	1047	157	222	974	0	0	0	0	246	0	235
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	1133	170	240	1054	0	0	0	0	266	0	254
Added Vol:	0	111	23	0	144	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1244	193	240	1198	0	0	0	0	294	0	254
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	1244	193	240	1198	0	0	0	0	294	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1244	193	240	1198	0	0	0	0	294	0	254
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
Final Volume:	0	1244	193	240	1198	0	0	0	0	294	0	254

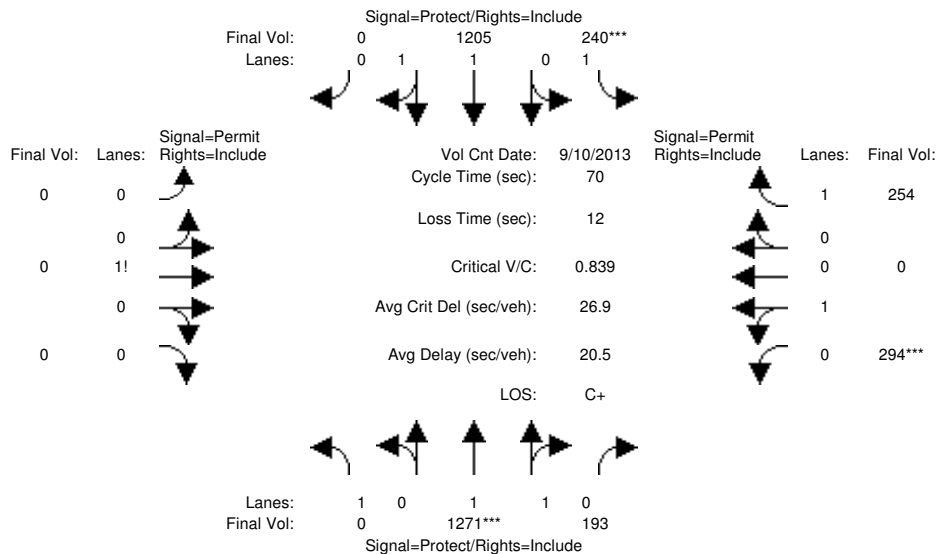
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	1.72	0.28	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3203	497	1750	3700	0	0	1750	0	1800	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.14	0.32	0.00	0.00	0.00	0.00	0.16	0.00	0.15
Crit Moves:	****			****						****		
Green Time:	0.0	32.7	32.7	11.6	44.2	0.0	0.0	0.0	0.0	13.8	0.0	13.8
Volume/Cap:	0.00	0.83	0.83	0.83	0.51	0.00	0.00	0.00	0.00	0.83	0.00	0.74
Delay/Veh:	0.0	19.9	19.9	46.5	7.2	0.0	0.0	0.0	0.0	42.3	0.0	34.7
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:	0.0	19.9	19.9	46.5	7.2	0.0	0.0	0.0	0.0	42.3	0.0	34.7
LOS by Move:	A	B-	B-	D	A	A	A	A	A	D	A	C-
HCM2kAvgQ:	0	17	17	6	7	0	0	0	0	9	0	7

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

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	0	1047	157	222	974	0	0	0	0	246	0	235
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	1133	170	240	1054	0	0	0	0	266	0	254
Added Vol:	0	138	23	0	151	0	0	0	0	28	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1271	193	240	1205	0	0	0	0	294	0	254
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	1271	193	240	1205	0	0	0	0	294	0	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1271	193	240	1205	0	0	0	0	294	0	254
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
Final Volume:	0	1271	193	240	1205	0	0	0	0	294	0	254

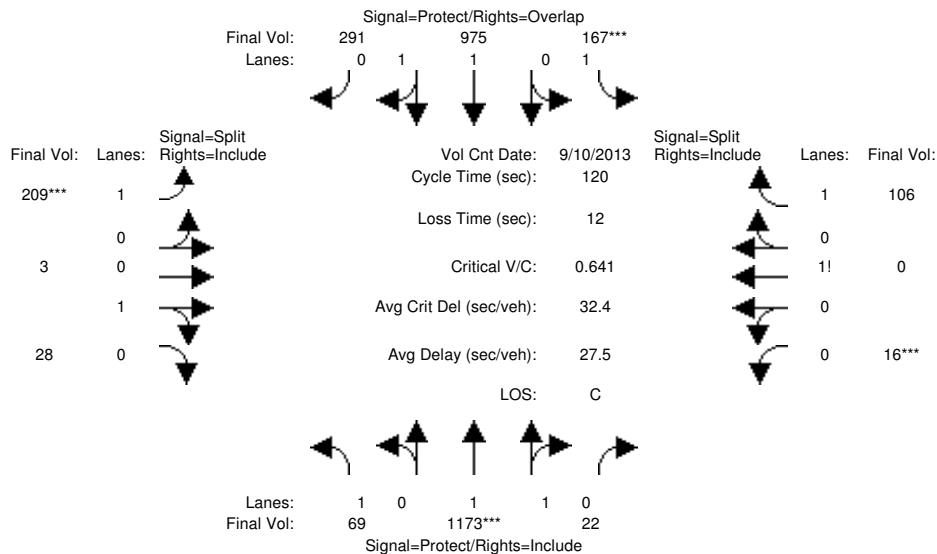
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.72	0.28	1.00	2.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	3262	495	1750	3800	0	0	1900	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.14	0.32	0.00	0.00	0.00	0.00	0.17	0.00	0.15
Crit Moves:		****		****						****		
Green Time:	0.0	32.5	32.5	11.5	44.0	0.0	0.0	0.0	0.0	14.0	0.0	14.0
Volume/Cap:	0.00	0.84	0.84	0.84	0.50	0.00	0.00	0.00	0.00	0.84	0.00	0.73
Uniform Del:	0.0	16.4	16.4	28.4	7.1	0.0	0.0	0.0	0.0	26.9	0.0	26.2
IncrcmntDel:	0.0	3.8	3.8	19.2	0.2	0.0	0.0	0.0	0.0	16.2	0.0	7.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	20.2	20.2	47.6	7.3	0.0	0.0	0.0	0.0	43.1	0.0	33.5
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:	0.0	20.2	20.2	47.6	7.3	0.0	0.0	0.0	0.0	43.1	0.0	33.5
LOS by Move:	A	C+	C+	D	A	A	A	A	A	D	A	C-
HCM2kAvgQ:	0	17	17	6	7	0	0	0	0	10	0	7

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

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	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: 10 Sep 2013 <<											
Base Vol:	64	933	20	154	737	269	193	3	26	15	0	98
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	69	1010	22	167	798	291	209	3	28	16	0	106
Added Vol:	0	163	0	0	177	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1173	22	167	975	291	209	3	28	16	0	106
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:	69	1173	22	167	975	291	209	3	28	16	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1173	22	167	975	291	209	3	28	16	0	106
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
Final Volume:	69	1173	22	167	975	291	209	3	28	16	0	106

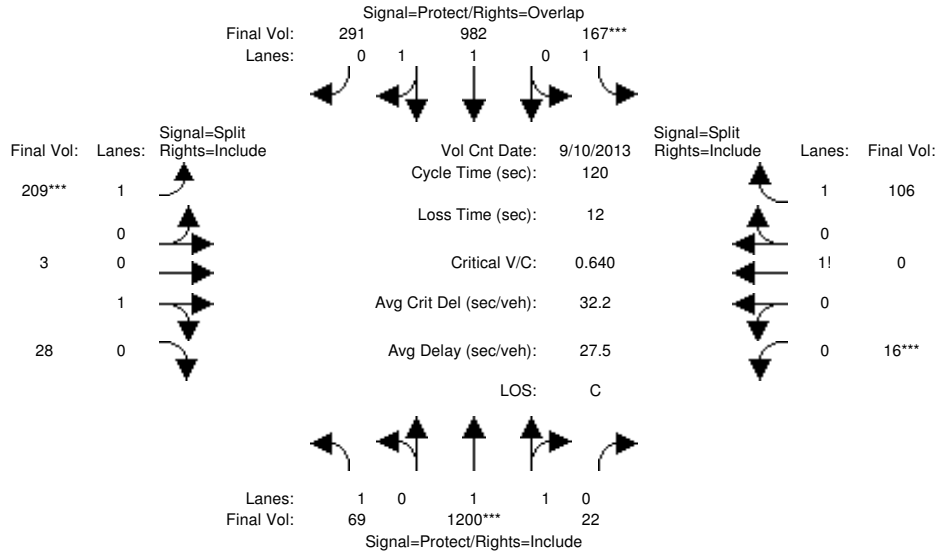
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.53	0.47	1.00	0.10	0.90	0.23	0.00	1.77
Final Sat.:	1750	3633	67	1750	2848	851	1750	186	1614	410	0	3090

Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.10	0.34	0.34	0.12	0.02	0.02	0.04	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	14.9	58.9	58.9	17.4	61.3	83.1	21.8	21.8	21.8	10.0	0.0	10.0
Volume/Cap:	0.32	0.66	0.66	0.66	0.67	0.49	0.66	0.10	0.10	0.48	0.00	0.41
Delay/Veh:	48.7	23.9	23.9	54.7	22.8	8.8	50.7	41.1	41.1	53.9	0.0	53.1
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:	48.7	23.9	23.9	54.7	22.8	8.8	50.7	41.1	41.1	53.9	0.0	53.1
LOS by Move:	D	C	C	D-	C+	A	D	D	D	D-	A	D-
HCM2kAvgQ:	3	17	17	7	18	11	9	1	1	3	0	3

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

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	10	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: 10 Sep 2013 <<											
Base Vol:	64	933	20	154	737	269	193	3	26	15	0	98
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	69	1010	22	167	798	291	209	3	28	16	0	106
Added Vol:	0	190	0	0	184	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1200	22	167	982	291	209	3	28	16	0	106
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:	69	1200	22	167	982	291	209	3	28	16	0	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1200	22	167	982	291	209	3	28	16	0	106
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
Final Volume:	69	1200	22	167	982	291	209	3	28	16	0	106

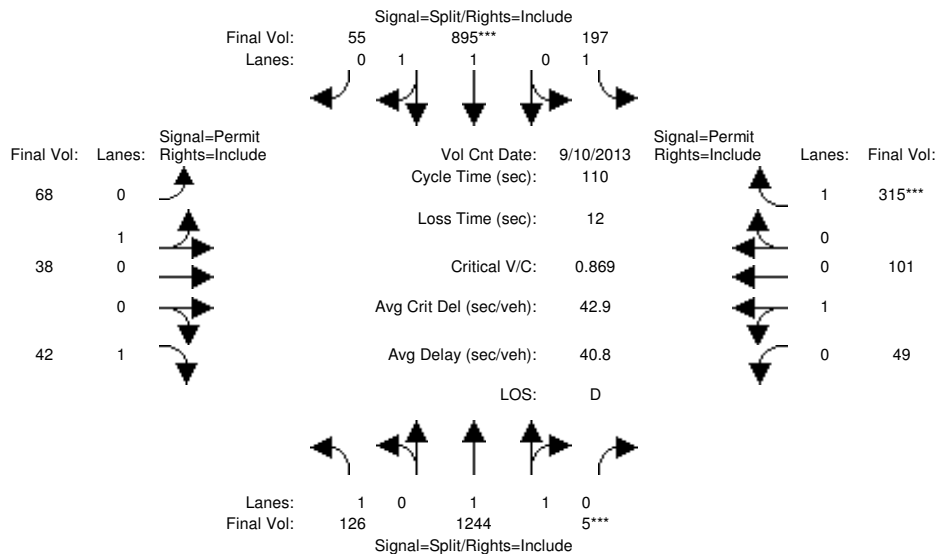
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.96	0.04	1.00	1.51	0.49	1.00	0.10	0.90	0.23	0.00	1.77
Final Sat.:	1750	3727	67	1750	2874	853	1750	183	1582	410	0	3090

Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.10	0.34	0.34	0.12	0.02	0.02	0.04	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	14.9	58.8	58.8	17.4	61.3	83.1	21.8	21.8	21.8	10.0	0.0	10.0
Volume/Cap:	0.32	0.66	0.66	0.66	0.67	0.49	0.66	0.10	0.10	0.48	0.00	0.41
Uniform Del:	47.9	23.0	23.0	48.5	21.8	8.6	45.6	40.9	40.9	52.5	0.0	52.2
IncrcmntDel:	0.8	0.9	0.9	6.2	0.9	0.1	5.0	0.1	0.1	1.4	0.0	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	48.7	23.9	23.9	54.6	22.8	8.8	50.6	41.0	41.0	53.9	0.0	53.1
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:	48.7	23.9	23.9	54.6	22.8	8.8	50.6	41.0	41.0	53.9	0.0	53.1
LOS by Move:	D	C	C	D-	C+	A	D	D	D	D-	A	D-
HCM2kAvgQ:	3	17	17	7	18	11	9	1	1	3	0	3

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

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	116	794	5	140	523	9	10	35	39	45	93	238				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	126	859	5	152	566	10	11	38	42	49	101	258				
Added Vol:	0	385	0	45	329	45	57	0	0	0	0	57				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	126	1244	5	197	895	55	68	38	42	49	101	315				
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:	126	1244	5	197	895	55	68	38	42	49	101	315				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	126	1244	5	197	895	55	68	38	42	49	101	315				
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				
Final Volume:	126	1244	5	197	895	55	68	38	42	49	101	315				

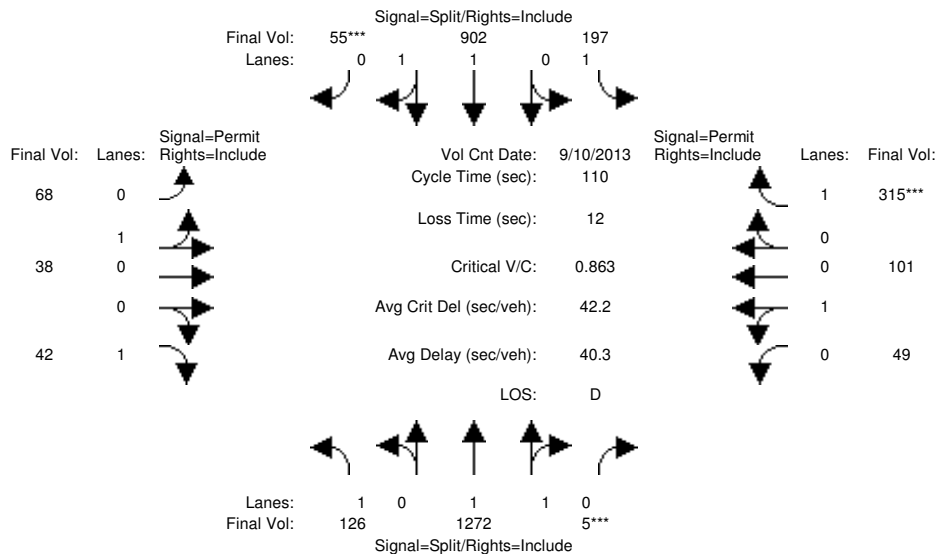
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.99	0.01	1.00	1.88	0.12	0.64	0.36	1.00	0.33	0.67	1.00
Final Sat.:	1750	3684	16	1750	3487	213	1155	645	1750	587	1213	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.11	0.26	0.26	0.06	0.06	0.02	0.08	0.08	0.18
Crit Moves:			****			****						****
Green Time:	42.8	42.8	42.8	32.5	32.5	32.5	22.8	22.8	22.8	22.8	22.8	22.8
Volume/Cap:	0.18	0.87	0.87	0.38	0.87	0.87	0.28	0.28	0.12	0.40	0.40	0.87
Delay/Veh:	22.3	37.0	37.0	31.2	44.4	44.4	37.2	37.2	35.6	38.4	38.4	61.8
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:	22.3	37.0	37.0	31.2	44.4	44.4	37.2	37.2	35.6	38.4	38.4	61.8
LOS by Move:	C+	D+	D+	C	D	D	D+	D+	D+	D+	D+	E
HCM2kAvgQ:	3	23	23	6	19	19	3	3	1	5	5	14

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

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	116	794	5	140	523	9	10	35	39	45	93	238				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	126	859	5	152	566	10	11	38	42	49	101	258				
Added Vol:	0	413	0	45	336	45	57	0	0	0	0	57				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	126	1272	5	197	902	55	68	38	42	49	101	315				
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:	126	1272	5	197	902	55	68	38	42	49	101	315				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	126	1272	5	197	902	55	68	38	42	49	101	315				
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				
Final Volume:	126	1272	5	197	902	55	68	38	42	49	101	315				

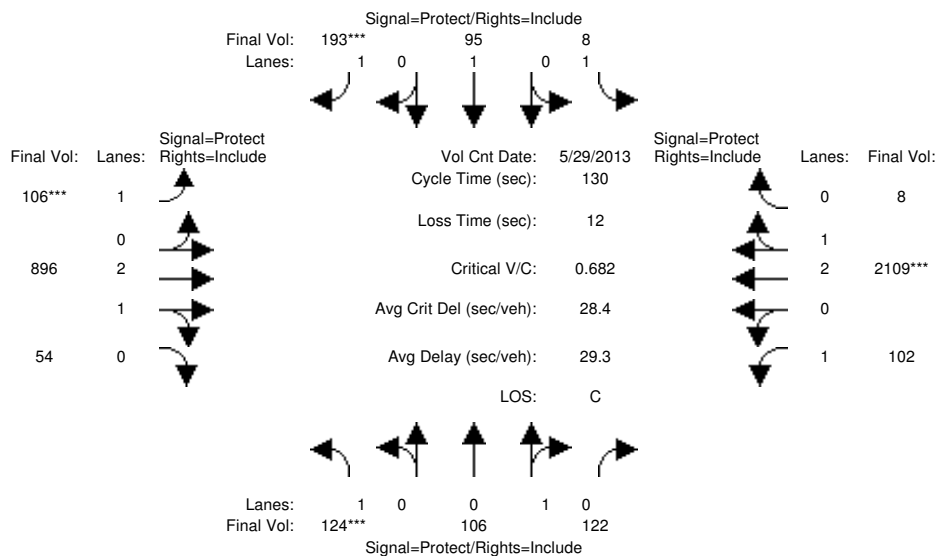
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.99	0.01	1.00	1.88	0.12	0.66	0.34	1.00	0.34	0.66	1.00
Final Sat.:	1750	3783	16	1750	3565	216	1156	645	1750	603	1246	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.11	0.25	0.25	0.06	0.06	0.02	0.08	0.08	0.18
Crit Moves:			****			****						****
Green Time:	42.9	42.9	42.9	32.2	32.2	32.2	22.9	22.9	22.9	22.9	22.9	22.9
Volume/Cap:	0.18	0.86	0.86	0.38	0.86	0.86	0.28	0.28	0.12	0.39	0.39	0.86
Uniform Del:	22.1	30.9	30.9	31.0	36.8	36.8	36.6	36.6	35.3	37.5	37.5	42.0
IncrcmntDel:	0.1	5.5	5.5	0.5	7.2	7.2	0.4	0.4	0.1	0.7	0.7	18.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.2	36.4	36.4	31.4	44.0	44.0	37.0	37.0	35.5	38.2	38.2	60.7
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:	22.2	36.4	36.4	31.4	44.0	44.0	37.0	37.0	35.5	38.2	38.2	60.7
LOS by Move:	C+	D+	D+	C	D	D	D+	D+	D+	D+	D+	E
HCM2kAvgQ:	3	23	23	6	18	18	3	3	1	5	5	14

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

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	106	98	82	7	88	178	98	711	42	62	1830	7
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	115	106	89	8	95	193	106	770	45	67	1981	8
Added Vol:	9	0	33	0	0	0	0	126	9	35	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	106	122	8	95	193	106	896	54	102	2109	8
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:	124	106	122	8	95	193	106	896	54	102	2109	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	106	122	8	95	193	106	896	54	102	2109	8
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
Final Volume:	124	106	122	8	95	193	106	896	54	102	2109	8

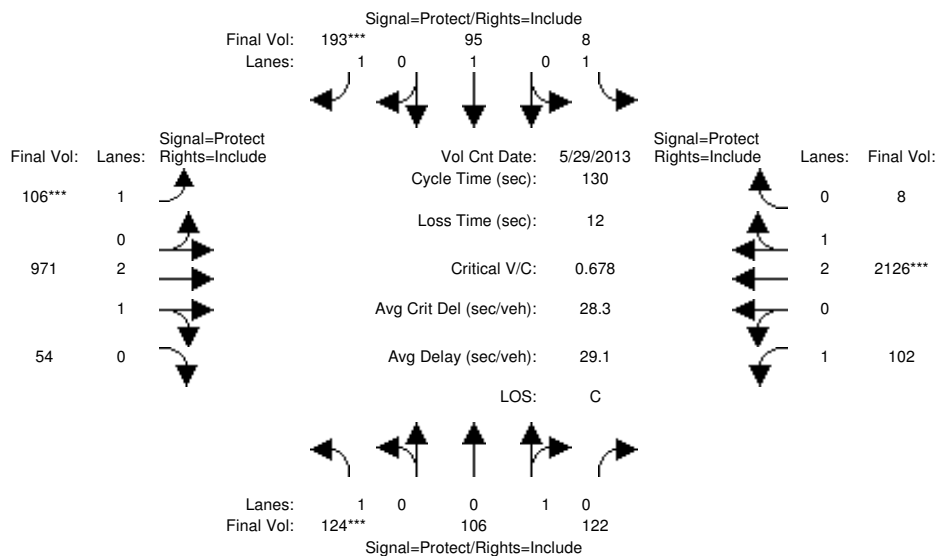
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.47	0.53	1.00	1.00	1.00	1.00	2.82	0.18	1.00	2.99	0.01
Final Sat.:	1750	838	962	1750	1900	1750	1750	5279	321	1750	5580	20

Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.00	0.05	0.11	0.06	0.17	0.17	0.06	0.38	0.38
Crit Moves:	****					****	****				****	
Green Time:	13.5	24.2	24.2	10.3	21.0	21.0	11.5	62.2	62.2	21.4	72.0	72.0
Volume/Cap:	0.68	0.68	0.68	0.05	0.31	0.68	0.68	0.35	0.35	0.35	0.68	0.68
Delay/Veh:	66.4	54.9	54.9	55.5	48.7	58.1	69.2	21.4	21.4	48.9	21.4	21.4
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:	66.4	54.9	54.9	55.5	48.7	58.1	69.2	21.4	21.4	48.9	21.4	21.4
LOS by Move:	E	D-	D-	E+	D	E+	E	C+	C+	D	C+	C+
HCM2kAvgQ:	6	10	10	0	3	9	6	8	8	4	20	20

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

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am
Base Vol:	106 98 82	7 88 178	98 711 42	62 1830 7	
Growth Adj:	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08	
Initial Bse:	115 106 89	8 95 193	106 770 45	67 1981 8	
Added Vol:	9 0 33	0 0 0	0 201 9	35 145 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	124 106 122	8 95 193	106 971 54	102 2126 8	
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:	124 106 122	8 95 193	106 971 54	102 2126 8	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	124 106 122	8 95 193	106 971 54	102 2126 8	
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	
Final Volume:	124 106 122	8 95 193	106 971 54	102 2126 8	

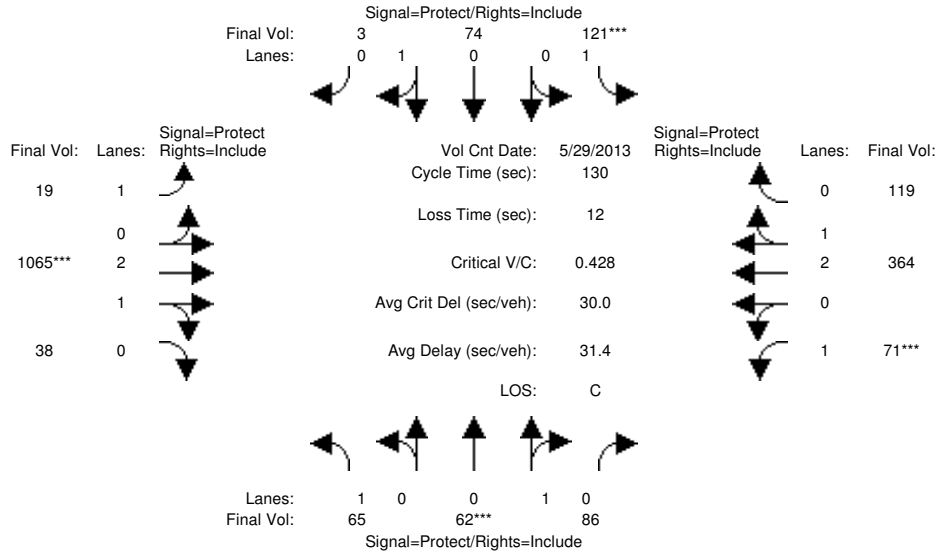
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.45	0.55	1.00	1.00	1.00	1.00	2.83	0.17	1.00	2.99	0.01
Final Sat.:	1750	846	971	1750	1900	1750	1750	5373	301	1750	5678	20

Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.00	0.05	0.11	0.06	0.18	0.18	0.06	0.37	0.37
Crit Moves:	****					****	****				****	
Green Time:	13.5	24.2	24.2	10.4	21.1	21.1	11.6	63.0	63.0	20.3	71.7	71.7
Volume/Cap:	0.68	0.67	0.67	0.05	0.31	0.68	0.68	0.37	0.37	0.37	0.68	0.68
Uniform Del:	56.1	49.2	49.2	55.2	48.0	51.3	57.4	21.1	21.1	49.1	20.9	20.9
IncrcmntDel:	9.9	5.2	5.2	0.2	0.6	6.5	11.4	0.1	0.1	0.9	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.0	54.4	54.4	55.4	48.6	57.7	68.8	21.2	21.2	50.0	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	54.4	54.4	55.4	48.6	57.7	68.8	21.2	21.2	50.0	21.5	21.5
LOS by Move:	E	D-	D-	E+	D	E+	E	C+	C+	D	C+	C+
HCM2kAvgQ:	6	10	10	0	3	9	6	8	8	4	20	20

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

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	60	57	79	112	68	3	18	837	35	66	186	110
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	65	62	86	121	74	3	19	906	38	71	201	119
Added Vol:	0	0	0	0	0	0	0	159	0	0	163	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	62	86	121	74	3	19	1065	38	71	364	119
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	62	86	121	74	3	19	1065	38	71	364	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	62	86	121	74	3	19	1065	38	71	364	119
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
Final Volume:	65	62	86	121	74	3	19	1065	38	71	364	119

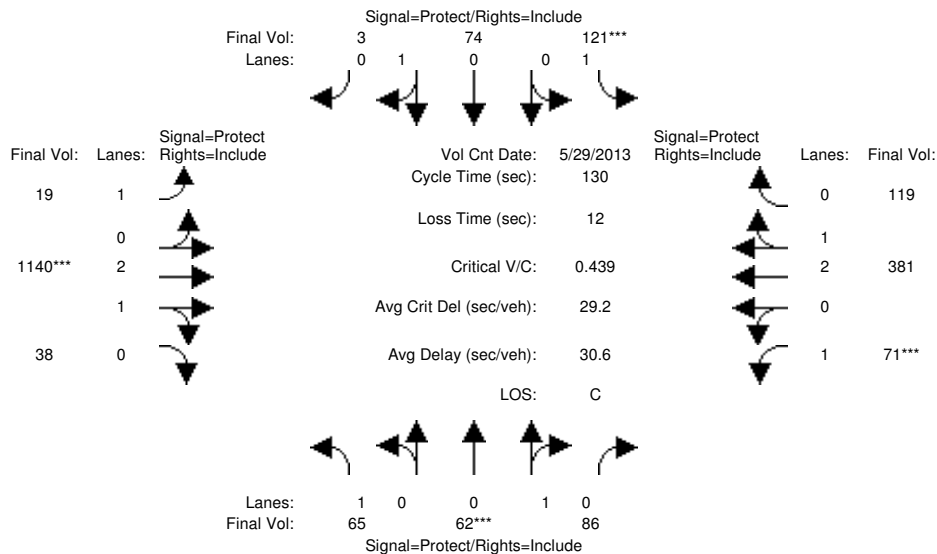
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.42	0.58	1.00	0.96	0.04	1.00	2.89	0.11	1.00	2.23	0.77
Final Sat.:	1750	754	1046	1750	1724	76	1750	5407	192	1750	4219	1379

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.07	0.04	0.04	0.01	0.20	0.20	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.9	24.8	24.8	21.0	27.0	27.0	27.7	59.8	59.8	12.4	44.4	44.4
Volume/Cap:	0.26	0.43	0.43	0.43	0.21	0.21	0.05	0.43	0.43	0.43	0.25	0.25
Delay/Veh:	49.9	47.2	47.2	50.1	42.9	42.9	40.8	23.7	23.7	57.2	30.9	30.9
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:	49.9	47.2	47.2	50.1	42.9	42.9	40.8	23.7	23.7	57.2	30.9	30.9
LOS by Move:	D	D	D	D	D	D	D	C	C	E+	C	C
HCM2kAvgQ:	3	6	6	5	3	3	1	10	10	3	4	4

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

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	60	57	79	112	68	3	18	837	35	66	186	110
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	65	62	86	121	74	3	19	906	38	71	201	119
Added Vol:	0	0	0	0	0	0	0	234	0	0	180	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	62	86	121	74	3	19	1140	38	71	381	119
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	62	86	121	74	3	19	1140	38	71	381	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	62	86	121	74	3	19	1140	38	71	381	119
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
Final Volume:	65	62	86	121	74	3	19	1140	38	71	381	119

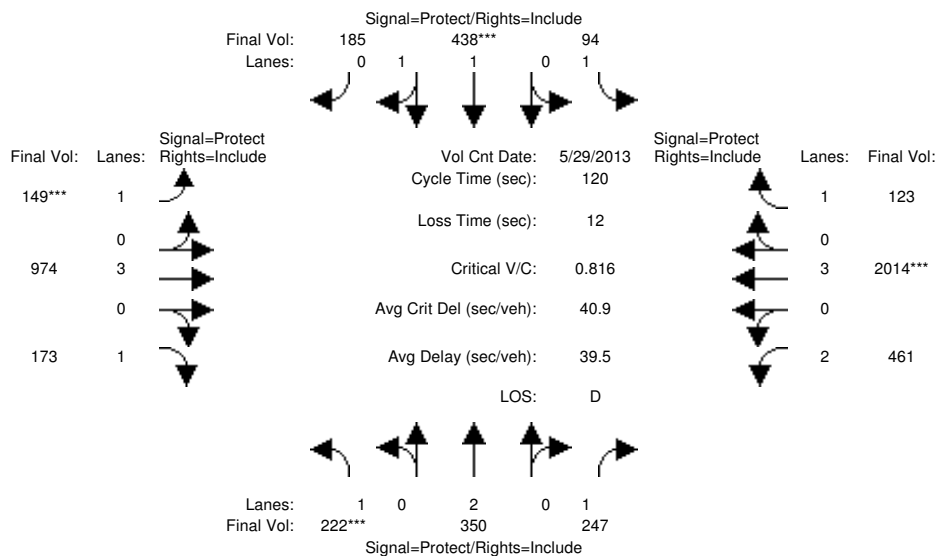
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.40	0.60	1.00	0.95	0.05	1.00	2.90	0.10	1.00	2.24	0.76
Final Sat.:	1750	759	1051	1750	1813	80	1750	5502	183	1750	4257	1329

Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.07	0.04	0.04	0.01	0.21	0.21	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	18.4	24.1	24.1	20.5	26.2	26.2	27.6	61.3	61.3	12.1	45.9	45.9
Volume/Cap:	0.26	0.44	0.44	0.44	0.20	0.20	0.05	0.44	0.44	0.44	0.25	0.25
Uniform Del:	49.8	47.0	47.0	49.5	43.2	43.2	40.8	22.9	22.9	55.8	29.9	29.9
IncemntDel:	0.6	0.9	0.9	1.1	0.3	0.3	0.1	0.1	0.1	1.9	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	47.9	47.9	50.7	43.4	43.4	40.9	23.0	23.0	57.6	30.0	30.0
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:	50.4	47.9	47.9	50.7	43.4	43.4	40.9	23.0	23.0	57.6	30.0	30.0
LOS by Move:	D	D	D	D	D	D	D	C+	C+	E+	C	C
HCM2kAvgQ:	3	6	6	5	3	3	1	10	10	3	4	4

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

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	203	323	211	87	405	171	138	755	158	401	1712	114
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	220	350	228	94	438	185	149	817	171	434	1853	123
Added Vol:	2	0	19	0	0	0	0	157	2	27	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	350	247	94	438	185	149	974	173	461	2014	123
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:	222	350	247	94	438	185	149	974	173	461	2014	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	350	247	94	438	185	149	974	173	461	2014	123
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
Final Volume:	222	350	247	94	438	185	149	974	173	461	2014	123

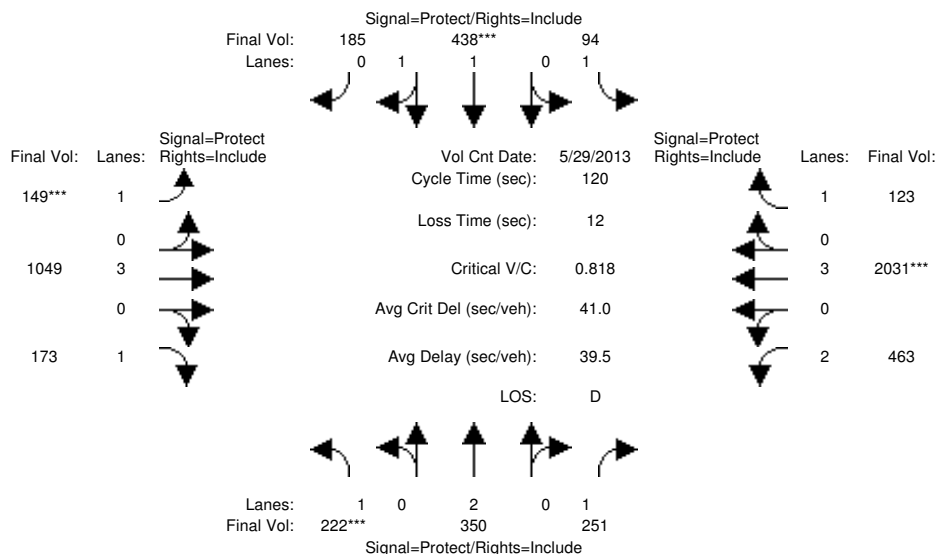
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.39	0.61	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2601	1098	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.14	0.05	0.17	0.17	0.09	0.17	0.10	0.15	0.35	0.07
Crit Moves:	****				****		****				****	
Green Time:	18.6	30.8	30.8	12.7	24.8	24.8	12.6	34.8	34.8	29.8	52.0	52.0
Volume/Cap:	0.82	0.36	0.55	0.51	0.82	0.82	0.82	0.59	0.34	0.59	0.82	0.16
Delay/Veh:	66.1	36.8	40.1	53.0	52.2	52.2	76.4	37.1	34.0	40.9	32.0	20.8
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:	66.1	36.8	40.1	53.0	52.2	52.2	76.4	37.1	34.0	40.9	32.0	20.8
LOS by Move:	E	D+	D	D-	D-	D-	E-	D+	C-	D	C-	C+
HCM2kAvgQ:	11	5	9	4	13	13	6	10	5	9	22	3

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

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	8:00-9:00am						
Base Vol:	203	323	211	87	405	171	138	755	158	401	1712	114
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	220	350	228	94	438	185	149	817	171	434	1853	123
Added Vol:	2	0	23	0	0	0	0	232	2	29	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	350	251	94	438	185	149	1049	173	463	2031	123
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:	222	350	251	94	438	185	149	1049	173	463	2031	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	350	251	94	438	185	149	1049	173	463	2031	123
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
Final Volume:	222	350	251	94	438	185	149	1049	173	463	2031	123

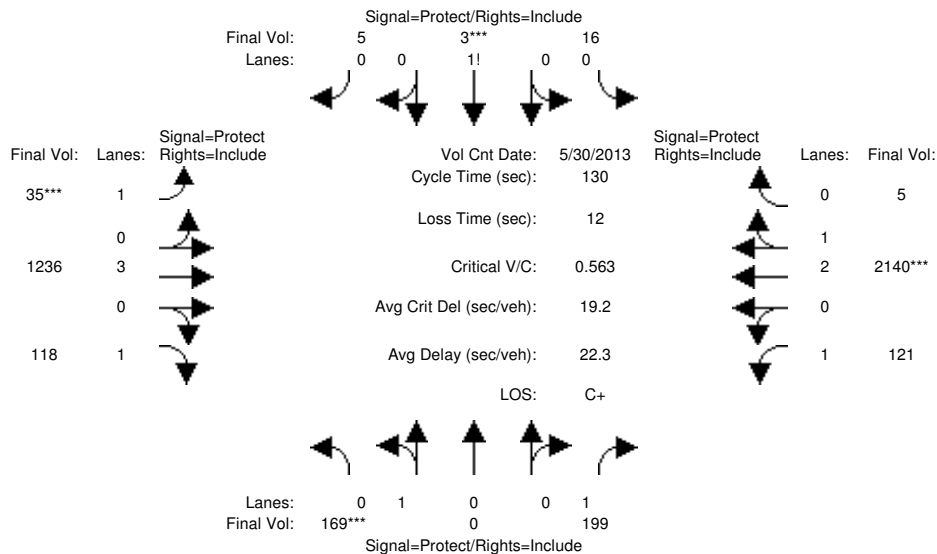
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.37	0.63	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2606	1100	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.13	0.09	0.14	0.05	0.17	0.17	0.09	0.18	0.10	0.15	0.36	0.07
Crit Moves:	****				****		****				****	
Green Time:	18.6	30.8	30.8	12.5	24.7	24.7	12.5	36.0	36.0	28.8	52.2	52.2
Volume/Cap:	0.82	0.36	0.56	0.52	0.82	0.82	0.82	0.61	0.33	0.61	0.82	0.16
Uniform Del:	49.1	36.5	38.8	50.9	45.5	45.5	52.6	36.0	32.6	40.7	29.7	20.6
IncrcmntDel:	17.5	0.2	1.6	2.6	7.0	7.0	24.3	0.7	0.4	1.5	2.3	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.6	36.8	40.4	53.5	52.5	52.5	76.9	36.7	33.0	42.2	32.0	20.7
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:	66.6	36.8	40.4	53.5	52.5	52.5	76.9	36.7	33.0	42.2	32.0	20.7
LOS by Move:	E	D+	D	D-	D-	D-	E-	D+	C-	D	C	C+
HCM2kAvgQ:	11	5	9	4	13	13	6	11	5	9	22	3

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

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	156	0	184	15	3	5	32	979	109	112	1803	5
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	169	0	199	16	3	5	35	1060	118	121	1952	5
Added Vol:	0	0	0	0	0	0	0	176	0	0	188	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	0	199	16	3	5	35	1236	118	121	2140	5
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:	169	0	199	16	3	5	35	1236	118	121	2140	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	0	199	16	3	5	35	1236	118	121	2140	5
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
Final Volume:	169	0	199	16	3	5	35	1236	118	121	2140	5

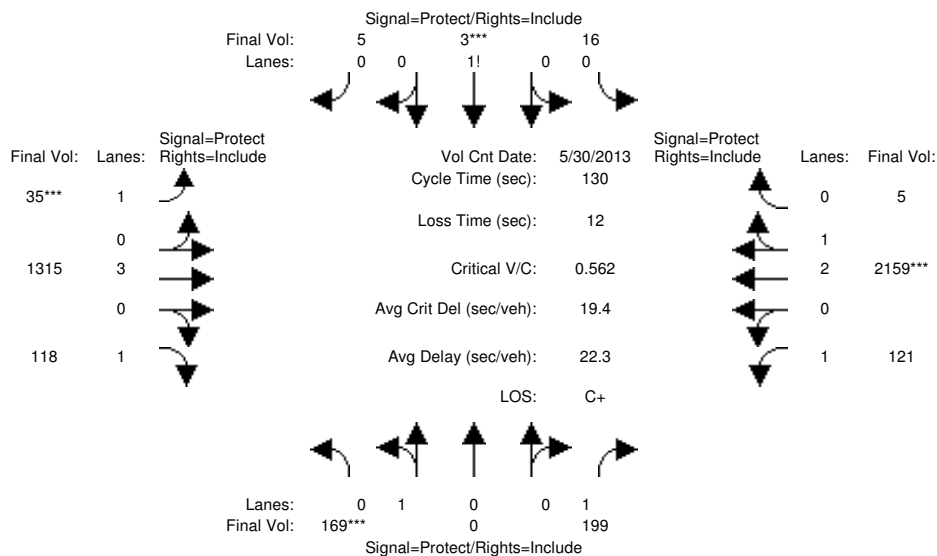
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	0.65	0.13	0.22	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	1800	0	1750	1141	228	380	1750	5700	1750	1750	5586	14

Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.11	0.01	0.01	0.01	0.02	0.22	0.07	0.07	0.38	0.38
Crit Moves:	****			****			****				****	
Green Time:	19.9	0.0	20.3	9.6	10.0	10.0	7.0	66.8	66.8	21.3	81.1	81.1
Volume/Cap:	0.61	0.00	0.73	0.19	0.18	0.18	0.37	0.42	0.13	0.42	0.61	0.61
Delay/Veh:	55.6	0.0	61.8	57.3	56.9	56.9	61.8	19.7	16.5	49.8	15.2	15.2
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:	55.6	0.0	61.8	57.3	56.9	56.9	61.8	19.7	16.5	49.8	15.2	15.2
LOS by Move:	E+	A	E	E+	E+	E+	E	B-	B	D	B	B
HCM2kAvgQ:	7	0	10	1	1	1	1	10	3	4	17	17

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

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	156	0	184	15	3	5	32	979	109	112	1803	5
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	169	0	199	16	3	5	35	1060	118	121	1952	5
Added Vol:	0	0	0	0	0	0	0	255	0	0	207	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	0	199	16	3	5	35	1315	118	121	2159	5
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:	169	0	199	16	3	5	35	1315	118	121	2159	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	0	199	16	3	5	35	1315	118	121	2159	5
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
Final Volume:	169	0	199	16	3	5	35	1315	118	121	2159	5

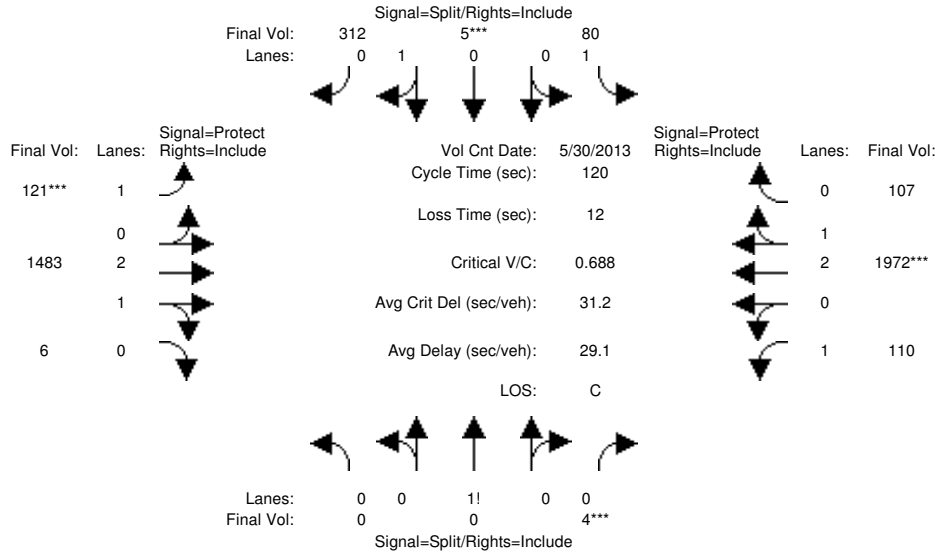
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.66	0.12	0.22	1.00	3.00	1.00	1.00	2.99	0.01
Final Sat.:	1750	0	1750	1153	231	384	1750	5700	1750	1750	5685	14

Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.01	0.01	0.01	0.02	0.23	0.07	0.07	0.38	0.38
Crit Moves:	****			****			****				****	
Green Time:	20.5	0.0	20.7	9.8	10.0	10.0	7.0	67.3	67.3	20.2	80.5	80.5
Volume/Cap:	0.61	0.00	0.72	0.19	0.18	0.18	0.37	0.45	0.13	0.45	0.61	0.61
Uniform Del:	51.1	0.0	51.9	56.4	56.2	56.2	59.4	19.6	16.2	49.8	15.2	15.2
IncrcmntDel:	4.1	0.0	8.6	0.7	0.7	0.7	2.4	0.1	0.1	1.2	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.1	0.0	60.4	57.1	56.8	56.8	61.8	19.8	16.3	51.0	15.5	15.5
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:	55.1	0.0	60.4	57.1	56.8	56.8	61.8	19.8	16.3	51.0	15.5	15.5
LOS by Move:	E+	A	E	E+	E+	E+	E	B-	B	D	B	B
HCM2kAvgQ:	8	0	10	1	1	1	1	10	2	4	17	17

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

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	0	0	4	65	5	286	110	1209	6	102	1651	79
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	4	70	5	310	119	1309	6	110	1787	86
Added Vol:	0	0	0	10	0	2	2	174	0	0	185	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	80	5	312	121	1483	6	110	1972	107
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	80	5	312	121	1483	6	110	1972	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	80	5	312	121	1483	6	110	1972	107
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
Final Volume:	0	0	4	80	5	312	121	1483	6	110	1972	107

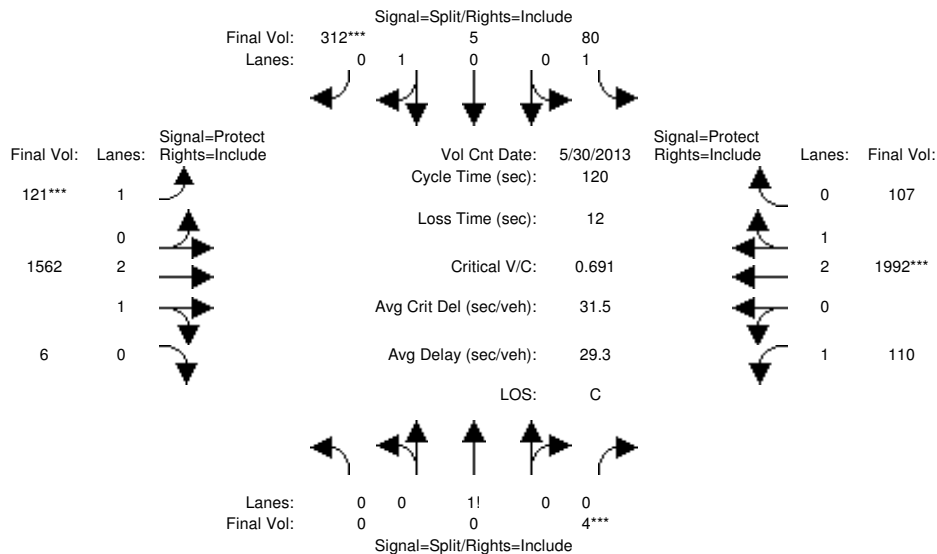
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.00	0.00	1.00	1.00	0.02	0.98	1.00	2.99	0.01	1.00	2.84	0.16
Final Sat.:	0	0	1750	1750	31	1769	1750	5576	24	1750	5313	287

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.18	0.18	0.07	0.27	0.27	0.06	0.37	0.37
Crit Moves:			****		****		****				****	
Green Time:	0.0	0.0	10.0	28.0	28.0	28.0	11.0	56.6	56.6	13.4	59.0	59.0
Volume/Cap:	0.00	0.00	0.03	0.20	0.75	0.75	0.75	0.56	0.56	0.56	0.75	0.75
Delay/Veh:	0.0	0.0	50.6	37.2	50.4	50.4	71.5	23.1	23.1	54.3	25.9	25.9
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:	0.0	0.0	50.6	37.2	50.4	50.4	71.5	23.1	23.1	54.3	25.9	25.9
LOS by Move:	A	A	D	D+	D	D	E	C	C	D-	C	C
HCM2kAvgQ:	0	0	0	3	13	13	5	13	13	5	22	22

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

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	0	0	4	65	5	286	110	1209	6	102	1651	79
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	0	4	70	5	310	119	1309	6	110	1787	86
Added Vol:	0	0	0	10	0	2	2	253	0	0	205	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	80	5	312	121	1562	6	110	1992	107
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	80	5	312	121	1562	6	110	1992	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	80	5	312	121	1562	6	110	1992	107
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
Final Volume:	0	0	4	80	5	312	121	1562	6	110	1992	107

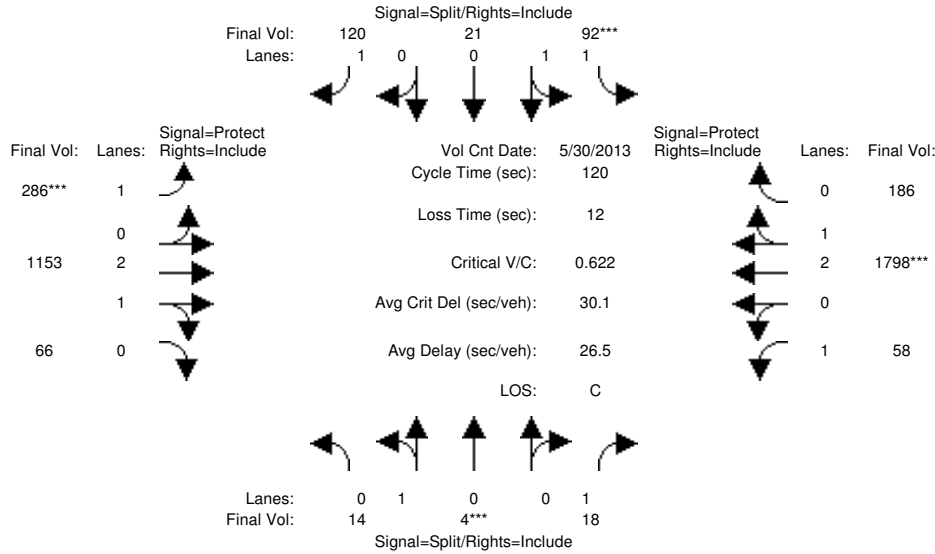
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	1.00	1.00	0.02	0.98	1.00	2.99	0.01	1.00	2.84	0.16
Final Sat.:	0	0	1750	1750	30	1722	1750	5674	24	1750	5387	288

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.18	0.18	0.07	0.28	0.28	0.06	0.37	0.37
Crit Moves:			****			****	****				****	
Green Time:	0.0	0.0	10.0	28.6	28.6	28.6	10.9	56.5	56.5	12.9	58.5	58.5
Volume/Cap:	0.00	0.00	0.03	0.19	0.76	0.76	0.76	0.58	0.58	0.58	0.76	0.76
Uniform Del:	0.0	0.0	50.5	36.5	42.5	42.5	53.2	23.2	23.2	51.0	25.0	25.0
IncrcmntDel:	0.0	0.0	0.1	0.2	7.9	7.9	18.8	0.3	0.3	4.7	1.3	1.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	0.0	0.0	50.6	36.7	50.4	50.4	72.1	23.5	23.5	55.6	26.3	26.3
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:	0.0	0.0	50.6	36.7	50.4	50.4	72.1	23.5	23.5	55.6	26.3	26.3
LOS by Move:	A	A	D	D+	D	D	E	C	C	E+	C	C
HCM2kAvgQ:	0	0	0	3	13	13	5	14	14	5	22	22

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

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am											
Base Vol:	13	4	17	85	19	108	255	871	61	54	1519	172					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08					
Initial Bse:	14	4	18	92	21	117	276	943	66	58	1644	186					
Added Vol:	0	0	0	0	0	3	10	210	0	0	154	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	14	4	18	92	21	120	286	1153	66	58	1798	186					
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	4	18	92	21	120	286	1153	66	58	1798	186					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	14	4	18	92	21	120	286	1153	66	58	1798	186					
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					
Final Volume:	14	4	18	92	21	120	286	1153	66	58	1798	186					

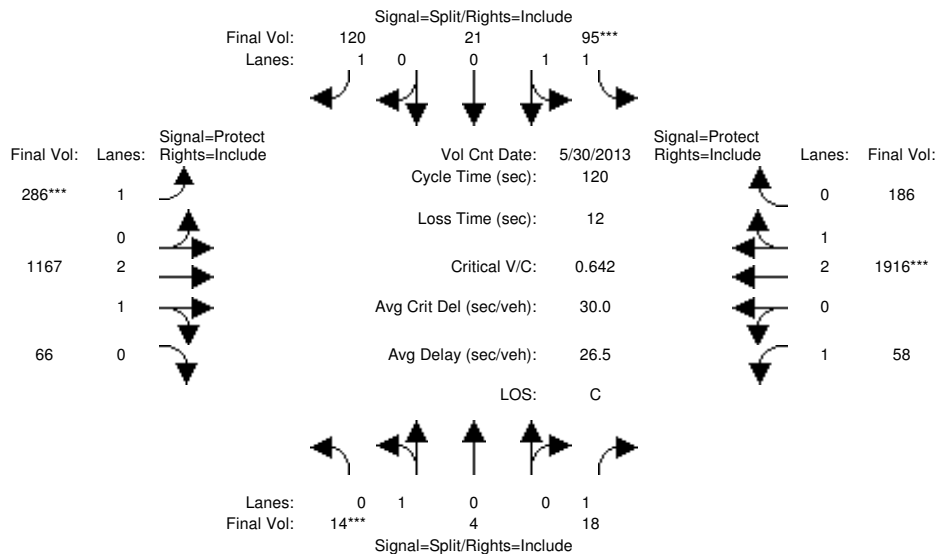
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.76	0.24	1.00	1.64	0.36	1.00	1.00	2.83	0.17	1.00	2.71	0.29
Final Sat.:	1376	424	1750	2901	649	1750	1750	5296	303	1750	5074	525

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.07	0.16	0.22	0.22	0.03	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	13.2	13.2	13.2	26.8	66.9	66.9	17.9	58.0	58.0
Volume/Cap:	0.12	0.12	0.13	0.29	0.29	0.62	0.73	0.39	0.39	0.22	0.73	0.73
Delay/Veh:	51.3	51.3	51.3	49.5	49.5	57.2	50.3	15.1	15.1	45.4	25.9	25.9
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:	51.3	51.3	51.3	49.5	49.5	57.2	50.3	15.1	15.1	45.4	25.9	25.9
LOS by Move:	D-	D-	D-	D	D	E+	D	B	B	D	C	C
HCM2kAvgQ:	1	1	1	2	2	5	12	8	8	2	20	20

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

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am												
Base Vol:	13	4	17	85	19	108	255	871	61	54	1519	172						
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08						
Initial Bse:	14	4	18	92	21	117	276	943	66	58	1644	186						
Added Vol:	0	0	0	3	0	3	10	224	0	0	272	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	14	4	18	95	21	120	286	1167	66	58	1916	186						
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	4	18	95	21	120	286	1167	66	58	1916	186						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	14	4	18	95	21	120	286	1167	66	58	1916	186						
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						
Final Volume:	14	4	18	95	21	120	286	1167	66	58	1916	186						

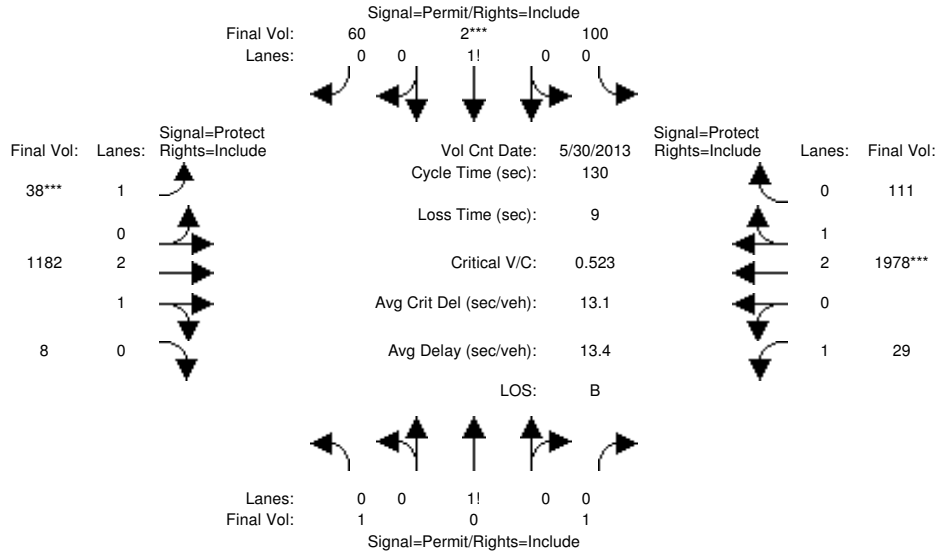
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.78	0.22	1.00	1.67	0.33	1.00	1.00	2.83	0.17	1.00	2.71	0.29
Final Sat.:	1364	420	1750	2918	632	1750	1750	5370	304	1750	5156	501

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.07	0.16	0.22	0.22	0.03	0.37	0.37
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	12.8	12.8	12.8	26.0	67.2	67.2	18.0	59.2	59.2
Volume/Cap:	0.12	0.12	0.13	0.31	0.31	0.64	0.75	0.39	0.39	0.22	0.75	0.75
Uniform Del:	50.9	50.9	51.0	49.5	49.5	51.4	44.0	14.9	14.9	44.8	24.5	24.5
IncrcmntDel:	0.4	0.4	0.4	0.5	0.5	0.7	8.3	0.1	0.1	0.4	1.2	1.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.3	51.3	51.3	49.9	49.9	58.8	52.3	14.9	14.9	45.2	25.7	25.7
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:	51.3	51.3	51.3	49.9	49.9	58.8	52.3	14.9	14.9	45.2	25.7	25.7
LOS by Move:	D-	D-	D-	D	D	E+	D-	B	B	D	C	C
HCM2kAvgQ:	1	1	1	2	2	5	12	8	8	2	21	21

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

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	7:45-8:45am						
Base Vol:	1	0	1	92	2	55	26	907	7	27	1685	103
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	1	0	1	100	2	60	28	982	8	29	1824	111
Added Vol:	0	0	0	0	0	0	10	200	0	0	154	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	100	2	60	38	1182	8	29	1978	111
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:	1	0	1	100	2	60	38	1182	8	29	1978	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	100	2	60	38	1182	8	29	1978	111
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
Final Volume:	1	0	1	100	2	60	38	1182	8	29	1978	111

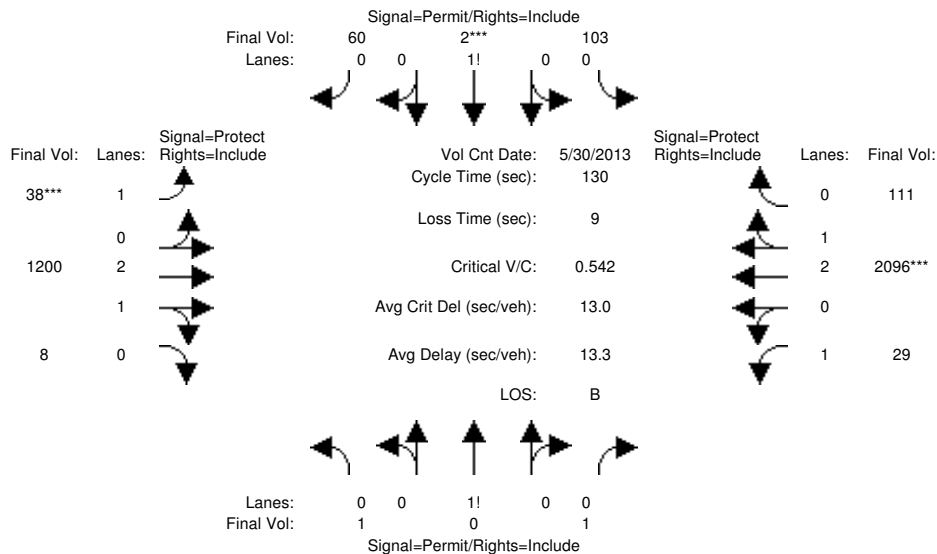
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.50	0.00	0.50	0.62	0.01	0.37	1.00	2.98	0.02	1.00	2.83	0.17
Final Sat.:	875	0	875	1081	23	646	1750	5564	36	1750	5301	299

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.09	0.02	0.21	0.21	0.02	0.37	0.37
Crit Moves:				****			****				****	
Green Time:	22.6	0.0	22.6	22.6	22.6	22.6	7.0	78.5	78.5	19.9	91.4	91.4
Volume/Cap:	0.01	0.00	0.01	0.53	0.53	0.53	0.40	0.35	0.35	0.11	0.53	0.53
Delay/Veh:	44.4	0.0	44.4	50.7	50.7	50.7	62.3	13.0	13.0	47.6	9.3	9.3
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:	44.4	0.0	44.4	50.7	50.7	50.7	62.3	13.0	13.0	47.6	9.3	9.3
LOS by Move:	D	A	D	D	D	D	E	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	6	2	8	8	1	13	13

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

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	7:45-8:45am						
Base Vol:	1	0	1	92	2	55	26	907	7	27	1685	103
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	1	0	1	100	2	60	28	982	8	29	1824	111
Added Vol:	0	0	0	3	0	0	10	218	0	0	272	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	1	103	2	60	38	1200	8	29	2096	111
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:	1	0	1	103	2	60	38	1200	8	29	2096	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	1	103	2	60	38	1200	8	29	2096	111
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
Final Volume:	1	0	1	103	2	60	38	1200	8	29	2096	111

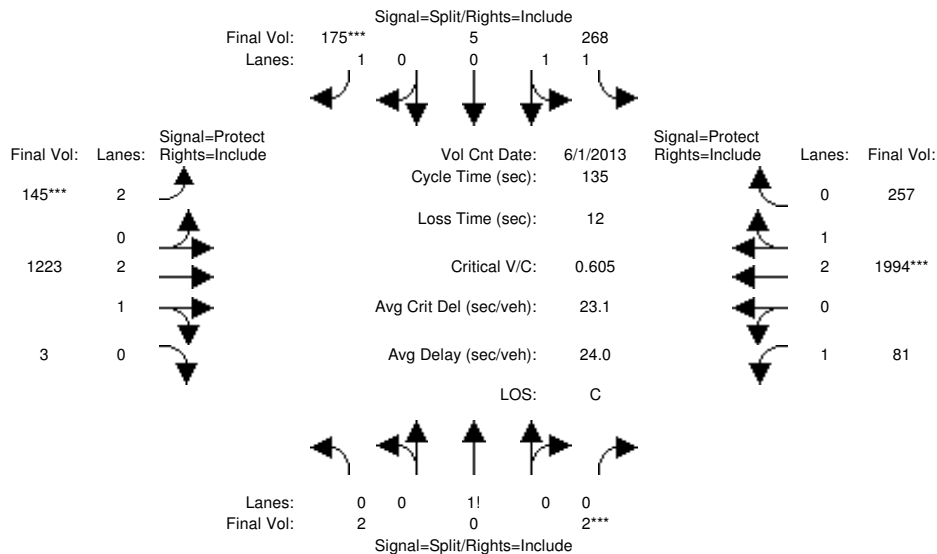
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	0.63	0.01	0.36	1.00	2.98	0.02	1.00	2.84	0.16
Final Sat.:	875	0	875	1094	23	635	1750	5661	36	1750	5389	287

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.09	0.02	0.21	0.21	0.02	0.39	0.39
Crit Moves:				****			****				****	
Green Time:	22.1	0.0	22.1	22.1	22.1	22.1	7.0	78.8	78.8	20.0	91.9	91.9
Volume/Cap:	0.01	0.00	0.01	0.55	0.55	0.55	0.40	0.35	0.35	0.11	0.55	0.55
Uniform Del:	44.8	0.0	44.8	49.4	49.4	49.4	59.5	12.8	12.8	47.3	9.2	9.2
IncrcmntDel:	0.0	0.0	0.0	2.2	2.2	2.2	2.8	0.1	0.1	0.2	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.8	0.0	44.8	51.6	51.6	51.6	62.3	12.8	12.8	47.5	9.3	9.3
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:	44.8	0.0	44.8	51.6	51.6	51.6	62.3	12.8	12.8	47.5	9.3	9.3
LOS by Move:	D	A	D	D-	D-	D-	E	B	B	D	A	A
HCM2kAvgQ:	0	0	0	6	6	6	2	8	8	1	14	14

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

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	2	0	2	236	5	151	100	980	3	75	1711	209				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	2	0	2	255	5	163	108	1061	3	81	1852	226				
Added Vol:	0	0	0	13	0	12	37	162	0	0	142	31				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	2	0	2	268	5	175	145	1223	3	81	1994	257				
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:	2	0	2	268	5	175	145	1223	3	81	1994	257				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	0	2	268	5	175	145	1223	3	81	1994	257				
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				
Final Volume:	2	0	2	268	5	175	145	1223	3	81	1994	257				

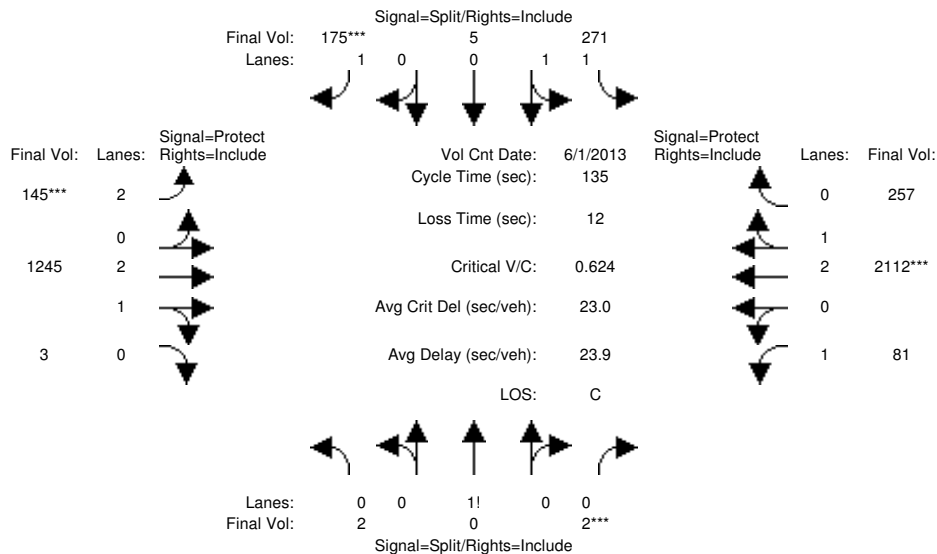
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.50	0.00	0.50	1.96	0.04	1.00	2.00	2.99	0.01	1.00	2.64	0.36
Final Sat.:	875	0	875	3480	70	1750	3150	5585	15	1750	4959	640

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.10	0.05	0.22	0.22	0.05	0.40	0.40
Crit Moves:			****			****	****				****	
Green Time:	10.0	0.0	10.0	20.7	20.7	20.7	9.5	74.7	74.7	17.7	82.8	82.8
Volume/Cap:	0.03	0.00	0.03	0.50	0.50	0.66	0.66	0.40	0.40	0.35	0.66	0.66
Delay/Veh:	58.1	0.0	58.1	53.2	53.2	59.6	68.1	17.3	17.3	54.4	17.3	17.3
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:	58.1	0.0	58.1	53.2	53.2	59.6	68.1	17.3	17.3	54.4	17.3	17.3
LOS by Move:	E+	A	E+	D-	D-	E+	E	B	B	D-	B	B
HCM2kAvgQ:	0	0	0	5	5	7	4	9	9	4	20	20

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

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

Intersection #18: El Camino Real / Rengstorff Ave



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:	1 Jun 2013	<<											
Base Vol:	2	0	2	236	5	151	100	980	3	75	1711	209				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	2	0	2	255	5	163	108	1061	3	81	1852	226				
Added Vol:	0	0	0	16	0	12	37	184	0	0	260	31				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	2	0	2	271	5	175	145	1245	3	81	2112	257				
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:	2	0	2	271	5	175	145	1245	3	81	2112	257				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	0	2	271	5	175	145	1245	3	81	2112	257				
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				
Final Volume:	2	0	2	271	5	175	145	1245	3	81	2112	257				

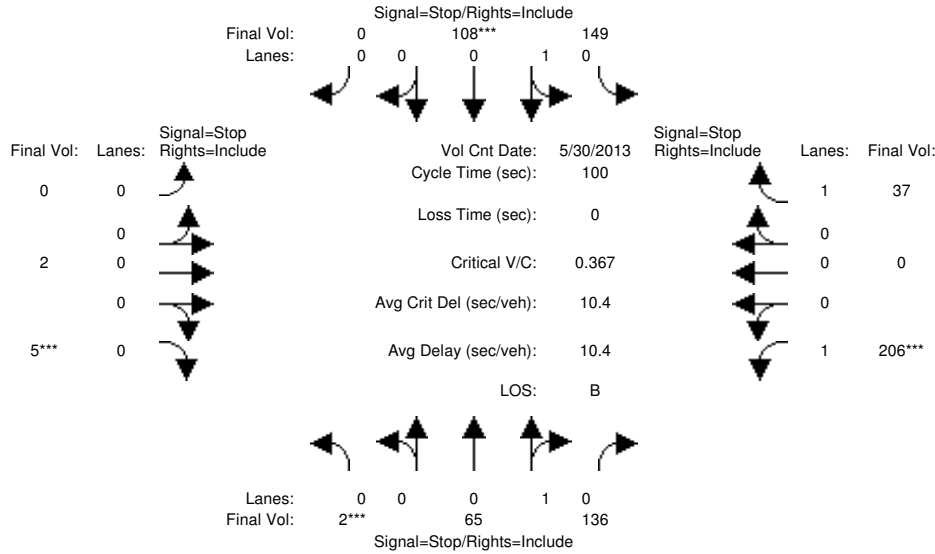
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.50	0.00	0.50	1.96	0.04	1.00	2.00	2.99	0.01	1.00	2.65	0.35
Final Sat.:	875	0	875	3437	69	1750	3150	5684	15	1750	5034	613

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.10	0.05	0.22	0.22	0.05	0.42	0.42
Crit Moves:			****			****	****				****	
Green Time:	10.0	0.0	10.0	20.0	20.0	20.0	9.2	75.2	75.2	17.8	83.8	83.8
Volume/Cap:	0.03	0.00	0.03	0.53	0.53	0.68	0.68	0.39	0.39	0.35	0.68	0.68
Uniform Del:	58.0	0.0	58.0	53.2	53.2	54.4	61.4	17.0	17.0	53.3	16.7	16.7
IncrcmntDel:	0.1	0.0	0.1	1.1	1.1	6.9	8.3	0.1	0.1	0.9	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.1	0.0	58.1	54.2	54.2	61.4	69.7	17.1	17.1	54.3	17.3	17.3
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:	58.1	0.0	58.1	54.2	54.2	61.4	69.7	17.1	17.1	54.3	17.3	17.3
LOS by Move:	E+	A	E+	D-	D-	E	E	B	B	D-	B	B
HCM2kAvgQ:	0	0	0	6	6	7	4	9	9	4	22	22

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

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

Intersection #19: California St / Del Medio Ave



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

Volume Module:	>> Count Date: 30 May 2013 << 7:45-8:45am											
Base Vol:	2	38	126	128	89	0	0	2	5	190	0	29
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	41	136	139	96	0	0	2	5	206	0	31
Added Vol:	0	24	0	10	12	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	65	136	149	108	0	0	2	5	206	0	37
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:	2	65	136	149	108	0	0	2	5	206	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	65	136	149	108	0	0	2	5	206	0	37
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
Final Volume:	2	65	136	149	108	0	0	2	5	206	0	37

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.32	0.67	0.58	0.42	0.00	0.00	0.29	0.71	1.00	0.00	1.00
Final Sat.:	8	242	507	405	295	0	0	183	457	568	0	701

Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.37	0.37	xxxx	xxxx	0.01	0.01	0.36	xxxx	0.05
Crit Moves:	****			****				****	****			
Delay/Veh:	9.1	9.1	9.1	10.7	10.7	0.0	0.0	8.1	8.1	12.0	0.0	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	10.7	10.7	0.0	0.0	8.1	8.1	12.0	0.0	7.8
LOS by Move:	A	A	A	B	B	*	*	A	A	B	*	A
ApproachDel:		9.1			10.7			8.1			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			10.7			8.1			11.3	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.5	0.0	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio 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			Stop Sign			Stop Sign		
Lanes:	0	0	1	0	0	0	0	0	0	1	0	0
Initial Vol:	2	65	136	149	108	0	0	2	5	206	0	37
Major Street Volume:	461											
Minor Approach Volume:	243											
Minor Approach Volume Threshold:	536											

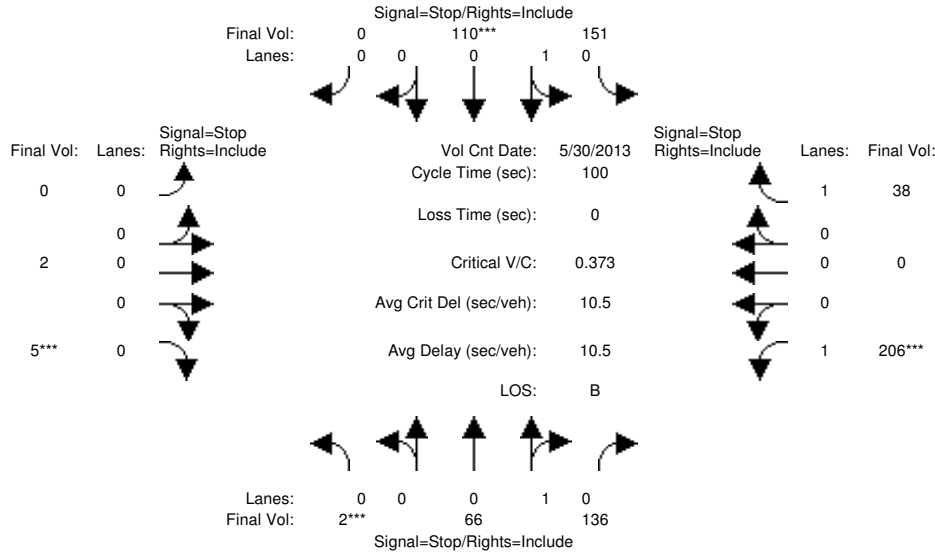
SIGNAL WARRANT DISCLAIMER

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.

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

Intersection #19: California St / Del Medio Ave



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

Volume Module:	>> Count Date: 30 May 2013 << 7:45-8:45am											
Base Vol:	2	38	126	128	89	0	0	2	5	190	0	29
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	2	41	136	139	96	0	0	2	5	206	0	31
Added Vol:	0	25	0	12	14	0	0	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	66	136	151	110	0	0	2	5	206	0	38
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:	2	66	136	151	110	0	0	2	5	206	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	66	136	151	110	0	0	2	5	206	0	38
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
Final Volume:	2	66	136	151	110	0	0	2	5	206	0	38

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.32	0.67	0.58	0.42	0.00	0.00	0.29	0.71	1.00	0.00	1.00
Final Sat.:	8	244	504	404	296	0	0	182	455	567	0	699

Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.37	0.37	xxxx	xxxx	0.01	0.01	0.36	xxxx	0.05
Crit Moves:	****			****					****	****		
Delay/Veh:	9.1	9.1	9.1	10.8	10.8	0.0	0.0	8.1	8.1	12.0	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	10.8	10.8	0.0	0.0	8.1	8.1	12.0	0.0	7.9
LOS by Move:	A	A	A	B	B	*	*	A	A	B	*	A
ApproachDel:		9.1			10.8			8.1			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.1			10.8			8.1			11.3	
LOS by Appr:		A			B			A			B	
AllWayAvgQ:	0.3	0.3	0.3	0.5	0.5	0.5	0.0	0.0	0.0	0.5	0.0	0.1

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio 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			Stop Sign			Stop Sign					
Lanes:	0	0	1	0	0	0	0	0	1	0	1	0	0	0	1
Initial Vol:	2	66	136	151	110	0	0	2	5	206	0	38			
Major Street Volume:	466														
Minor Approach Volume:	244														
Minor Approach Volume Threshold:	533														

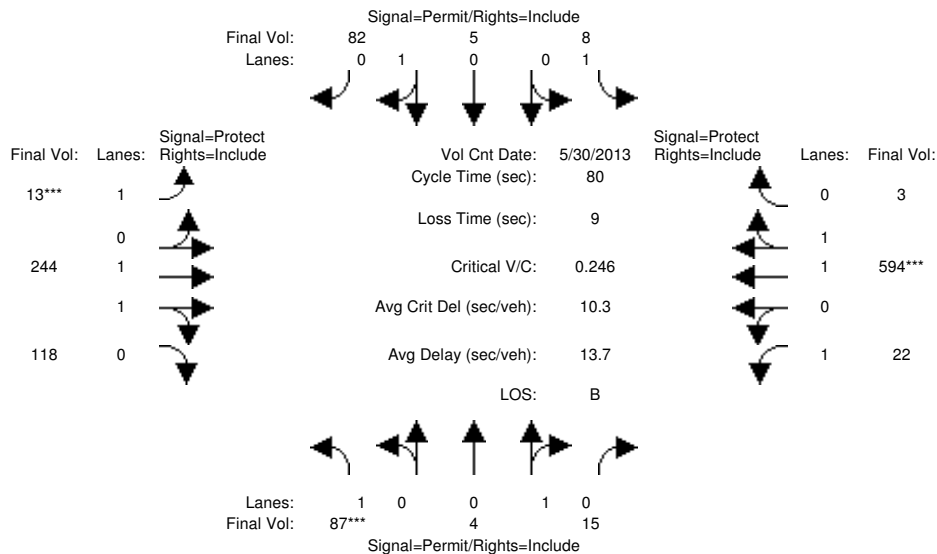
SIGNAL WARRANT DISCLAIMER

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.

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	80	4	14	7	5	76	12	209	109	20	519	3
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	87	4	15	8	5	82	13	226	118	22	562	3
Added Vol:	0	0	0	0	0	0	0	18	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	4	15	8	5	82	13	244	118	22	594	3
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:	87	4	15	8	5	82	13	244	118	22	594	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	4	15	8	5	82	13	244	118	22	594	3
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
Final Volume:	87	4	15	8	5	82	13	244	118	22	594	3

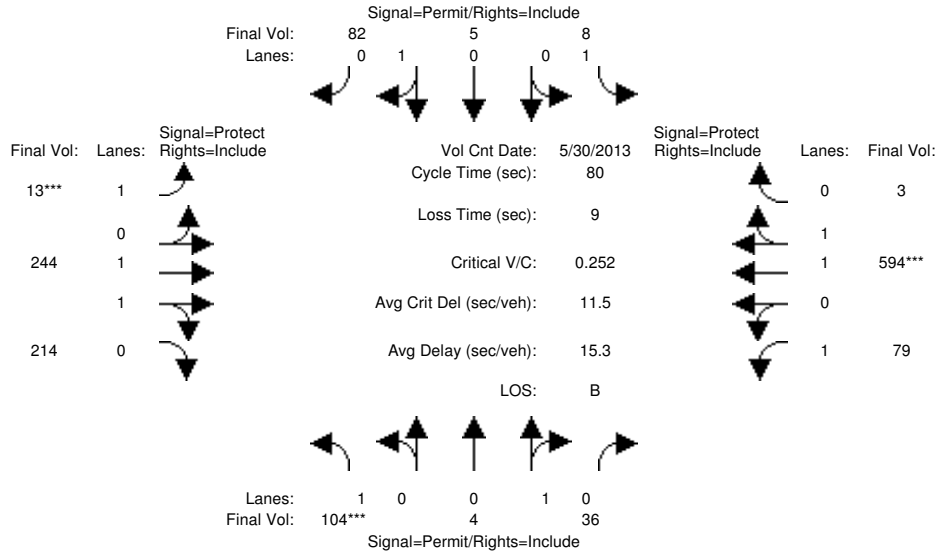
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	0.22	0.78	1.00	0.06	0.94	1.00	1.33	0.67	1.00	1.99	0.01
Final Sat.:	1750	400	1400	1750	111	1689	1750	2494	1205	1750	3680	20

Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.01	0.00	0.05	0.05	0.01	0.10	0.10	0.01	0.16	0.16
Crit Moves:	****						****			****		
Green Time:	15.0	15.0	15.0	15.0	15.0	15.0	7.0	32.9	32.9	23.1	49.0	49.0
Volume/Cap:	0.26	0.06	0.06	0.02	0.26	0.26	0.08	0.24	0.24	0.04	0.26	0.26
Delay/Veh:	28.2	26.8	26.8	26.5	28.2	28.2	33.8	15.4	15.4	20.6	7.2	7.2
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:	28.2	26.8	26.8	26.5	28.2	28.2	33.8	15.4	15.4	20.6	7.2	7.2
LOS by Move:	C	C	C	C	C	C	C-	B	B	C+	A	A
HCM2kAvgQ:	2	0	0	0	2	2	0	3	3	0	3	3

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

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

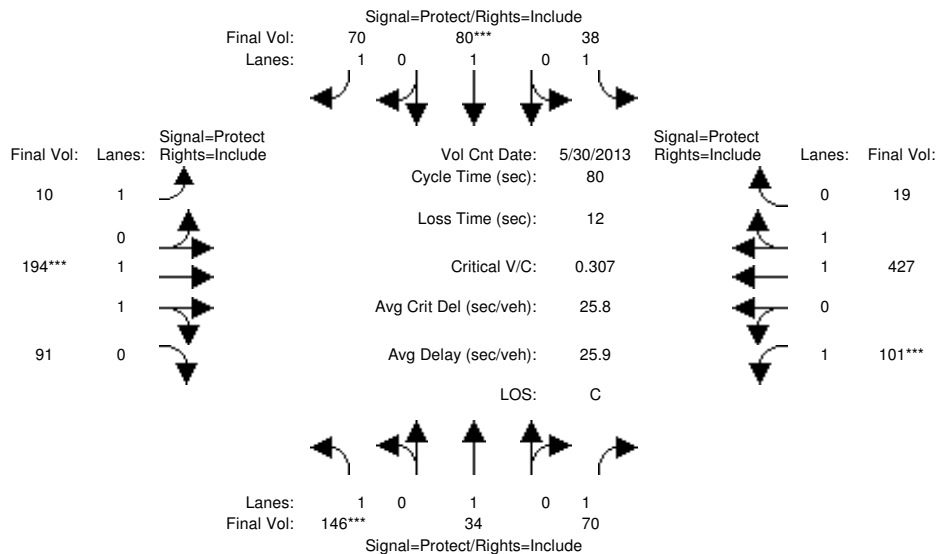
Intersection #20: California St / Pacchetti Wy



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: 30 May 2013 << 8:00-9:00am												
Base Vol:	80	4	14	7	5	76	12	209	109	20	519	3
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	87	4	15	8	5	82	13	226	118	22	562	3
Added Vol:	17	0	21	0	0	0	0	18	96	57	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	4	36	8	5	82	13	244	214	79	594	3
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:	104	4	36	8	5	82	13	244	214	79	594	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	4	36	8	5	82	13	244	214	79	594	3
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
Final Volume:	104	4	36	8	5	82	13	244	214	79	594	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.10	0.90	1.00	0.06	0.94	1.00	1.02	0.98	1.00	1.99	0.01
Final Sat.:	1750	189	1576	1750	109	1650	1750	1947	1706	1750	3778	21
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.05	0.05	0.01	0.13	0.13	0.04	0.16	0.16
Crit Moves:	****						****					
Green Time:	17.5	17.5	17.5	17.5	17.5	17.5	7.0	31.5	31.5	22.0	46.5	46.5
Volume/Cap:	0.27	0.10	0.10	0.02	0.23	0.23	0.08	0.32	0.32	0.16	0.27	0.27
Uniform Del:	25.9	25.0	25.0	24.5	25.7	25.7	33.6	16.8	16.8	22.0	8.3	8.3
IncrementDel:	0.4	0.1	0.1	0.0	0.3	0.3	0.2	0.1	0.1	0.2	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	26.3	25.1	25.1	24.5	26.0	26.0	33.8	16.9	16.9	22.2	8.4	8.4
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:	26.3	25.1	25.1	24.5	26.0	26.0	33.8	16.9	16.9	22.2	8.4	8.4
LOS by Move:	C	C	C	C	C	C	C-	B	B	C+	A	A
HCM2kAvgQ:	2	1	1	0	2	2	0	4	4	2	4	4

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am
Base Vol:	135	31	55	35	74	65
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	146	34	60	38	80	70
Added Vol:	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	146	34	70	38	80	70
User Adj:	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
PHF Volume:	146	34	70	38	80	70
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	146	34	70	38	80	70
PCE Adj:	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
Final Volume:	146	34	70	38	80	70

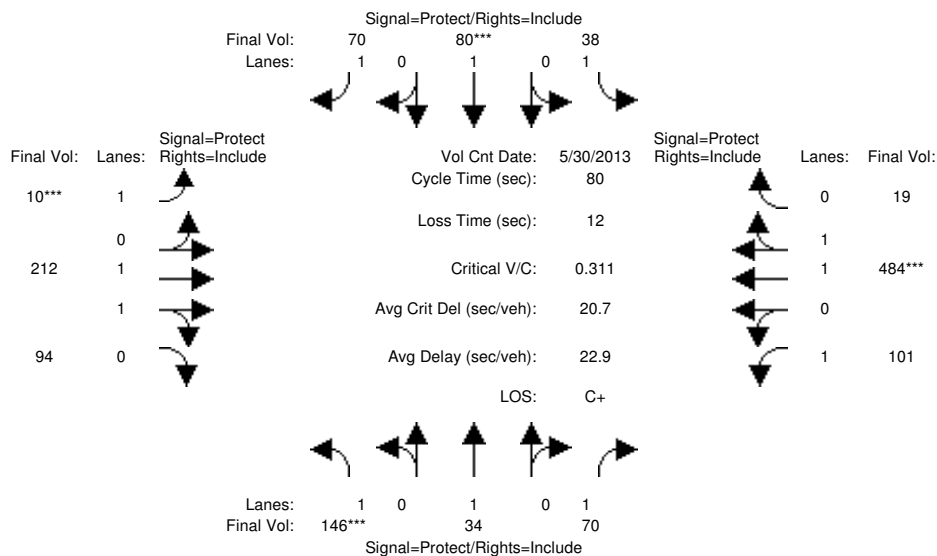
Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.35	0.65	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2520	1179	1750	3538	161

Capacity Analysis Module:	Vol/Sat:	0.08	0.02	0.04	0.02	0.04	0.04	0.01	0.08	0.08	0.06	0.12	0.12
Crit Moves:	****				****			****			****		
Green Time:	21.8	19.3	19.3	13.5	11.0	11.0	14.5	20.1	20.1	15.1	20.7	20.7	
Volume/Cap:	0.31	0.07	0.16	0.13	0.31	0.29	0.03	0.31	0.31	0.31	0.47	0.47	
Delay/Veh:	23.5	23.5	24.2	28.5	31.7	31.7	27.0	24.5	24.5	28.5	25.3	25.3	
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:	23.5	23.5	24.2	28.5	31.7	31.7	27.0	24.5	24.5	28.5	25.3	25.3	
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C	
HCM2kAvgQ:	3	1	1	1	2	2	0	3	3	2	5	5	

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

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	8:00-9:00am						
Base Vol:	135	31	55	35	74	65	9	163	84	91	365	18
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	146	34	60	38	80	70	10	176	91	98	395	19
Added Vol:	0	0	10	0	0	0	0	36	3	3	89	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	34	70	38	80	70	10	212	94	101	484	19
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:	146	34	70	38	80	70	10	212	94	101	484	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	34	70	38	80	70	10	212	94	101	484	19
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
Final Volume:	146	34	70	38	80	70	10	212	94	101	484	19

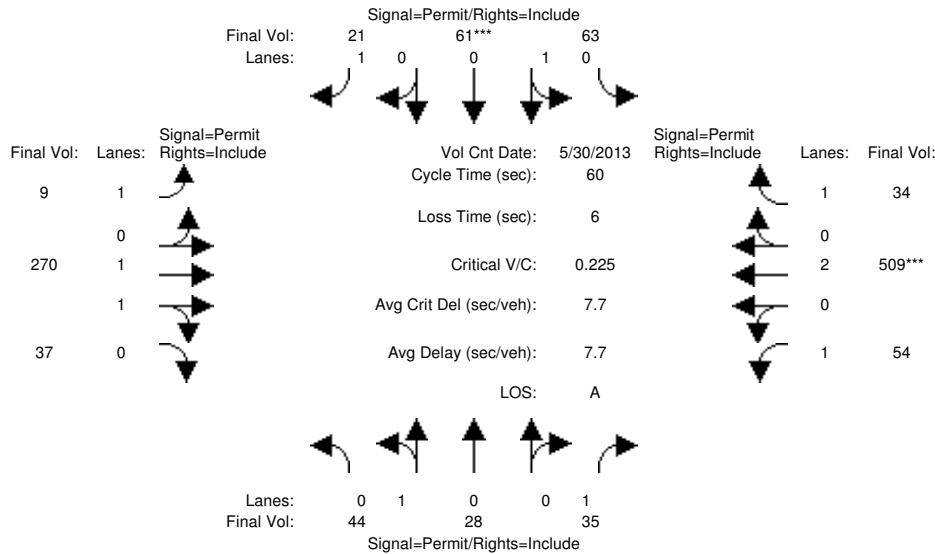
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.35	0.65	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	2568	1135	1750	3641	147

Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.04	0.02	0.04	0.04	0.01	0.08	0.08	0.06	0.13	0.13
Crit Moves:	****				****		****				****	
Green Time:	19.7	17.5	17.5	12.2	10.0	10.0	7.0	22.5	22.5	15.8	31.3	31.3
Volume/Cap:	0.34	0.08	0.18	0.14	0.34	0.32	0.06	0.29	0.29	0.29	0.34	0.34
Uniform Del:	24.8	24.9	25.5	29.3	32.0	31.9	33.5	22.5	22.5	27.4	17.1	17.1
IncrcmntDel:	0.5	0.1	0.2	0.2	0.8	0.9	0.2	0.2	0.2	0.5	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	25.3	25.0	25.7	29.6	32.8	32.8	33.7	22.7	22.7	27.8	17.2	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:	25.3	25.0	25.7	29.6	32.8	32.8	33.7	22.7	22.7	27.8	17.2	17.2
LOS by Move:	C	C	C	C	C-	C-	C-	C+	C+	C	B	B
HCM2kAvgQ:	3	1	1	1	2	2	0	3	3	2	4	4

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

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

Intersection #22: California St / Ortega Ave



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	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:	30 May 2013	<<	8:00-9:00am											
Base Vol:	41	26	23	58	56	19	8	224	34	50	437	31					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08					
Initial Bse:	44	28	25	63	61	21	9	242	37	54	473	34					
Added Vol:	0	0	10	0	0	0	0	28	0	0	36	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	44	28	35	63	61	21	9	270	37	54	509	34					
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:	44	28	35	63	61	21	9	270	37	54	509	34					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	44	28	35	63	61	21	9	270	37	54	509	34					
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					
Final Volume:	44	28	35	63	61	21	9	270	37	54	509	34					

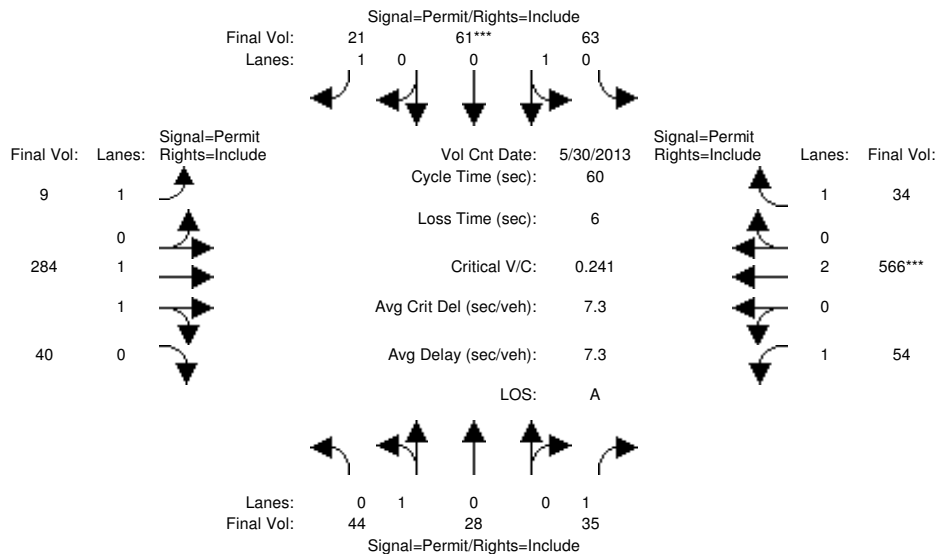
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.61	0.39	1.00	0.51	0.49	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1101	699	1750	916	884	1750	1750	3257	443	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.07	0.07	0.01	0.00	0.08	0.08	0.03	0.13	0.02
Crit Moves:												
Green Time:	18.3	18.3	18.3	18.3	18.3	18.3	35.7	35.7	35.7	35.7	35.7	35.7
Volume/Cap:	0.13	0.13	0.07	0.23	0.23	0.04	0.01	0.14	0.14	0.05	0.23	0.03
Delay/Veh:	15.2	15.2	14.9	15.8	15.8	14.7	4.9	5.4	5.4	5.1	5.7	5.0
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:	15.2	15.2	14.9	15.8	15.8	14.7	4.9	5.4	5.4	5.1	5.7	5.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	2	2	0	0	1	1	0	2	0

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

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

Intersection #22: California St / Ortega Ave



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	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:	30 May 2013	<<	8:00-9:00am											
Base Vol:	41	26	23	58	56	19	8	224	34	50	437	31					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08					
Initial Bse:	44	28	25	63	61	21	9	242	37	54	473	34					
Added Vol:	0	0	10	0	0	0	0	42	3	0	93	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	44	28	35	63	61	21	9	284	40	54	566	34					
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:	44	28	35	63	61	21	9	284	40	54	566	34					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	44	28	35	63	61	21	9	284	40	54	566	34					
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					
Final Volume:	44	28	35	63	61	21	9	284	40	54	566	34					

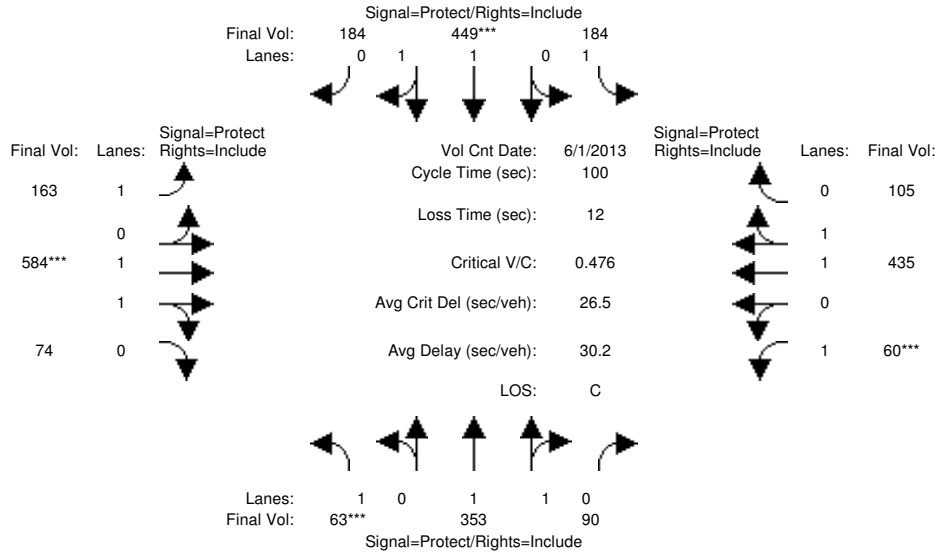
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.63	0.37	1.00	0.53	0.47	1.00	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1105	701	1750	926	894	1750	1750	3299	462	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.07	0.07	0.01	0.00	0.09	0.09	0.03	0.15	0.02
Crit Moves:												
Green Time:	16.9	16.9	16.9	16.9	16.9	16.9	37.1	37.1	37.1	37.1	37.1	37.1
Volume/Cap:	0.14	0.14	0.07	0.24	0.24	0.04	0.01	0.14	0.14	0.05	0.24	0.03
Uniform Del:	16.1	16.1	15.8	16.6	16.6	15.7	4.4	4.8	4.8	4.5	5.1	4.5
IncrementDel:	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.3	16.3	15.9	16.9	16.9	15.7	4.4	4.8	4.8	4.5	5.2	4.5
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:	16.3	16.3	15.9	16.9	16.9	15.7	4.4	4.8	4.8	4.5	5.2	4.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	2	2	0	0	1	1	0	2	0

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

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	58	279	67	167	398	170	151	504	68	49	369	96
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	63	302	73	181	431	184	163	546	74	53	399	104
Added Vol:	0	51	17	3	18	0	0	38	0	7	36	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	353	90	184	449	184	163	584	74	60	435	105
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	353	90	184	449	184	163	584	74	60	435	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	353	90	184	449	184	163	584	74	60	435	105
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
Final Volume:	63	353	90	184	449	184	163	584	74	60	435	105

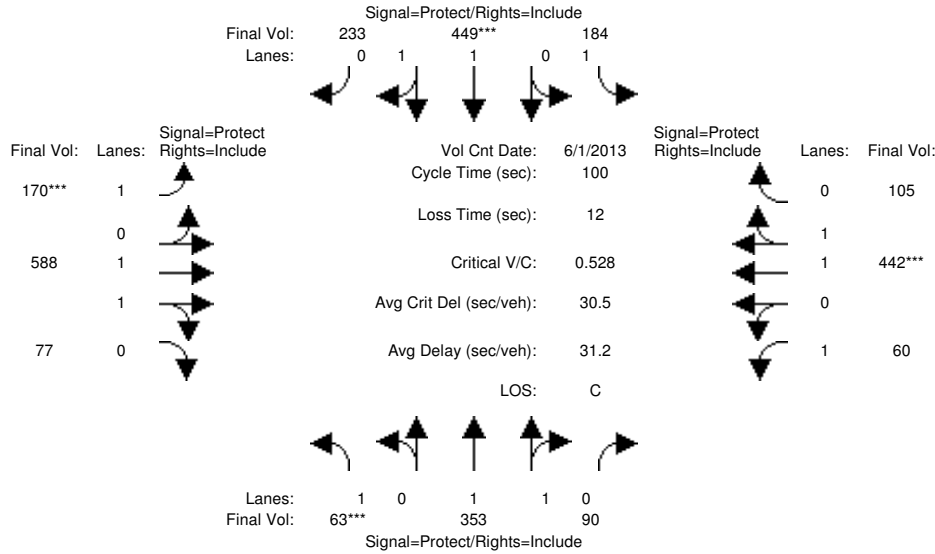
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.58	0.42	1.00	1.40	0.60	1.00	1.77	0.23	1.00	1.60	0.40
Final Sat.:	1750	2951	748	1750	2623	1076	1750	3285	414	1750	2981	718

Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.11	0.17	0.17	0.09	0.18	0.18	0.03	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	7.5	23.2	23.2	20.3	35.9	35.9	17.4	37.3	37.3	7.2	27.2	27.2
Volume/Cap:	0.48	0.52	0.52	0.52	0.48	0.48	0.54	0.48	0.48	0.48	0.54	0.54
Delay/Veh:	47.0	34.1	34.1	36.8	25.0	25.0	39.6	24.2	24.2	47.4	31.7	31.7
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:	47.0	34.1	34.1	36.8	25.0	25.0	39.6	24.2	24.2	47.4	31.7	31.7
LOS by Move:	D	C-	C-	D+	C	C	D	C	C	D	C	C
HCM2kAvgQ:	2	6	6	6	8	8	5	8	8	3	8	8

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

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	58	279	67	167	398	170	151	504	68	49	369	96
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	63	302	73	181	431	184	163	546	74	53	399	104
Added Vol:	0	51	17	3	18	49	7	42	3	7	43	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	353	90	184	449	233	170	588	77	60	442	105
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	353	90	184	449	233	170	588	77	60	442	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	353	90	184	449	233	170	588	77	60	442	105
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
Final Volume:	63	353	90	184	449	233	170	588	77	60	442	105

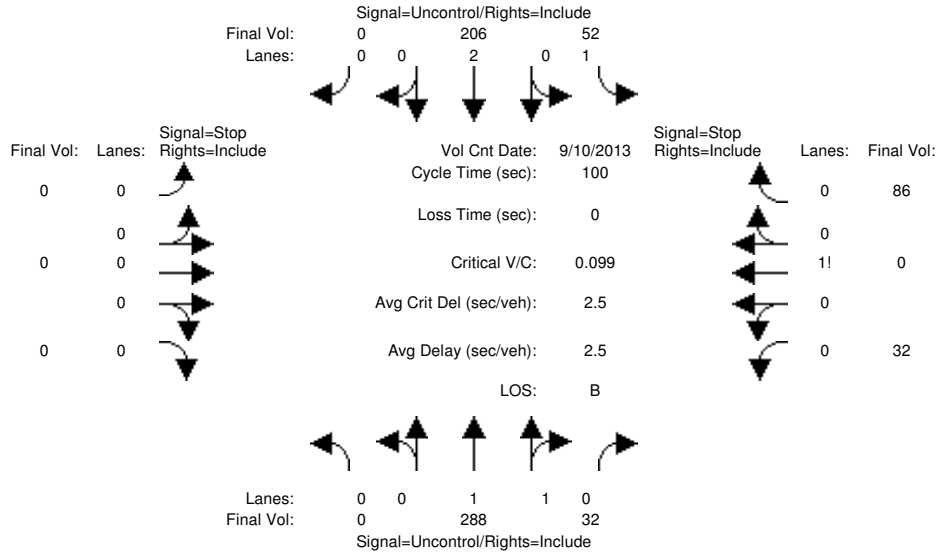
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.57	0.43	1.00	1.28	0.72	1.00	1.75	0.25	1.00	1.59	0.41
Final Sat.:	1750	2980	756	1750	2430	1262	1750	3329	434	1750	3022	717

Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.11	0.18	0.18	0.10	0.18	0.18	0.03	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	7.0	22.2	22.2	19.7	34.9	34.9	18.4	33.0	33.0	13.1	27.7	27.7
Volume/Cap:	0.51	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.26	0.53	0.53
Uniform Del:	44.9	34.3	34.3	36.0	26.0	26.0	36.9	27.3	27.3	39.1	30.6	30.6
IncrcmntDel:	3.6	0.7	0.7	1.6	0.4	0.4	1.7	0.5	0.5	0.6	0.5	0.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	35.0	35.0	37.6	26.4	26.4	38.5	27.7	27.7	39.7	31.2	31.2
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:	48.5	35.0	35.0	37.6	26.4	26.4	38.5	27.7	27.7	39.7	31.2	31.2
LOS by Move:	D	C-	C-	D+	C	C	D+	C	C	D	C	C
HCM2kAvgQ:	2	6	6	6	9	9	5	8	8	2	8	8

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

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (10 Sep 2013), and various traffic volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) for each approach and movement.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different approaches and movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios for each approach and movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach and movement.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 288 32	52 206 0	0 0 0 0	32 0 86
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	11.1

Approach[westbound][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=118]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=697]
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 #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 288 32	52 206 0	0 0 0 0	32 0 86

Major Street Volume: 579
Minor Approach Volume: 118
Minor Approach Volume Threshold: 473

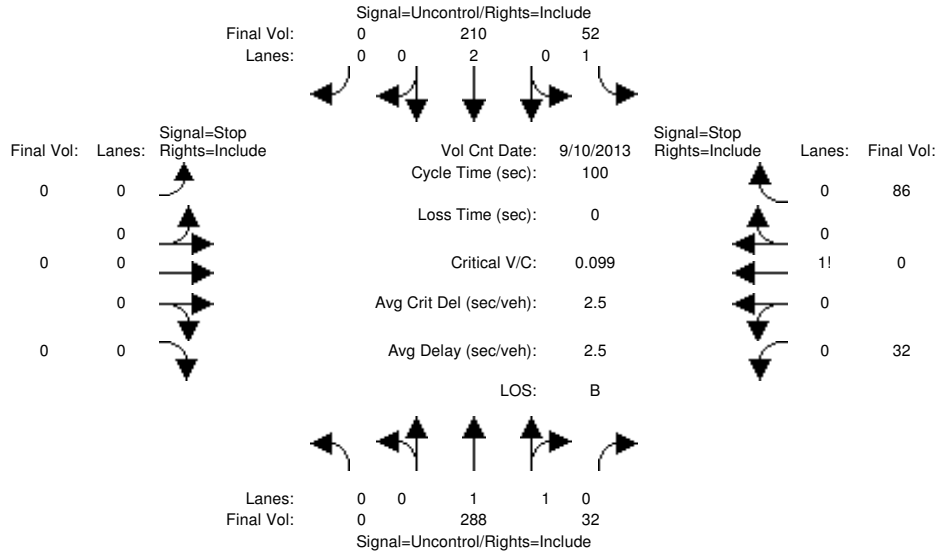
SIGNAL WARRANT DISCLAIMER

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.

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (10 Sep 2013), and various traffic volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume) for each approach and movement.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios for each approach and movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach and movement.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 288 32	52 210 0	0 0 0 0	32 0 86
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	11.1

Approach[westbound][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=118]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=701]
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 #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 288 32	52 210 0	0 0 0 0	32 0 86

Major Street Volume: 583
Minor Approach Volume: 118
Minor Approach Volume Threshold: 471

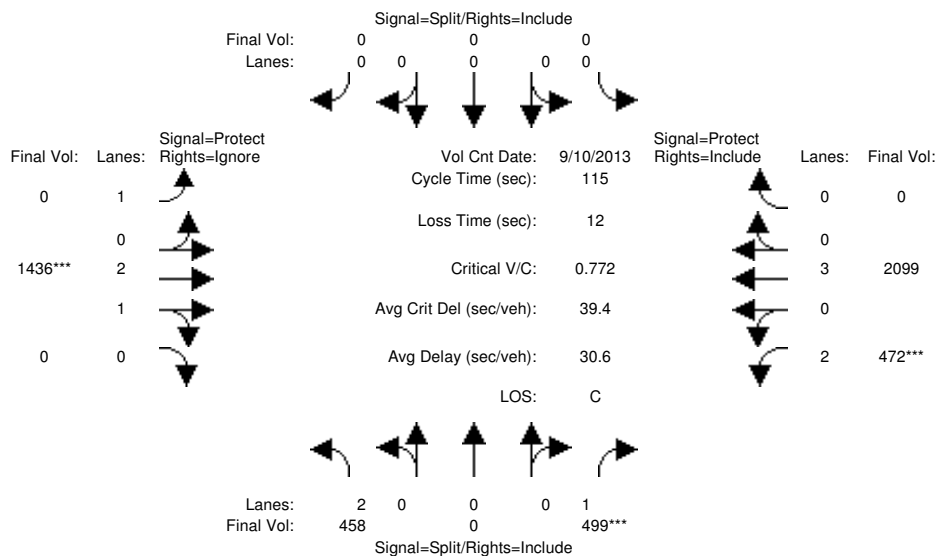
SIGNAL WARRANT DISCLAIMER

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.

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	423	0	461	0	0	0	1165	292	436	1780	0					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	458	0	499	0	0	0	0	1261	316	472	1927	0				
Added Vol:	0	0	0	0	0	0	0	175	0	0	172	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	458	0	499	0	0	0	0	1436	316	472	2099	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	458	0	499	0	0	0	0	1436	0	472	2099	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	458	0	499	0	0	0	0	1436	0	472	2099	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Volume:	458	0	499	0	0	0	0	1436	0	472	2099	0				

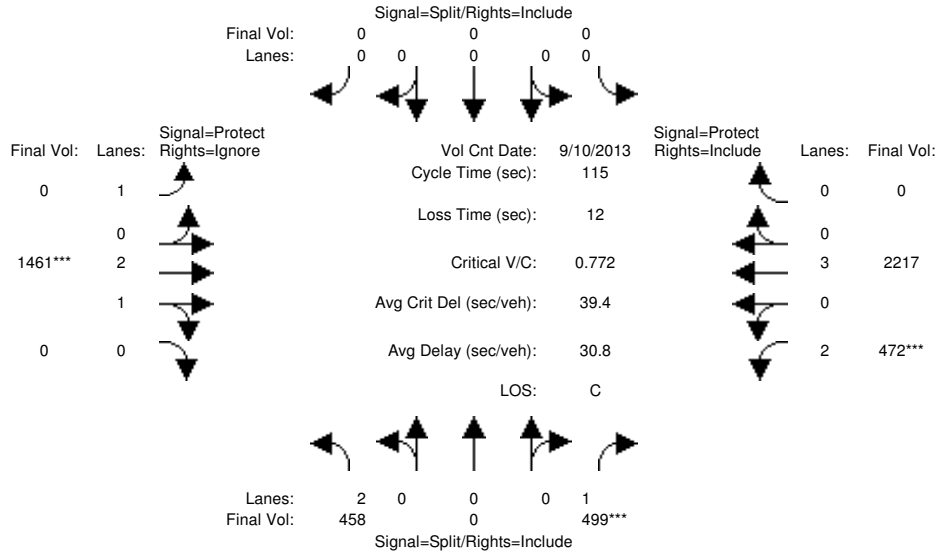
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5600	0	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.29	0.00	0.00	0.00	0.00	0.26	0.00	0.15	0.37	0.00
Crit Moves:			****					****		****		
Green Time:	42.5	0.0	42.5	0.0	0.0	0.0	0.0	38.2	0.0	22.3	60.5	0.0
Volume/Cap:	0.39	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.77	0.70	0.00
Delay/Veh:	27.0	0.0	37.7	0.0	0.0	0.0	0.0	36.5	0.0	50.0	21.2	0.0
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:	27.0	0.0	37.7	0.0	0.0	0.0	0.0	36.5	0.0	50.0	21.2	0.0
LOS by Move:	C	A	D+	A	A	A	A	D+	A	D	C+	A
HCM2kAvgQ:	7	0	18	0	0	0	0	17	0	11	19	0

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

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	423	0	461	0	0	0	0	1165	292	436	1780	0				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	458	0	499	0	0	0	0	1261	316	472	1927	0				
Added Vol:	0	0	0	0	0	0	0	200	0	0	290	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	458	0	499	0	0	0	0	1461	316	472	2217	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	458	0	499	0	0	0	0	1461	0	472	2217	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	458	0	499	0	0	0	0	1461	0	472	2217	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Volume:	458	0	499	0	0	0	0	1461	0	472	2217	0				

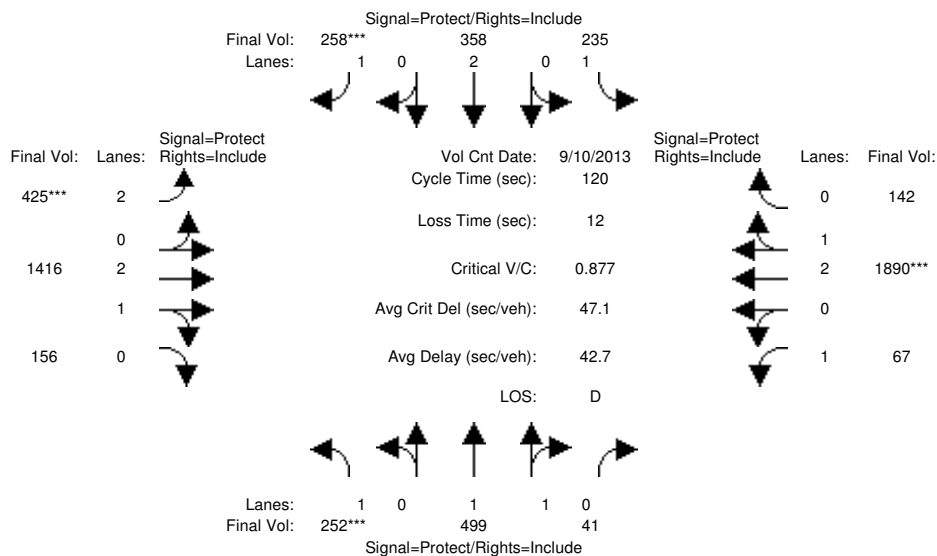
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	0	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.29	0.00	0.00	0.00	0.00	0.26	0.00	0.15	0.39	0.00
Crit Moves:			****					****		****		
Green Time:	42.5	0.0	42.5	0.0	0.0	0.0	0.0	38.2	0.0	22.3	60.5	0.0
Volume/Cap:	0.39	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.77	0.74	0.00
Uniform Del:	26.8	0.0	32.0	0.0	0.0	0.0	0.0	34.5	0.0	43.9	21.1	0.0
IncrementDel:	0.2	0.0	5.7	0.0	0.0	0.0	0.0	2.0	0.0	6.0	1.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	27.0	0.0	37.7	0.0	0.0	0.0	0.0	36.5	0.0	49.9	22.1	0.0
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:	27.0	0.0	37.7	0.0	0.0	0.0	0.0	36.5	0.0	49.9	22.1	0.0
LOS by Move:	C	A	D+	A	A	A	A	D+	A	D	C+	A
HCM2kAvgQ:	7	0	18	0	0	0	0	17	0	11	21	0

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

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	233	461	38	217	331	238	393	1155	144	62	1601	131				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	252	499	41	235	358	258	425	1250	156	67	1733	142				
Added Vol:	0	0	0	0	0	0	0	166	0	0	157	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	252	499	41	235	358	258	425	1416	156	67	1890	142				
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:	252	499	41	235	358	258	425	1416	156	67	1890	142				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	252	499	41	235	358	258	425	1416	156	67	1890	142				
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				
Final Volume:	252	499	41	235	358	258	425	1416	156	67	1890	142				

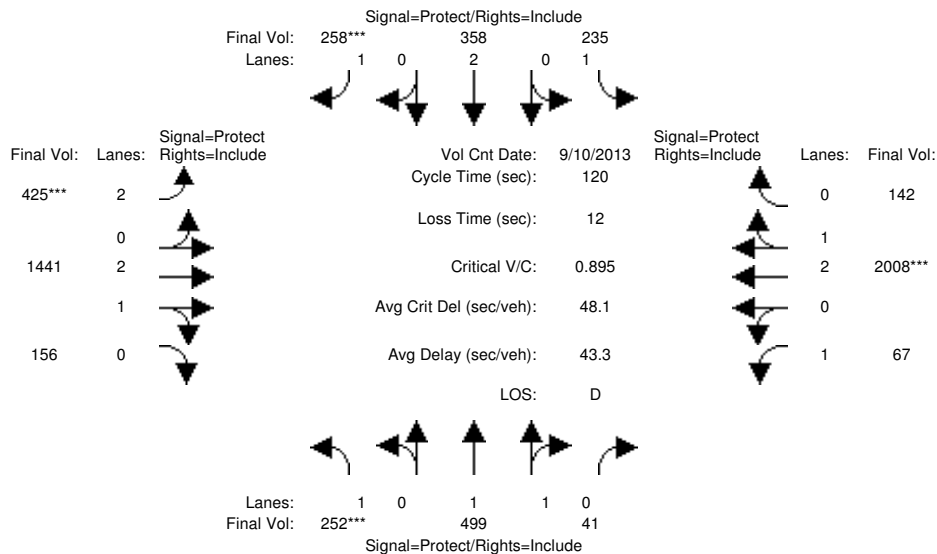
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	2.00	2.69	0.31	1.00	2.78	0.22
Final Sat.:	1750	3418	282	1750	3800	1750	3150	5044	555	1750	5209	391

Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.15	0.13	0.09	0.15	0.14	0.28	0.28	0.04	0.36	0.36
Crit Moves:	****					****	****			****		
Green Time:	19.7	20.8	20.8	19.1	20.1	20.1	18.5	56.4	56.4	11.7	49.7	49.7
Volume/Cap:	0.88	0.84	0.84	0.84	0.56	0.88	0.88	0.60	0.60	0.39	0.88	0.88
Delay/Veh:	73.7	58.0	58.0	69.3	47.0	73.1	66.0	23.8	23.8	52.3	36.5	36.5
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:	73.7	58.0	58.0	69.3	47.0	73.1	66.0	23.8	23.8	52.3	36.5	36.5
LOS by Move:	E	E+	E+	E	D	E	E	C	C	D-	D+	D+
HCM2kAvgQ:	13	12	12	12	7	13	12	15	15	2	23	23

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

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	233	461	38	217	331	238	393	1155	144	62	1601	131				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	252	499	41	235	358	258	425	1250	156	67	1733	142				
Added Vol:	0	0	0	0	0	0	0	191	0	0	275	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	252	499	41	235	358	258	425	1441	156	67	2008	142				
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:	252	499	41	235	358	258	425	1441	156	67	2008	142				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	252	499	41	235	358	258	425	1441	156	67	2008	142				
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				
Final Volume:	252	499	41	235	358	258	425	1441	156	67	2008	142				

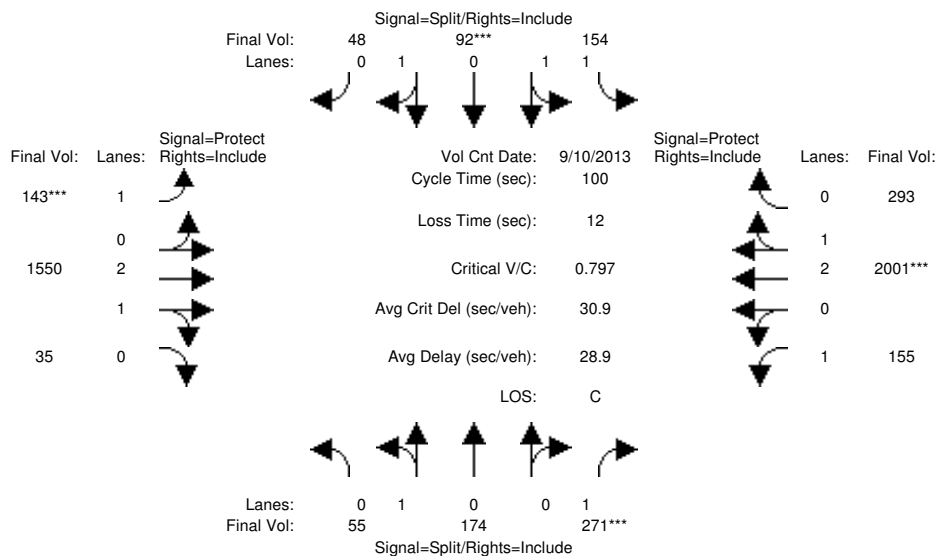
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	2.00	2.68	0.32	1.00	2.79	0.21
Final Sat.:	1750	3488	288	1750	3800	1750	3150	5101	552	1750	5294	374

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.13	0.09	0.15	0.14	0.28	0.28	0.04	0.38	0.38
Crit Moves:	****					****	****				****	
Green Time:	19.3	20.1	20.1	18.9	19.7	19.7	18.1	57.1	57.1	11.8	50.8	50.8
Volume/Cap:	0.90	0.85	0.85	0.85	0.57	0.90	0.90	0.59	0.59	0.39	0.90	0.90
Uniform Del:	49.3	48.5	48.5	49.2	46.2	49.1	50.0	22.9	22.9	50.7	32.1	32.1
IncrcmntDel:	28.4	10.7	10.7	21.7	1.3	27.9	19.1	0.4	0.4	1.5	4.8	4.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.7	59.2	59.2	70.8	47.5	77.0	69.2	23.3	23.3	52.2	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:	77.7	59.2	59.2	70.8	47.5	77.0	69.2	23.3	23.3	52.2	36.9	36.9
LOS by Move:	E-	E+	E+	E	D	E-	E	C	C	D-	D+	D+
HCM2kAvgQ:	13	12	12	12	7	13	12	14	14	2	24	24

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

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	51	161	250	142	85	44	132	1279	32	143	1704	271				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	55	174	271	154	92	48	143	1384	35	155	1844	293				
Added Vol:	0	0	0	0	0	0	0	166	0	0	157	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	55	174	271	154	92	48	143	1550	35	155	2001	293				
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:	55	174	271	154	92	48	143	1550	35	155	2001	293				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	55	174	271	154	92	48	143	1550	35	155	2001	293				
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				
Final Volume:	55	174	271	154	92	48	143	1550	35	155	2001	293				

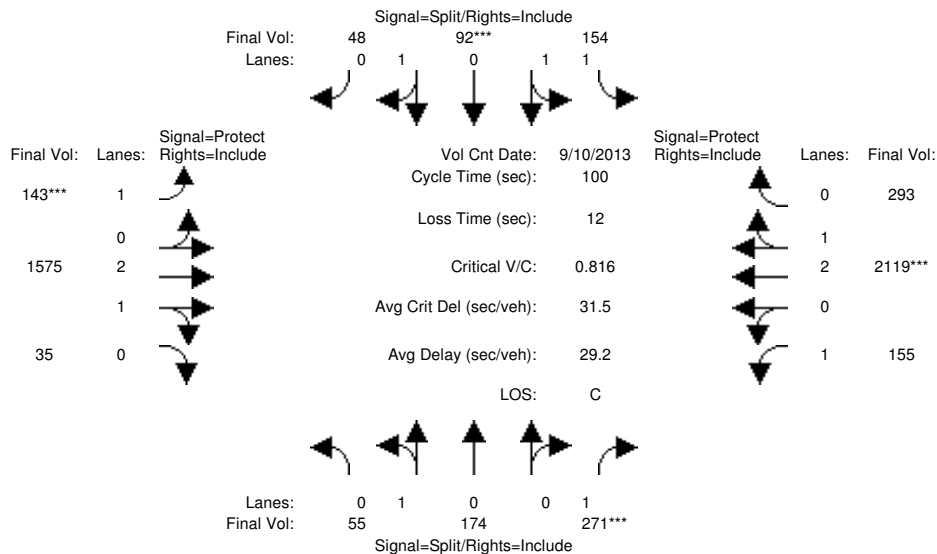
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.24	0.76	1.00	1.59	0.93	0.48	1.00	2.93	0.07	1.00	2.60	0.40
Final Sat.:	433	1367	1750	2803	1678	869	1750	5477	122	1750	4883	716

Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.15	0.05	0.05	0.05	0.08	0.28	0.28	0.09	0.41	0.41
Crit Moves:			****			****			****			****
Green Time:	18.7	18.7	18.7	10.0	10.0	10.0	9.9	45.2	45.2	14.1	49.5	49.5
Volume/Cap:	0.68	0.68	0.83	0.55	0.55	0.55	0.83	0.63	0.63	0.63	0.83	0.83
Delay/Veh:	43.6	43.6	55.1	44.1	44.1	44.1	71.3	21.4	21.4	45.4	23.8	23.8
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:	43.6	43.6	55.1	44.1	44.1	44.1	71.3	21.4	21.4	45.4	23.8	23.8
LOS by Move:	D	D	E+	D	D	D	E	C+	C+	D	C	C
HCM2kAvgQ:	8	8	11	4	4	4	5	12	12	6	23	23

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

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	51	161	250	142	85	44	132	1279	32	143	1704	271				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	55	174	271	154	92	48	143	1384	35	155	1844	293				
Added Vol:	0	0	0	0	0	0	0	191	0	0	275	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	55	174	271	154	92	48	143	1575	35	155	2119	293				
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:	55	174	271	154	92	48	143	1575	35	155	2119	293				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	55	174	271	154	92	48	143	1575	35	155	2119	293				
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				
Final Volume:	55	174	271	154	92	48	143	1575	35	155	2119	293				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.26	0.74	1.00	1.61	0.89	0.50	1.00	2.93	0.07	1.00	2.61	0.39
Final Sat.:	448	1414	1750	2821	1688	874	1750	5567	122	1750	4955	686

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.15	0.05	0.05	0.05	0.08	0.28	0.28	0.09	0.43	0.43
Crit Moves:			****			****			****			****
Green Time:	18.2	18.2	18.2	10.0	10.0	10.0	9.6	45.6	45.6	14.2	50.2	50.2
Volume/Cap:	0.68	0.68	0.85	0.54	0.54	0.54	0.85	0.62	0.62	0.62	0.85	0.85
Uniform Del:	38.2	38.2	39.6	42.8	42.8	42.8	44.5	20.6	20.6	40.3	21.6	21.6
IncrcmntDel:	5.5	5.5	19.2	1.2	1.2	1.2	31.7	0.5	0.5	4.8	2.7	2.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.7	43.7	58.8	44.0	44.0	44.0	76.2	21.1	21.1	45.1	24.3	24.3
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:	43.7	43.7	58.8	44.0	44.0	44.0	76.2	21.1	21.1	45.1	24.3	24.3
LOS by Move:	D	D	E+	D	D	D	E-	C+	C+	D	C	C
HCM2kAvgQ:	8	8	12	4	4	4	5	12	12	6	24	24

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

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

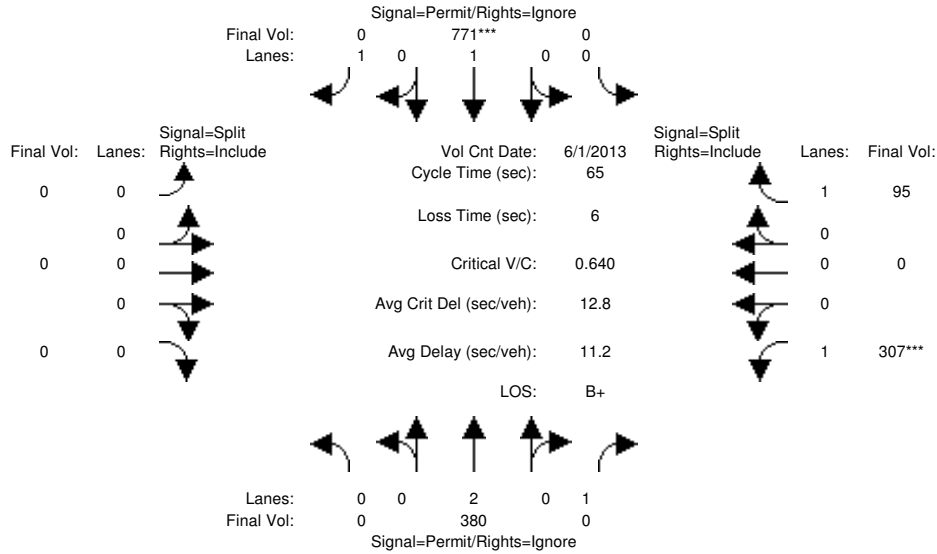
Intersection	???				Cumulative PM				Cumulative PP PM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	?	xx.x	x.xxx	xx.x	B+	11.2	0.640	12.8	B+	11.6	0.651	+ 0.011	13.3	+ 0.5	?	xx.x	x.xxx	xx.x
#2	?	xx.x	x.xxx	xx.x	D	42.5	0.867	49.1	D	44.0	0.896	+ 0.029	51.8	+ 2.7	?	xx.x	x.xxx	xx.x
#3	?	xx.x	x.xxx	xx.x	D-	53.4	0.839	56.7	D-	54.7	0.870	+ 0.031	57.0	+ 0.3	?	xx.x	x.xxx	xx.x
#4	?	xx.x	x.xxx	xx.x	D-	52.2	0.881	66.0	E	62.0	0.978	+ 0.097	82.6	+ 16.7	?	xx.x	x.xxx	xx.x
#5	?	xx.x	x.xxx	xx.x	B	15.6	0.412	14.2	B-	18.2	0.461	+ 0.048	17.4	+ 3.2	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	E	73.2	1.011	81.0	F	84.4	1.057	+ 0.045	95.5	+ 14.5	?	xx.x	x.xxx	xx.x
#7	?	xx.x	x.xxx	xx.x	B	12.6	0.569	11.7	B	12.5	0.570	+ 0.001	11.6	- 0.1	?	xx.x	x.xxx	xx.x
#8	?	xx.x	x.xxx	xx.x	B-	18.9	0.658	21.3	B-	19.0	0.665	+ 0.007	21.5	+ 0.2	?	xx.x	x.xxx	xx.x
#9	?	xx.x	x.xxx	xx.x	D+	35.8	0.741	37.3	D+	35.7	0.746	+ 0.005	37.2	- 0.0	?	xx.x	x.xxx	xx.x
#10	?	xx.x	x.xxx	xx.x	D-	53.7	0.993	59.5	D-	52.3	0.987	- 0.006	57.5	- 2.0	?	xx.x	x.xxx	xx.x
#11	?	xx.x	x.xxx	xx.x	C	31.7	0.720	31.2	C	31.5	0.725	+ 0.004	31.2	+ 0.0	?	xx.x	x.xxx	xx.x
#12	?	xx.x	x.xxx	xx.x	C	26.9	0.682	28.8	C	26.7	0.684	+ 0.002	28.6	- 0.2	?	xx.x	x.xxx	xx.x
#13	?	xx.x	x.xxx	xx.x	D	44.9	0.915	52.0	D	46.1	0.935	+ 0.020	54.7	+ 2.6	?	xx.x	x.xxx	xx.x
#14	?	xx.x	x.xxx	xx.x	B	16.8	0.605	18.0	B	16.8	0.618	+ 0.013	18.2	+ 0.2	?	xx.x	x.xxx	xx.x
#15	?	xx.x	x.xxx	xx.x	B-	19.5	0.641	19.4	B-	19.6	0.646	+ 0.006	19.5	+ 0.1	?	xx.x	x.xxx	xx.x
#16	?	xx.x	x.xxx	xx.x	C-	33.6	0.826	43.4	C-	33.7	0.838	+ 0.012	43.9	+ 0.5	?	xx.x	x.xxx	xx.x
#17	?	xx.x	x.xxx	xx.x	B	12.7	0.555	12.5	B	13.8	0.579	+ 0.024	13.7	+ 1.3	?	xx.x	x.xxx	xx.x
#18	?	xx.x	x.xxx	xx.x	C	24.0	0.618	21.2	C	24.0	0.633	+ 0.014	21.1	- 0.1	?	xx.x	x.xxx	xx.x
#19	?	xx.x	x.xxx	xx.x	A	9.2	0.314	9.2	A	9.3	0.323	+ 0.009	9.3	+ 0.1	?	xx.x	x.xxx	xx.x
#20	?	xx.x	x.xxx	xx.x	B	16.9	0.365	15.3	B-	19.6	0.469	+ 0.104	19.0	+ 3.7	?	xx.x	x.xxx	xx.x
#21	?	xx.x	x.xxx	xx.x	C	25.9	0.470	25.8	C	25.6	0.507	+ 0.037	25.4	- 0.4	?	xx.x	x.xxx	xx.x
#22	?	xx.x	x.xxx	xx.x	A	5.5	0.284	4.8	A	5.3	0.311	+ 0.026	4.6	- 0.2	?	xx.x	x.xxx	xx.x
#23	?	xx.x	x.xxx	xx.x	C-	34.9	0.515	34.3	D+	35.5	0.548	+ 0.033	35.6	+ 1.3	?	xx.x	x.xxx	xx.x
#24	?	xx.x	x.xxx	xx.x	B	1.9	0.110	1.9	B	1.8	0.110	+ 0.000	1.8	- 0.0	?	xx.x	x.xxx	xx.x
#25	?	xx.x	x.xxx	xx.x	C	30.3	0.826	37.2	C	30.5	0.846	+ 0.020	37.6	+ 0.5	?	xx.x	x.xxx	xx.x
#26	?	xx.x	x.xxx	xx.x	D	43.4	0.861	47.7	D	43.5	0.892	+ 0.032	45.4	- 2.3	?	xx.x	x.xxx	xx.x

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PP PM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#27	?	xx.x	x.xxx	xx.x	C-	33.7	0.825	37.6	C-	33.6	0.842	+ 0.017	37.8	+ 0.2	?	xx.x	x.xxx	xx.x

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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:	1 Jun 2013	<<							
Base Vol:	0	315	744	0	677	294	0	0	0	252	0	88
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	341	805	0	733	318	0	0	0	273	0	95
Added Vol:	0	39	34	0	38	0	0	0	0	34	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	380	839	0	771	318	0	0	0	307	0	95
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	380	0	0	771	0	0	0	0	307	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	380	0	0	771	0	0	0	0	307	0	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	380	0	0	771	0	0	0	0	307	0	95

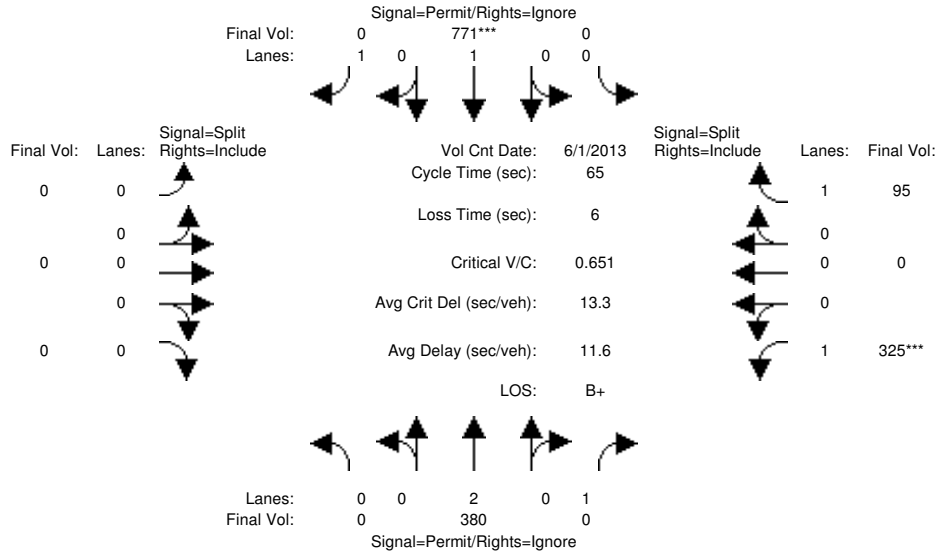
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

Capacity Analysis Module:													
Vol/Sat:	0.00	0.10	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.18	0.00	0.05	
Crit Moves:							****						
Green Time:	0.0	41.2	0.0	0.0	41.2	0.0	0.0	0.0	0.0	17.8	0.0	17.8	
Volume/Cap:	0.00	0.16	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.20	
Delay/Veh:	0.0	4.9	0.0	0.0	8.5	0.0	0.0	0.0	0.0	23.7	0.0	18.3	
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:	0.0	4.9	0.0	0.0	8.5	0.0	0.0	0.0	0.0	23.7	0.0	18.3	
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	B-	
HCM2kAvgQ:	0	2	0	0	10	0	0	0	0	7	0	2	

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

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

Intersection #1: San Antonio Rd / US 101 NB Ramps



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	7	0	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:	1 Jun 2013	<<							
Base Vol:	0	315	744	0	677	294	0	0	0	252	0	88
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	341	805	0	733	318	0	0	0	273	0	95
Added Vol:	0	39	135	0	38	0	0	0	0	52	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	380	940	0	771	318	0	0	0	325	0	95
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	380	0	0	771	0	0	0	0	325	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	380	0	0	771	0	0	0	0	325	0	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	380	0	0	771	0	0	0	0	325	0	95

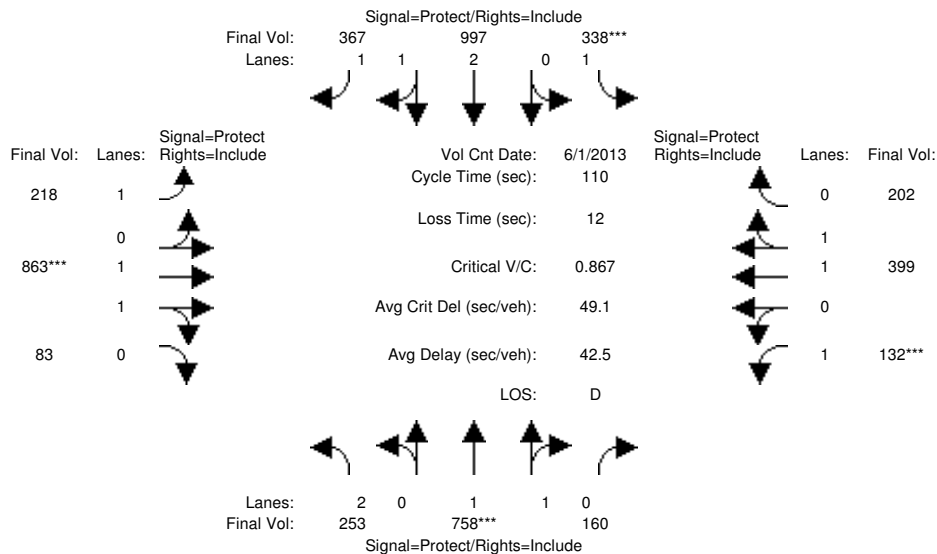
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	1.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3800	1750	0	1900	1750	0	0	0	1750	0	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.19	0.00	0.05
Crit Moves:					****					****		
Green Time:	0.0	40.5	0.0	0.0	40.5	0.0	0.0	0.0	0.0	18.5	0.0	18.5
Volume/Cap:	0.00	0.16	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.19
Uniform Del:	0.0	5.1	0.0	0.0	7.8	0.0	0.0	0.0	0.0	20.4	0.0	17.6
IncrementDel:	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0	3.1	0.0	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	5.2	0.0	0.0	9.1	0.0	0.0	0.0	0.0	23.5	0.0	17.8
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:	0.0	5.2	0.0	0.0	9.1	0.0	0.0	0.0	0.0	23.5	0.0	17.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	B
HCM2kAvgQ:	0	2	0	0	11	0	0	0	0	7	0	2

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

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	234	604	148	312	821	339	201	797	77	122	369	187				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	253	654	160	338	889	367	218	863	83	132	399	202				
Added Vol:	0	104	0	0	108	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	253	758	160	338	997	367	218	863	83	132	399	202				
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:	253	758	160	338	997	367	218	863	83	132	399	202				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	253	758	160	338	997	367	218	863	83	132	399	202				
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				
Final Volume:	253	758	160	338	997	367	218	863	83	132	399	202				

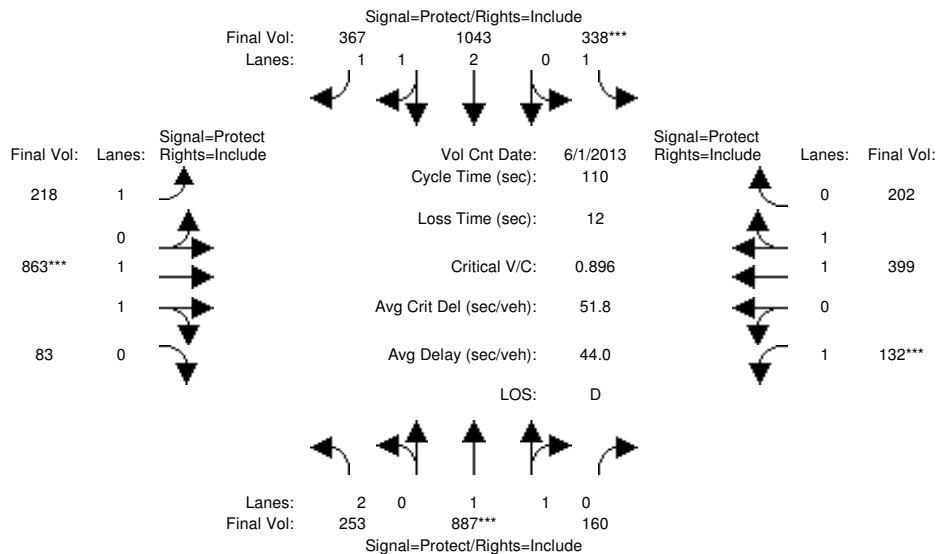
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	2.00	1.64	0.36	1.00	2.88	1.12	1.00	1.82	0.18	1.00	1.31	0.69
Final Sat.:	3150	3054	646	1750	5455	2008	1750	3374	326	1750	2455	1244

Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.19	0.18	0.18	0.12	0.26	0.26	0.08	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.1	31.5	31.5	24.5	38.9	38.9	18.2	32.4	32.4	9.6	23.8	23.8
Volume/Cap:	0.52	0.87	0.87	0.87	0.52	0.52	0.75	0.87	0.87	0.87	0.75	0.75
Delay/Veh:	43.6	45.0	45.0	59.3	28.3	28.3	54.2	44.2	44.2	86.9	44.3	44.3
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:	43.6	45.0	45.0	59.3	28.3	28.3	54.2	44.2	44.2	86.9	44.3	44.3
LOS by Move:	D	D	D	E+	C	C	D-	D	D	F	D	D
HCM2kAvgQ:	4	15	15	15	9	9	9	18	18	7	11	11

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

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

Intersection #2: San Antonio Rd / Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	234	604	148	312	821	339	201	797	77	122	369	187				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	253	654	160	338	889	367	218	863	83	132	399	202				
Added Vol:	0	233	0	0	154	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	253	887	160	338	1043	367	218	863	83	132	399	202				
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:	253	887	160	338	1043	367	218	863	83	132	399	202				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	253	887	160	338	1043	367	218	863	83	132	399	202				
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				
Final Volume:	253	887	160	338	1043	367	218	863	83	132	399	202				

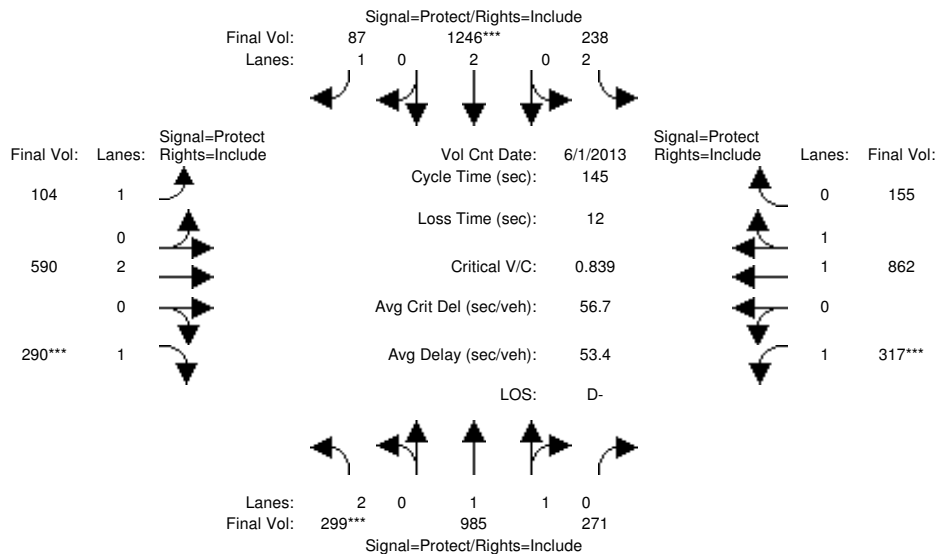
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.67	0.33	1.00	2.89	1.11	1.00	1.81	0.19	1.00	1.29	0.71
Final Sat.:	3150	3177	574	1750	5499	1935	1750	3439	332	1750	2451	1242

Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.19	0.19	0.19	0.12	0.25	0.25	0.08	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	17.3	34.3	34.3	23.7	40.7	40.7	17.3	30.8	30.8	9.3	22.7	22.7
Volume/Cap:	0.51	0.90	0.90	0.90	0.51	0.51	0.79	0.90	0.90	0.90	0.79	0.79
Uniform Del:	42.5	36.2	36.2	42.0	26.9	26.9	44.6	38.1	38.1	49.9	41.4	41.4
IncrcmntDel:	0.9	9.3	9.3	23.0	0.2	0.2	14.1	10.1	10.1	44.9	5.5	5.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.4	45.4	45.4	65.0	27.1	27.1	58.7	48.2	48.2	94.7	46.9	46.9
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:	43.4	45.4	45.4	65.0	27.1	27.1	58.7	48.2	48.2	94.7	46.9	46.9
LOS by Move:	D	D	D	E	C	C	E+	D	D	F	D	D
HCM2kAvgQ:	4	17	17	16	10	10	10	19	19	8	12	12

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

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	276	814	248	220	1051	80	96	545	268	291	792	143				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	299	881	268	238	1138	87	104	590	290	315	857	155				
Added Vol:	0	104	3	0	108	0	0	0	0	2	5	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	299	985	271	238	1246	87	104	590	290	317	862	155				
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:	299	985	271	238	1246	87	104	590	290	317	862	155				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	299	985	271	238	1246	87	104	590	290	317	862	155				
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				
Final Volume:	299	985	271	238	1246	87	104	590	290	317	862	155				

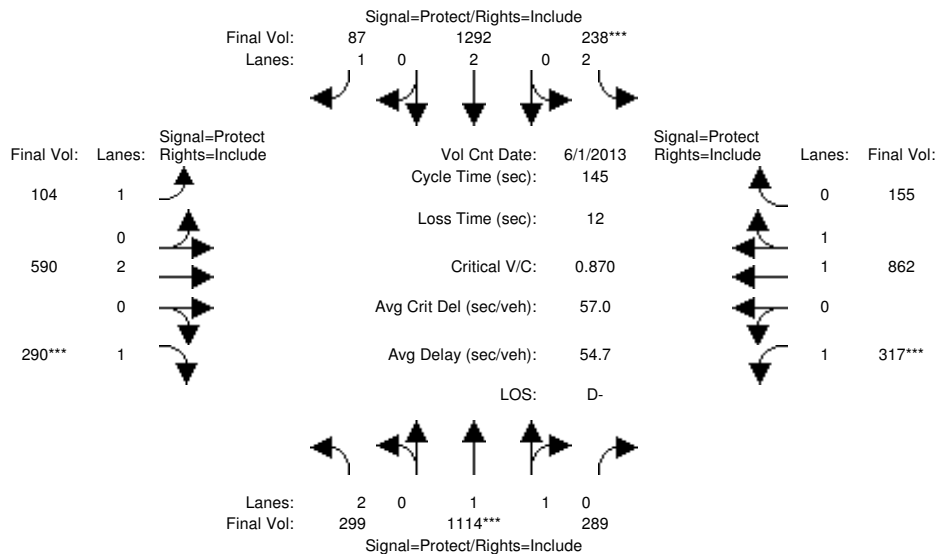
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.56	0.44	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	3150	2900	799	3150	3800	1750	1750	3800	1750	1750	3137	563

Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.34	0.08	0.33	0.05	0.06	0.16	0.17	0.18	0.27	0.27
Crit Moves:	****			****					****	****		
Green Time:	16.4	59.7	59.7	13.3	56.7	56.7	10.6	28.6	28.6	31.3	49.3	49.3
Volume/Cap:	0.84	0.82	0.82	0.82	0.84	0.13	0.81	0.79	0.84	0.84	0.81	0.81
Delay/Veh:	79.0	41.8	41.8	82.0	44.5	28.4	96.5	60.7	72.4	69.7	47.6	47.6
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:	79.0	41.8	41.8	82.0	44.5	28.4	96.5	60.7	72.4	69.7	47.6	47.6
LOS by Move:	E-	D	D	F	D	C	F	E	E	E	D	D
HCM2kAvgQ:	10	27	27	7	26	3	7	14	16	17	23	23

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

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

Intersection #3: San Antonio Rd / Middlefield Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	276	814	248	220	1051	80	96	545	268	291	792	143				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	299	881	268	238	1138	87	104	590	290	315	857	155				
Added Vol:	0	233	21	0	154	0	0	0	0	2	5	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	299	1114	289	238	1292	87	104	590	290	317	862	155				
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:	299	1114	289	238	1292	87	104	590	290	317	862	155				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	299	1114	289	238	1292	87	104	590	290	317	862	155				
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				
Final Volume:	299	1114	289	238	1292	87	104	590	290	317	862	155				

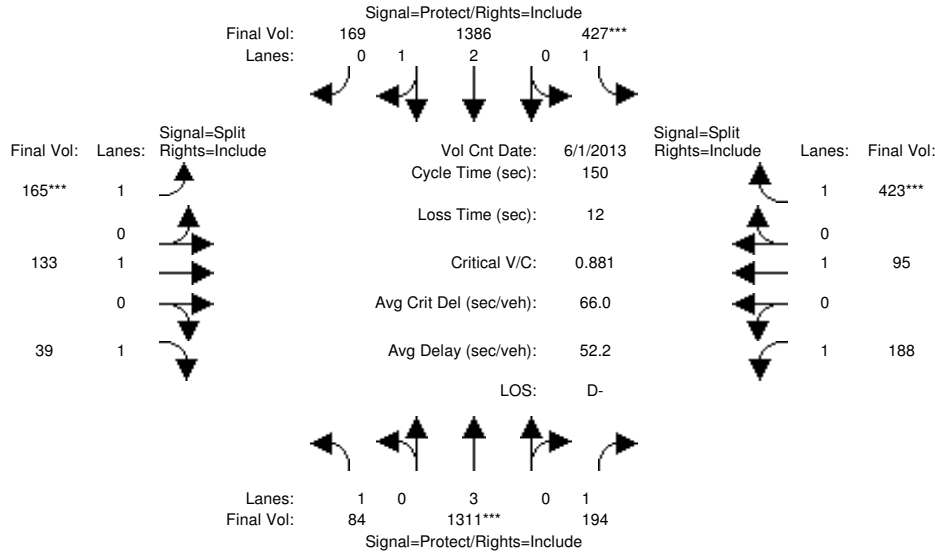
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.56	0.44	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	3150	2964	770	3150	3800	1750	1750	3800	1750	1750	3180	571

Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.38	0.08	0.34	0.05	0.06	0.16	0.17	0.18	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	16.4	62.6	62.6	12.6	58.8	58.8	10.4	27.6	27.6	30.2	47.4	47.4
Volume/Cap:	0.84	0.87	0.87	0.87	0.84	0.12	0.83	0.82	0.87	0.87	0.83	0.83
Uniform Del:	63.0	37.5	37.5	65.4	38.8	27.0	66.4	56.2	57.0	55.5	45.1	45.1
IncrcmntDel:	15.9	5.4	5.4	24.6	4.2	0.1	34.9	7.1	21.1	19.7	4.9	4.9
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.9	42.9	42.9	90.0	43.0	27.0	101.3	63.4	78.1	75.2	49.9	49.9
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:	78.9	42.9	42.9	90.0	43.0	27.0	101.3	63.4	78.1	75.2	49.9	49.9
LOS by Move:	E-	D	D	F	D	C	F	E	E-	E-	D	D
HCM2kAvgQ:	10	31	31	7	26	2	7	15	16	18	23	23

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

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

Intersection #4: San Antonia Rd / California St



Street Name: San Antonio Rd California 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
Y+R:	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: 1 Jun 2013 <<

Base Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	76	1112	168	426	1181	168	163	133	24	146	95	421
Added Vol:	8	199	26	1	205	1	2	0	15	42	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1311	194	427	1386	169	165	133	39	188	95	423
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:	84	1311	194	427	1386	169	165	133	39	188	95	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1311	194	427	1386	169	165	133	39	188	95	423
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:	84	1311	194	427	1386	169	165	133	39	188	95	423

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	4991	608	1750	1900	1750	1750	1900	1750

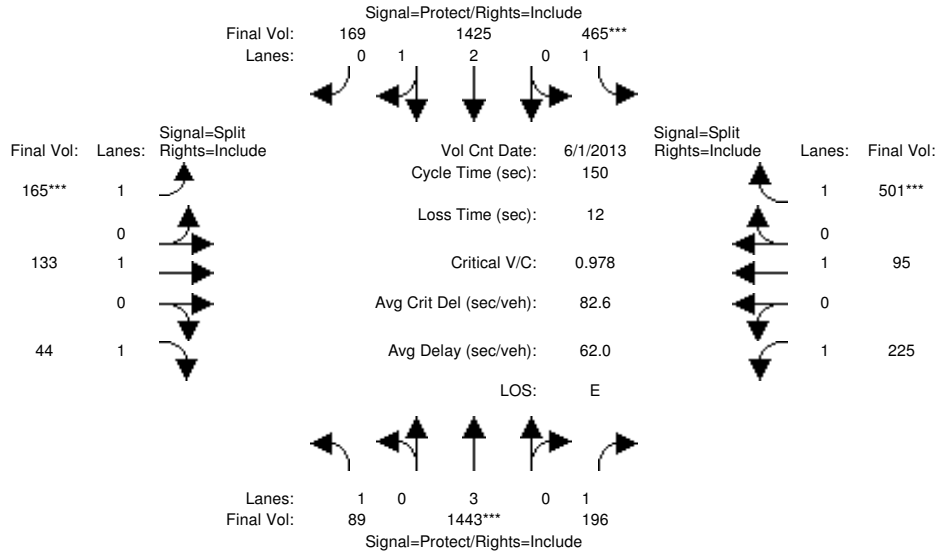
Capacity Analysis Module:

Vol/Sat:	0.05	0.23	0.11	0.24	0.28	0.28	0.09	0.07	0.02	0.11	0.05	0.24
Crit Moves:	****			****			****			****		
Green Time:	11.9	39.2	39.2	41.6	68.9	68.9	16.1	16.1	16.1	41.2	41.2	41.2
Volume/Cap:	0.60	0.88	0.42	0.88	0.60	0.60	0.88	0.65	0.21	0.39	0.18	0.88
Delay/Veh:	74.2	59.7	46.7	68.7	30.8	30.8	100.8	71.6	61.7	44.8	41.7	69.1
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:	74.2	59.7	46.7	68.7	30.8	30.8	100.8	71.6	61.7	44.8	41.7	69.1
LOS by Move:	E	E+	D	E	C	C	F	E	E	D	D	E
HCM2kAvgQ:	5	22	8	23	18	18	11	7	2	8	3	23

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

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

Intersection #4: San Antonio Rd / California St



Street Name:	San Antonio Rd						California 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:	1 Jun 2013	<<												
Base Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08					
Initial Bse:	76	1112	168	426	1181	168	163	133	24	146	95	421					
Added Vol:	13	331	28	39	244	1	2	0	20	79	0	80					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	89	1443	196	465	1425	169	165	133	44	225	95	501					
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:	89	1443	196	465	1425	169	165	133	44	225	95	501					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	89	1443	196	465	1425	169	165	133	44	225	95	501					
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:	89	1443	196	465	1425	169	165	133	44	225	95	501					

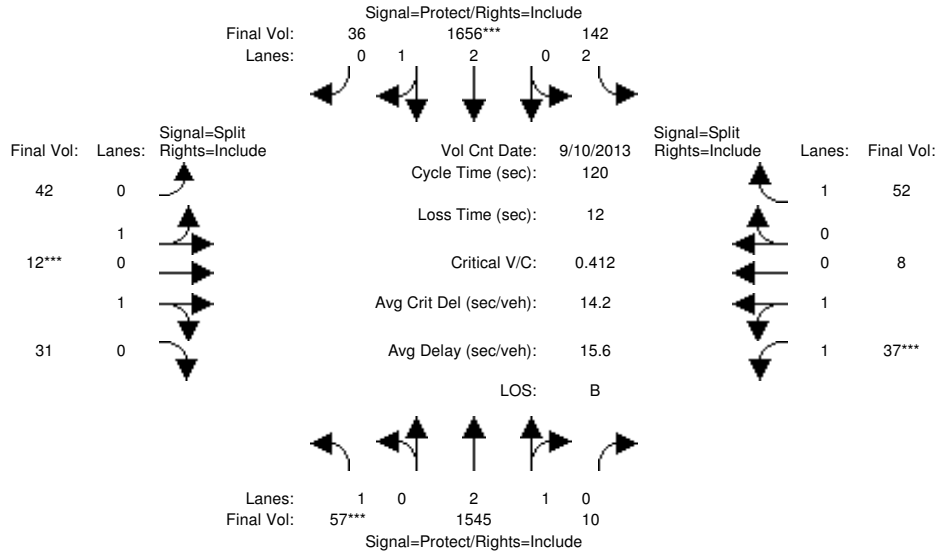
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	2.66	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	1750	5051	598	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.11	0.27	0.28	0.28	0.09	0.07	0.03	0.13	0.05	0.29
Crit Moves:	****			****			****			****		
Green Time:	12.1	38.8	38.8	40.8	67.5	67.5	14.5	14.5	14.5	43.9	43.9	43.9
Volume/Cap:	0.63	0.98	0.43	0.98	0.63	0.63	0.98	0.73	0.26	0.44	0.17	0.98
Uniform Del:	66.7	55.2	46.4	54.2	31.6	31.6	67.6	65.8	62.8	43.1	39.5	52.6
IncrcmntDel:	8.6	18.4	0.7	35.5	0.5	0.5	62.5	13.4	0.8	0.6	0.1	34.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.4	73.6	47.1	89.6	32.1	32.1	130.1	79.2	63.6	43.7	39.6	86.6
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:	75.4	73.6	47.1	89.6	32.1	32.1	130.1	79.2	63.6	43.7	39.6	86.6
LOS by Move:	E-	E	D	F	C-	C-	F	E-	E	D	D	F
HCM2kAvgQ:	5	27	8	28	19	19	12	7	2	9	3	30

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

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	53	1212	9	131	1288	33	39	11	29	34	7	48
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	57	1312	10	142	1394	36	42	12	31	37	8	52
Added Vol:	0	233	0	0	262	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1545	10	142	1656	36	42	12	31	37	8	52
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:	57	1545	10	142	1656	36	42	12	31	37	8	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1545	10	142	1656	36	42	12	31	37	8	52
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
Final Volume:	57	1545	10	142	1656	36	42	12	31	37	8	52

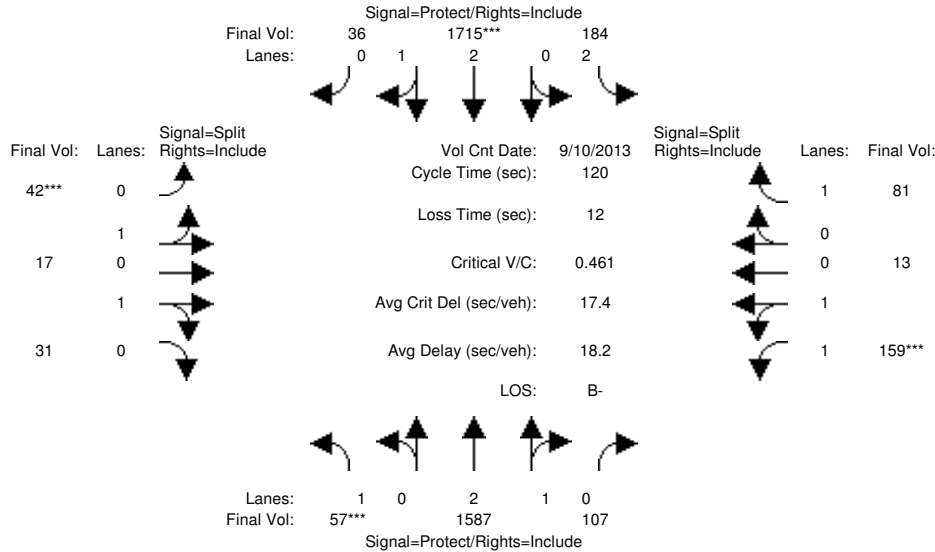
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.95	0.95	0.95	0.93	0.95	0.92
Lanes:	1.00	2.98	0.02	2.00	2.93	0.07	0.99	0.28	0.73	1.66	0.34	1.00
Final Sat.:	1750	5565	35	3150	5482	118	1777	501	1322	2944	606	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.05	0.30	0.30	0.02	0.02	0.02	0.01	0.01	0.03
Crit Moves:	****			****			****			****		
Green Time:	8.6	72.7	72.7	15.3	79.4	79.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.46	0.35	0.46	0.46	0.29	0.29	0.29	0.15	0.15	0.36
Delay/Veh:	56.1	13.0	13.0	48.4	9.9	9.9	52.2	52.2	52.2	51.3	51.3	53.5
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:	56.1	13.0	13.0	48.4	9.9	9.9	52.2	52.2	52.2	51.3	51.3	53.5
LOS by Move:	E+	B	B	D	A	A	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	3	10	10	3	10	10	2	2	2	1	1	2

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

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

Intersection #5: San Antonio Road / Fayette Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	53	1212	9	131	1288	33	39	11	29	34	7	48
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	57	1312	10	142	1394	36	42	12	31	37	8	52
Added Vol:	0	275	97	42	321	0	0	5	0	122	5	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1587	107	184	1715	36	42	17	31	159	13	81
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:	57	1587	107	184	1715	36	42	17	31	159	13	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1587	107	184	1715	36	42	17	31	159	13	81
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
Final Volume:	57	1587	107	184	1715	36	42	17	31	159	13	81

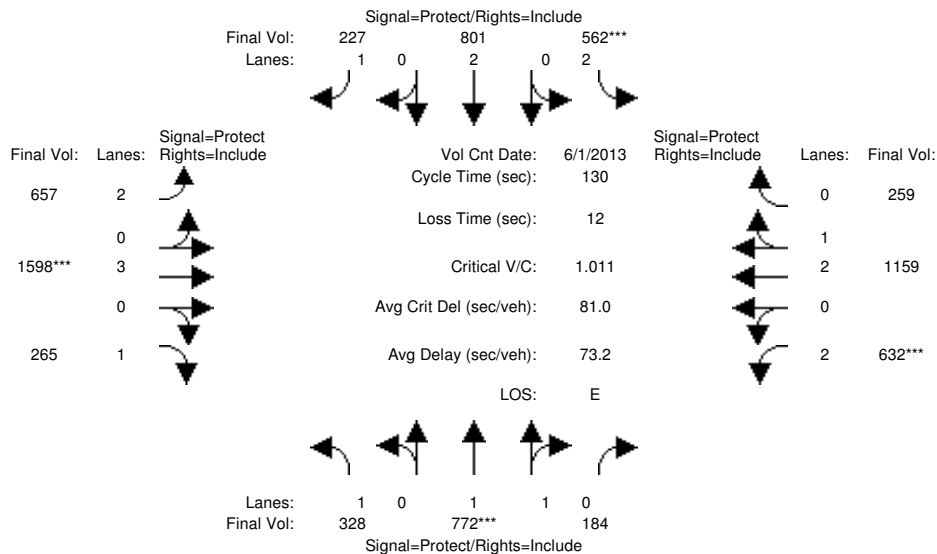
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	2.00	2.93	0.07	0.95	0.35	0.70	1.86	0.14	1.00
Final Sat.:	1750	5312	357	3150	5574	116	1657	664	1232	3262	258	1750

Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.06	0.31	0.31	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green Time:	8.3	71.7	71.7	14.0	77.5	77.5	10.0	10.0	10.0	12.3	12.3	12.3
Volume/Cap:	0.48	0.50	0.50	0.50	0.48	0.48	0.31	0.31	0.31	0.48	0.48	0.45
Uniform Del:	53.8	13.8	13.8	49.7	10.9	10.9	51.7	51.7	51.7	50.8	50.8	50.7
IncrcmntDel:	3.0	0.1	0.1	1.1	0.1	0.1	0.6	0.6	0.6	1.0	1.0	1.8
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.7	14.0	14.0	50.8	11.0	11.0	52.3	52.3	52.3	51.8	51.8	52.5
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:	56.7	14.0	14.0	50.8	11.0	11.0	52.3	52.3	52.3	51.8	51.8	52.5
LOS by Move:	E+	B	B	D	B+	B+	D-	D-	D-	D-	D-	D-
HCM2kAvgQ:	3	12	12	4	11	11	2	2	2	4	4	4

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

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	202	619	127	379	669	181	453	1329	197	442	906	201				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	219	670	137	410	724	196	490	1439	213	478	981	218				
Added Vol:	109	102	47	152	77	31	167	159	52	154	178	41				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	328	772	184	562	801	227	657	1598	265	632	1159	259				
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:	328	772	184	562	801	227	657	1598	265	632	1159	259				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	328	772	184	562	801	227	657	1598	265	632	1159	259				
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				
Final Volume:	328	772	184	562	801	227	657	1598	265	632	1159	259				

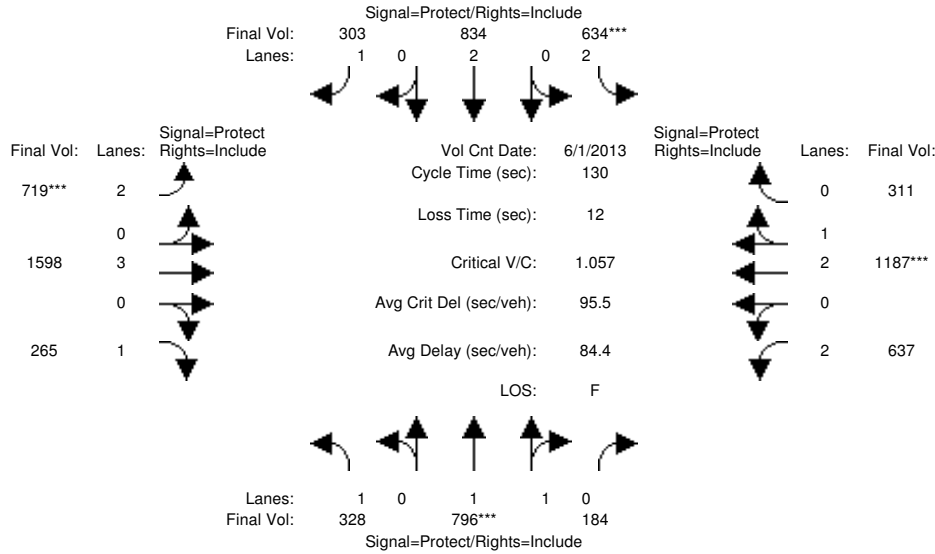
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.43	0.57
Final Sat.:	1750	2986	713	3150	3800	1750	3150	5700	1750	3150	4577	1021

Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.26	0.18	0.21	0.13	0.21	0.28	0.15	0.20	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	26.4	33.2	33.2	22.9	29.8	29.8	27.9	36.0	36.0	25.8	33.9	33.9
Volume/Cap:	0.92	1.01	1.01	1.01	0.92	0.57	0.97	1.01	0.55	1.01	0.97	0.97
Delay/Veh:	79.4	80.5	80.5	94.6	63.9	46.3	78.0	72.5	41.4	91.0	64.6	64.6
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:	79.4	80.5	80.5	94.6	63.9	46.3	78.0	72.5	41.4	91.0	64.6	64.6
LOS by Move:	E-	F	F	F	E	D	E-	E	D	F	E	E
HCM2kAvgQ:	18	26	26	19	19	9	21	28	10	21	24	24

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

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	202	619	127	379	669	181	453	1329	197	442	906	201				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	219	670	137	410	724	196	490	1439	213	478	981	218				
Added Vol:	109	126	47	224	110	107	229	159	52	159	206	93				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	328	796	184	634	834	303	719	1598	265	637	1187	311				
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:	328	796	184	634	834	303	719	1598	265	637	1187	311				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	328	796	184	634	834	303	719	1598	265	637	1187	311				
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				
Final Volume:	328	796	184	634	834	303	719	1598	265	637	1187	311				

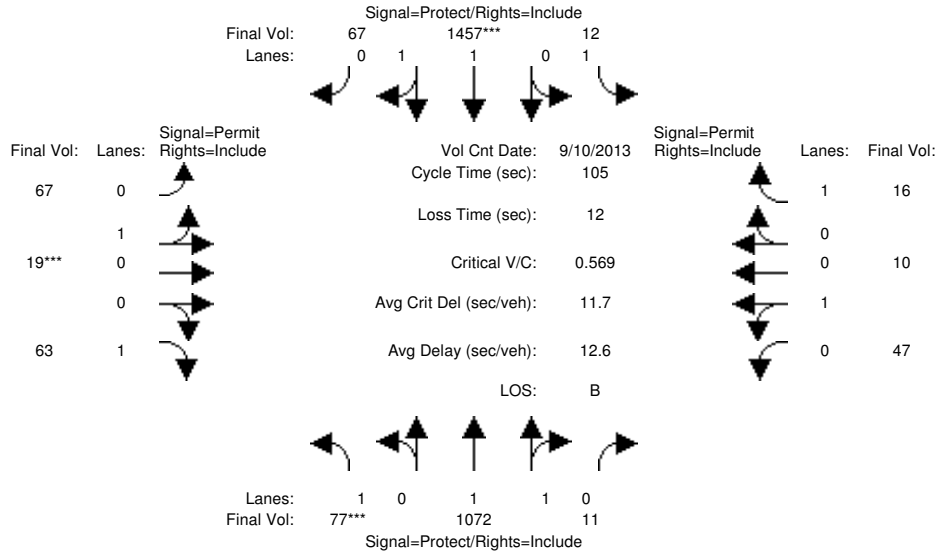
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.34	0.66
Final Sat.:	1750	3036	704	3150	3800	1750	3150	5700	1750	3150	4439	1162

Capacity Analysis Module:												
Vol/Sat:	0.19	0.26	0.26	0.20	0.22	0.17	0.23	0.28	0.15	0.20	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	26.2	32.3	32.3	24.8	30.8	30.8	28.1	35.4	35.4	25.6	32.9	32.9
Volume/Cap:	0.93	1.06	1.06	1.06	0.93	0.73	1.06	1.03	0.56	1.03	1.06	1.06
Uniform Del:	50.9	48.9	48.9	52.6	48.5	45.8	51.0	47.3	40.6	52.2	48.6	48.6
IncrcmntDel:	30.0	45.7	45.7	52.6	15.4	6.5	50.5	30.6	1.5	43.7	40.5	40.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.9	94.6	94.6	105.3	63.9	52.3	101.4	77.9	42.0	96.0	89.0	89.0
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:	80.9	94.6	94.6	105.3	63.9	52.3	101.4	77.9	42.0	96.0	89.0	89.0
LOS by Move:	F	F	F	F	E	D-	F	E-	D	F	F	F
HCM2kAvgQ:	18	28	28	22	20	13	25	28	10	22	28	28

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

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

Intersection #7: San Antonio Rd / W. Portola Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	71	811	10	11	1176	62	62	18	58	43	9	15
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	77	878	11	12	1273	67	67	19	63	47	10	16
Added Vol:	0	194	0	0	184	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1072	11	12	1457	67	67	19	63	47	10	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:	77	1072	11	12	1457	67	67	19	63	47	10	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1072	11	12	1457	67	67	19	63	47	10	16
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
Final Volume:	77	1072	11	12	1457	67	67	19	63	47	10	16

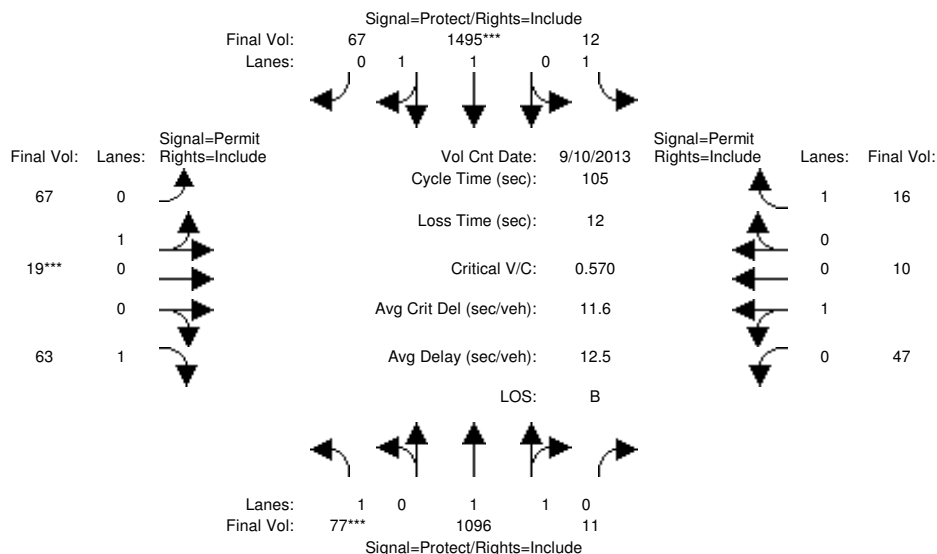
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.97	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.91	0.09	0.78	0.22	1.00	0.83	0.17	1.00
Final Sat.:	1750	3663	37	1750	3537	163	1395	405	1750	1488	312	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.01	0.41	0.41	0.05	0.05	0.04	0.03	0.03	0.01
Crit Moves:	****				****			****				
Green Time:	8.0	67.6	67.6	15.4	75.0	75.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.58	0.45	0.45	0.05	0.58	0.58	0.51	0.51	0.38	0.33	0.33	0.10
Delay/Veh:	53.0	9.6	9.6	38.6	7.6	7.6	47.6	47.6	46.0	45.5	45.5	43.6
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:	53.0	9.6	9.6	38.6	7.6	7.6	47.6	47.6	46.0	45.5	45.5	43.6
LOS by Move:	D-	A	A	D+	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	0	12	12	3	3	2	2	2	1

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

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

Intersection #7: San Antonio Rd / W. Portola Ave



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: 10 Sep 2013 <<											
Base Vol:	71	811	10	11	1176	62	62	18	58	43	9	15
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	77	878	11	12	1273	67	67	19	63	47	10	16
Added Vol:	0	218	0	0	222	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1096	11	12	1495	67	67	19	63	47	10	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:	77	1096	11	12	1495	67	67	19	63	47	10	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1096	11	12	1495	67	67	19	63	47	10	16
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
Final Volume:	77	1096	11	12	1495	67	67	19	63	47	10	16

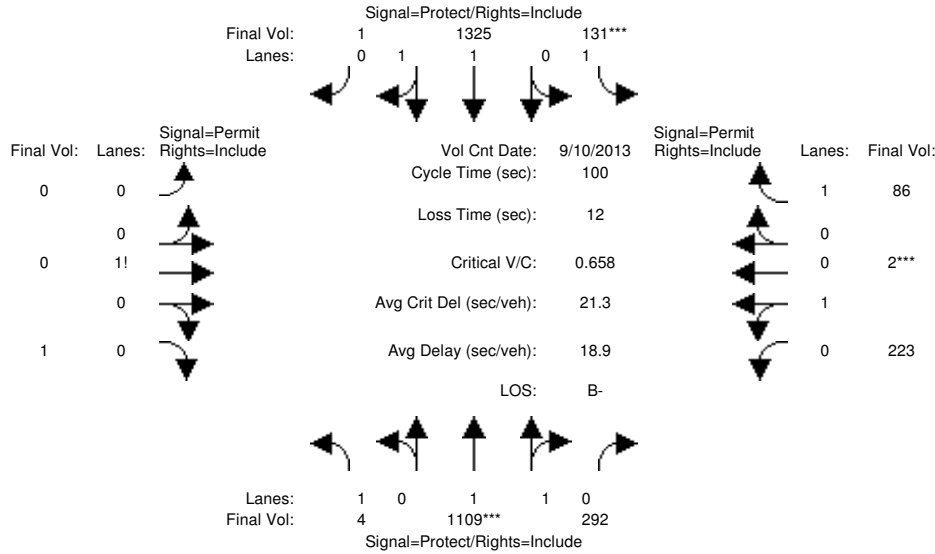
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.91	0.09	0.79	0.21	1.00	0.84	0.16	1.00
Final Sat.:	1750	3760	37	1750	3623	163	1381	401	1750	1467	307	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.01	0.41	0.41	0.05	0.05	0.04	0.03	0.03	0.01
Crit Moves:	****				****			****				
Green Time:	8.0	67.5	67.5	15.5	75.0	75.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.58	0.45	0.45	0.05	0.58	0.58	0.51	0.51	0.38	0.33	0.33	0.10
Uniform Del:	46.9	9.4	9.4	38.4	7.3	7.3	45.2	45.2	44.6	44.4	44.4	43.4
IncrementDel:	6.2	0.1	0.1	0.1	0.3	0.3	2.6	2.6	1.4	1.2	1.2	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.0	9.6	9.6	38.5	7.6	7.6	47.8	47.8	46.0	45.6	45.6	43.6
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:	53.0	9.6	9.6	38.5	7.6	7.6	47.8	47.8	46.0	45.6	45.6	43.6
LOS by Move:	D-	A	A	D+	A	A	D	D	D	D	D	D
HCM2kAvgQ:	3	9	9	0	12	12	4	4	2	2	2	1

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

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	4	845	234	121	1054	1	0	0	1	171	2	79
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	4	915	253	131	1141	1	0	0	1	185	2	86
Added Vol:	0	194	39	0	184	0	0	0	0	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1109	292	131	1325	1	0	0	1	223	2	86
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	1109	292	131	1325	1	0	0	1	223	2	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1109	292	131	1325	1	0	0	1	223	2	86
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
Final Volume:	4	1109	292	131	1325	1	0	0	1	223	2	86

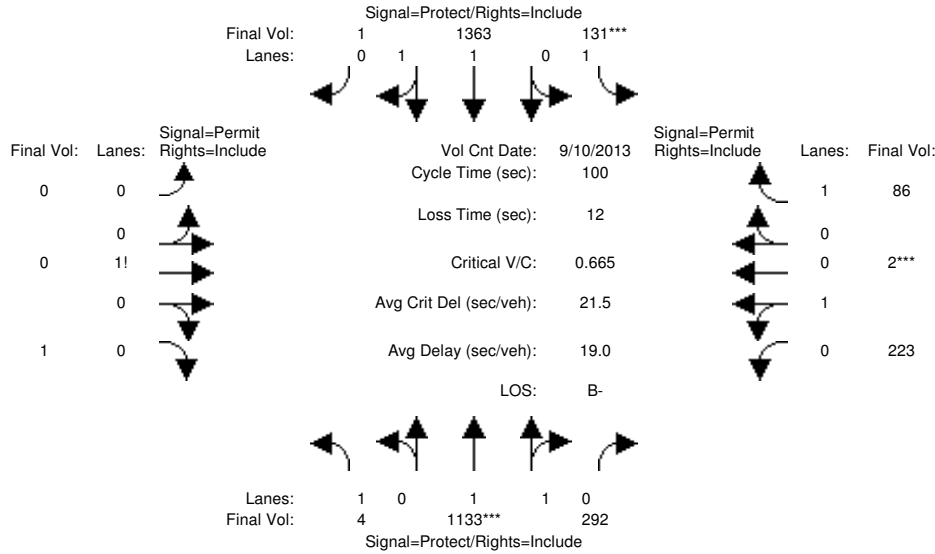
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.95	0.95	0.92
Lanes:	1.00	1.57	0.43	1.00	1.99	0.01	0.00	0.00	1.00	0.99	0.01	1.00
Final Sat.:	1750	2927	772	1750	3697	3	0	0	1750	1783	17	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.07	0.36	0.36	0.00	0.00	0.00	0.13	0.13	0.05
Crit Moves:		****		****							****	
Green Time:	11.3	57.6	57.6	11.4	57.7	57.7	0.0	0.0	19.0	19.0	19.0	19.0
Volume/Cap:	0.02	0.66	0.66	0.66	0.62	0.62	0.00	0.00	0.00	0.66	0.66	0.26
Delay/Veh:	39.5	15.2	15.2	50.2	14.5	14.5	0.0	0.0	32.8	42.1	42.1	34.9
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:	39.5	15.2	15.2	50.2	14.5	14.5	0.0	0.0	32.8	42.1	42.1	34.9
LOS by Move:	D	B	B	D	B	B	A	A	C-	D	D	C-
HCM2kAvgQ:	0	15	15	4	13	13	0	0	0	8	8	3

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

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

Intersection #8: San Antonio Rd / Almond Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	4	845	234	121	1054	1	0	0	1	171	2	79
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	4	915	253	131	1141	1	0	0	1	185	2	86
Added Vol:	0	218	39	0	222	0	0	0	0	38	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1133	292	131	1363	1	0	0	1	223	2	86
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	1133	292	131	1363	1	0	0	1	223	2	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1133	292	131	1363	1	0	0	1	223	2	86
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
Final Volume:	4	1133	292	131	1363	1	0	0	1	223	2	86

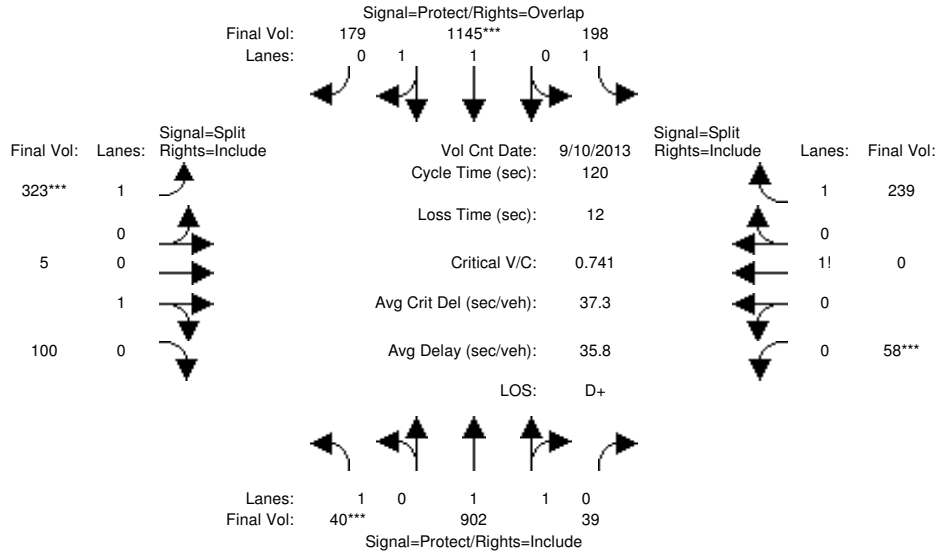
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.56	0.44	1.00	1.99	0.01	0.00	0.00	1.00	0.99	0.01	1.00
Final Sat.:	1750	2968	766	1750	3797	3	0	0	1750	1734	17	1750

Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.07	0.36	0.36	0.00	0.00	0.00	0.13	0.13	0.05
Crit Moves:	****			****						****		
Green Time:	11.2	57.4	57.4	11.3	57.4	57.4	0.0	0.0	19.3	19.3	19.3	19.3
Volume/Cap:	0.02	0.66	0.66	0.66	0.62	0.62	0.00	0.00	0.00	0.66	0.66	0.25
Uniform Del:	39.5	14.7	14.7	42.6	14.1	14.1	0.0	0.0	32.5	37.3	37.3	34.2
IncrcmntDel:	0.0	0.8	0.8	8.3	0.6	0.6	0.0	0.0	0.0	4.9	4.9	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.6	15.5	15.5	50.9	14.7	14.7	0.0	0.0	32.5	42.3	42.3	34.6
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:	39.6	15.5	15.5	50.9	14.7	14.7	0.0	0.0	32.5	42.3	42.3	34.6
LOS by Move:	D	B	B	D	B	B	A	A	C-	D	D	C-
HCM2kAvgQ:	0	16	16	4	14	14	0	0	0	8	8	3

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

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	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: 10 Sep 2013 <<											
Base Vol:	37	595	36	183	834	165	298	5	92	54	0	221
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	40	644	39	198	903	179	323	5	100	58	0	239
Added Vol:	0	258	0	0	242	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	902	39	198	1145	179	323	5	100	58	0	239
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:	40	902	39	198	1145	179	323	5	100	58	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	902	39	198	1145	179	323	5	100	58	0	239
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
Final Volume:	40	902	39	198	1145	179	323	5	100	58	0	239

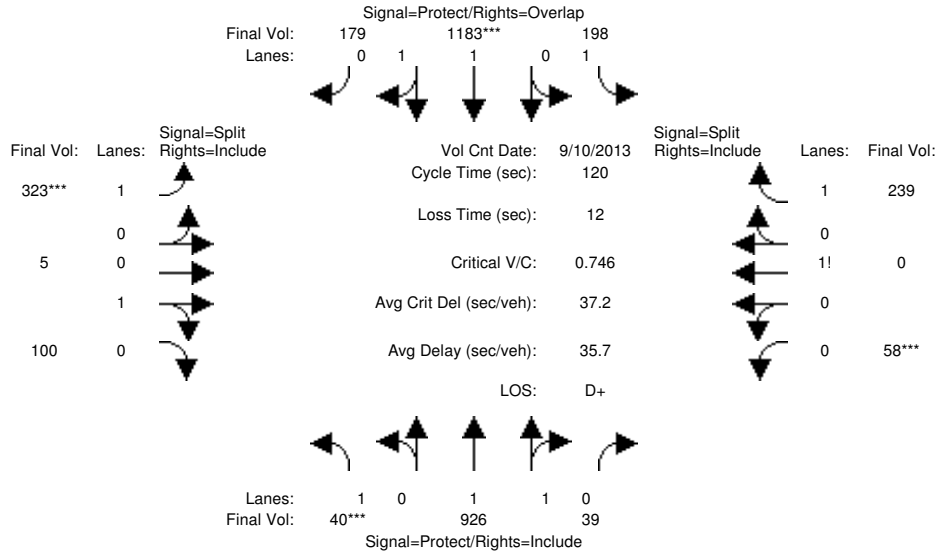
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.72	0.28	1.00	0.05	0.95	0.33	0.00	1.67
Final Sat.:	1750	3547	153	1750	3200	499	1750	93	1707	574	0	2926

Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.11	0.36	0.36	0.18	0.06	0.06	0.10	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.7	43.7	19.4	56.1	85.0	28.9	28.9	28.9	16.0	0.0	16.0
Volume/Cap:	0.39	0.70	0.70	0.70	0.76	0.50	0.76	0.24	0.24	0.76	0.00	0.61
Delay/Veh:	56.9	34.2	34.2	55.0	28.6	8.1	50.5	37.0	37.0	59.0	0.0	51.5
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:	56.9	34.2	34.2	55.0	28.6	8.1	50.5	37.0	37.0	59.0	0.0	51.5
LOS by Move:	E+	C-	C-	E+	C	A	D	D+	D+	E+	A	D-
HCM2kAvgQ:	2	16	16	9	22	11	14	3	3	9	0	6

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

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

Intersection #9: San Antonio Rd / W. Edith Ave-Main St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	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:	10 Sep 2013	<<							
Base Vol:	37	595	36	183	834	165	298	5	92	54	0	221
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	40	644	39	198	903	179	323	5	100	58	0	239
Added Vol:	0	282	0	0	280	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	926	39	198	1183	179	323	5	100	58	0	239
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:	40	926	39	198	1183	179	323	5	100	58	0	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	926	39	198	1183	179	323	5	100	58	0	239
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
Final Volume:	40	926	39	198	1183	179	323	5	100	58	0	239

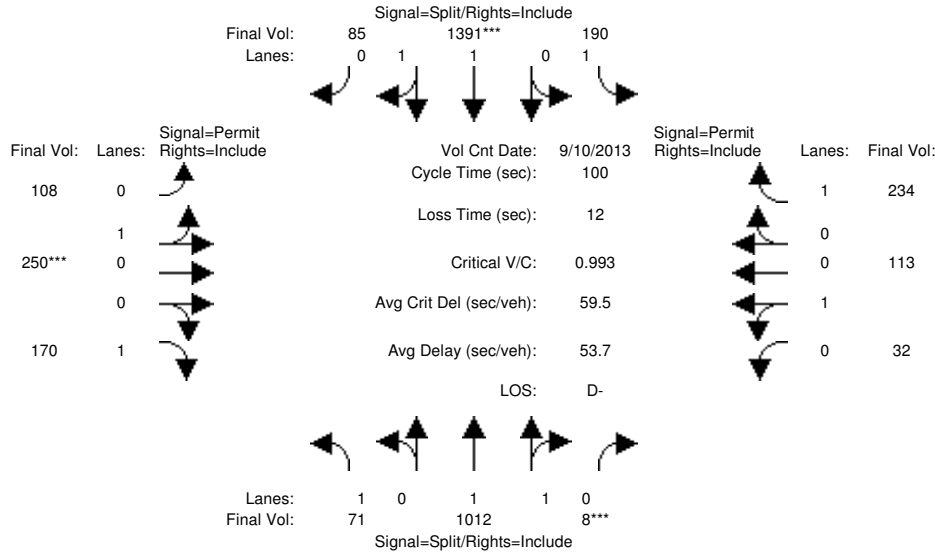
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.72	0.28	1.00	0.05	0.95	0.33	0.00	1.67
Final Sat.:	1750	3634	153	1750	3265	493	1750	91	1667	574	0	2926

Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.11	0.36	0.36	0.18	0.06	0.06	0.10	0.00	0.08
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.9	43.9	19.5	56.4	85.1	28.7	28.7	28.7	15.9	0.0	15.9
Volume/Cap:	0.39	0.70	0.70	0.70	0.77	0.51	0.77	0.25	0.25	0.77	0.00	0.62
Uniform Del:	54.5	32.4	32.4	47.4	26.4	7.9	42.6	36.9	36.9	50.3	0.0	49.2
IncrcmntDel:	2.5	1.6	1.6	7.3	2.1	0.2	8.5	0.3	0.3	9.2	0.0	2.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Delay/Veh:	56.9	33.9	33.9	54.8	28.5	8.1	51.1	37.2	37.2	59.5	0.0	51.7
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:	56.9	33.9	33.9	54.8	28.5	8.1	51.1	37.2	37.2	59.5	0.0	51.7
LOS by Move:	E+	C-	C-	D-	C	A	D-	D+	D+	E+	A	D-
HCM2kAvgQ:	2	16	16	9	22	11	14	3	3	9	0	6

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

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	66	440	7	104	793	7	30	231	157	30	104	146
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	71	476	8	113	858	8	32	250	170	32	113	158
Added Vol:	0	536	0	77	533	77	76	0	0	0	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1012	8	190	1391	85	108	250	170	32	113	234
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:	71	1012	8	190	1391	85	108	250	170	32	113	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1012	8	190	1391	85	108	250	170	32	113	234
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
Final Volume:	71	1012	8	190	1391	85	108	250	170	32	113	234

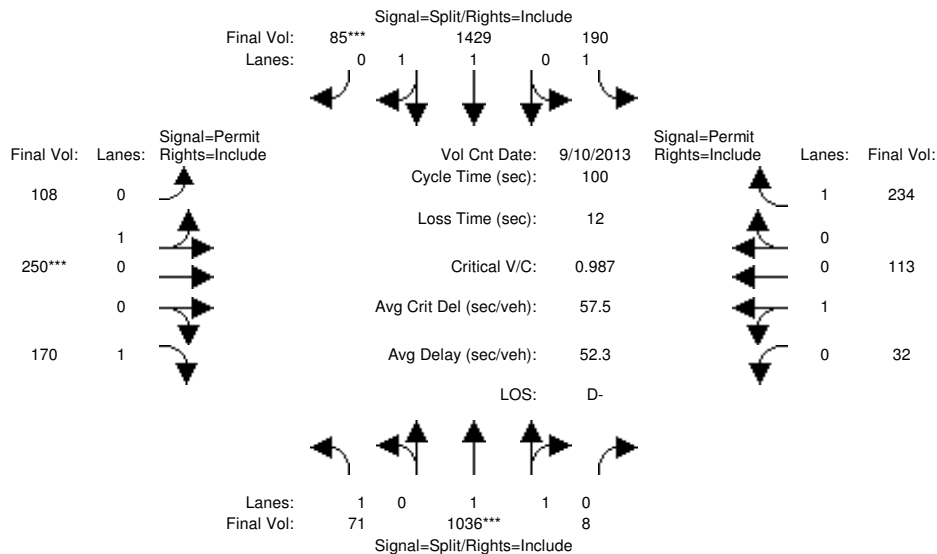
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	1.98	0.02	1.00	1.88	0.12	0.30	0.70	1.00	0.22	0.78	1.00
Final Sat.:	1750	3673	27	1750	3488	212	545	1255	1750	403	1397	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.11	0.40	0.40	0.20	0.20	0.10	0.08	0.08	0.13
Crit Moves:			****			****				****		
Green Time:	27.8	27.8	27.8	40.2	40.2	40.2	20.1	20.1	20.1	20.1	20.1	20.1
Volume/Cap:	0.15	0.99	0.99	0.27	0.99	0.99	0.99	0.99	0.48	0.40	0.40	0.67
Delay/Veh:	27.3	62.3	62.3	20.3	51.3	51.3	85.2	85.2	36.4	35.5	35.5	41.7
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:	27.3	62.3	62.3	20.3	51.3	51.3	85.2	85.2	36.4	35.5	35.5	41.7
LOS by Move:	C	E	E	C+	D-	D-	F	F	D+	D+	D+	D
HCM2kAvgQ:	2	22	22	4	30	30	17	17	5	4	4	8

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

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

Intersection #10: San Antonio Rd / Cuesta Dr-First St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	66	440	7	104	793	7	30	231	157	30	104	146
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	71	476	8	113	858	8	32	250	170	32	113	158
Added Vol:	0	560	0	77	571	77	76	0	0	0	0	76
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1036	8	190	1429	85	108	250	170	32	113	234
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:	71	1036	8	190	1429	85	108	250	170	32	113	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1036	8	190	1429	85	108	250	170	32	113	234
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
Final Volume:	71	1036	8	190	1429	85	108	250	170	32	113	234

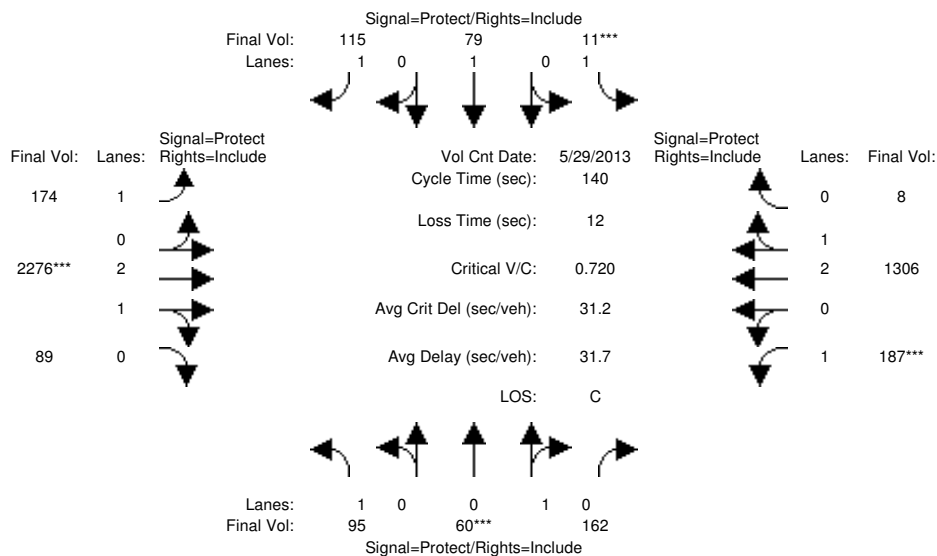
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	1.00	1.88	0.12	0.32	0.68	1.00	0.24	0.76	1.00
Final Sat.:	1750	3770	28	1750	3571	211	560	1292	1750	417	1447	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.11	0.40	0.40	0.19	0.19	0.10	0.08	0.08	0.13
Crit Moves:	****			****			****					
Green Time:	27.8	27.8	27.8	40.5	40.5	40.5	19.6	19.6	19.6	19.6	19.6	19.6
Volume/Cap:	0.15	0.99	0.99	0.27	0.99	0.99	0.99	0.99	0.50	0.40	0.40	0.68
Uniform Del:	27.1	35.9	35.9	19.8	29.5	29.5	40.1	40.1	35.8	35.0	35.0	37.3
IncrcmntDel:	0.1	24.5	24.5	0.2	19.9	19.9	43.7	43.7	1.1	0.7	0.7	5.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.3	60.4	60.4	20.0	49.4	49.4	83.7	83.7	36.9	35.8	35.8	42.8
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:	27.3	60.4	60.4	20.0	49.4	49.4	83.7	83.7	36.9	35.8	35.8	42.8
LOS by Move:	C	E	E	C+	D	D	F	F	D+	D+	D+	D
HCM2kAvgQ:	2	22	22	4	30	30	17	17	6	4	4	8

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

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm						
Base Vol:	62	55	54	10	73	106	161	1949	56	74	1055	7
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	67	60	58	11	79	115	174	2110	61	80	1142	8
Added Vol:	28	0	104	0	0	0	0	166	28	107	164	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	60	162	11	79	115	174	2276	89	187	1306	8
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	60	162	11	79	115	174	2276	89	187	1306	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	60	162	11	79	115	174	2276	89	187	1306	8
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
Final Volume:	95	60	162	11	79	115	174	2276	89	187	1306	8

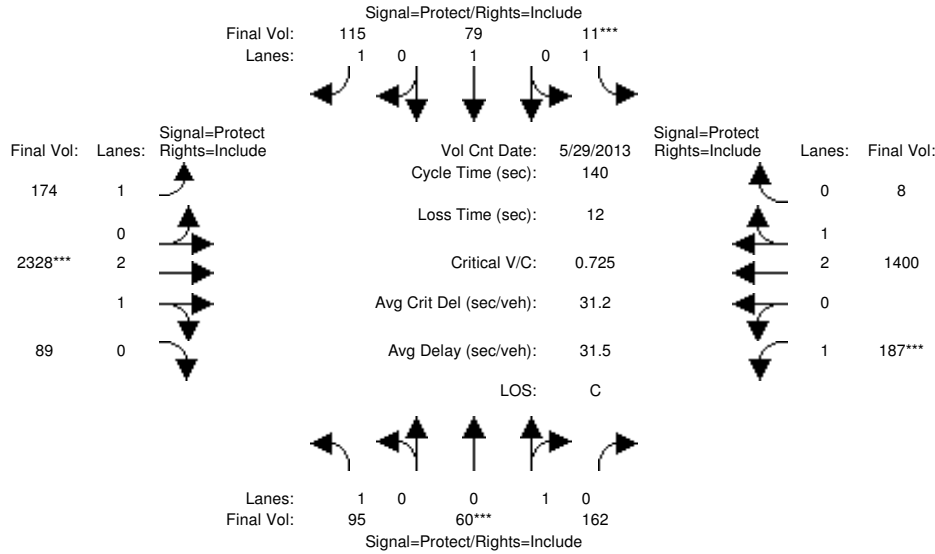
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.27	0.73	1.00	1.00	1.00	1.00	2.88	0.12	1.00	2.98	0.02
Final Sat.:	1750	483	1317	1750	1900	1750	1750	5390	210	1750	5568	32

Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.01	0.04	0.07	0.10	0.42	0.42	0.11	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	12.9	22.9	22.9	7.0	17.0	17.0	29.2	78.3	78.3	19.8	68.9	68.9
Volume/Cap:	0.59	0.75	0.75	0.12	0.34	0.54	0.48	0.75	0.75	0.75	0.48	0.48
Delay/Veh:	66.6	66.5	66.5	64.2	57.3	60.7	49.6	24.6	24.6	70.2	23.7	23.7
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:	66.6	66.5	66.5	64.2	57.3	60.7	49.6	24.6	24.6	70.2	23.7	23.7
LOS by Move:	E	E	E	E	E+	E	D	C	C	E	C	C
HCM2kAvgQ:	5	11	11	1	3	6	7	27	27	9	12	12

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

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

Intersection #11: El Camino Real / Los Robles Ave-El Camino Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm						
Base Vol:	62	55	54	10	73	106	161	1949	56	74	1055	7
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	67	60	58	11	79	115	174	2110	61	80	1142	8
Added Vol:	28	0	104	0	0	0	0	218	28	107	258	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	60	162	11	79	115	174	2328	89	187	1400	8
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	60	162	11	79	115	174	2328	89	187	1400	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	60	162	11	79	115	174	2328	89	187	1400	8
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
Final Volume:	95	60	162	11	79	115	174	2328	89	187	1400	8

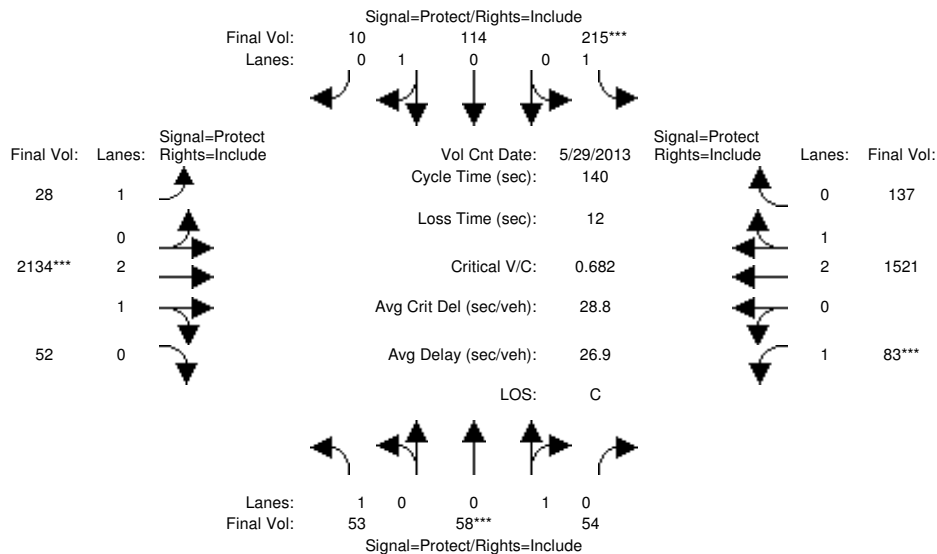
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.25	0.75	1.00	1.00	1.00	1.00	2.88	0.12	1.00	2.98	0.02
Final Sat.:	1750	479	1308	1750	1900	1750	1750	5474	208	1750	5667	31

Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.01	0.04	0.07	0.10	0.43	0.43	0.11	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	12.9	22.9	22.9	7.0	17.0	17.0	28.2	78.4	78.4	19.7	69.9	69.9
Volume/Cap:	0.59	0.76	0.76	0.12	0.34	0.54	0.49	0.76	0.76	0.76	0.49	0.49
Uniform Del:	61.0	55.9	55.9	63.6	56.4	57.8	49.6	23.6	23.6	57.9	23.3	23.3
IncrcmntDel:	5.6	11.0	11.0	0.6	0.9	2.8	1.1	1.1	1.1	12.8	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.6	66.9	66.9	64.2	57.3	60.7	50.7	24.7	24.7	70.7	23.4	23.4
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:	66.6	66.9	66.9	64.2	57.3	60.7	50.7	24.7	24.7	70.7	23.4	23.4
LOS by Move:	E	E	E	E	E+	E	D	C	C	E	C	C
HCM2kAvgQ:	5	11	11	1	3	6	7	27	27	9	13	13

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

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm
Base Vol:	49	54	50	199	105	9
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	53	58	54	215	114	10
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	53	58	54	215	114	10
User Adj:	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
PHF Volume:	53	58	54	215	114	10
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	53	58	54	215	114	10
PCE Adj:	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
Final Volume:	53	58	54	215	114	10

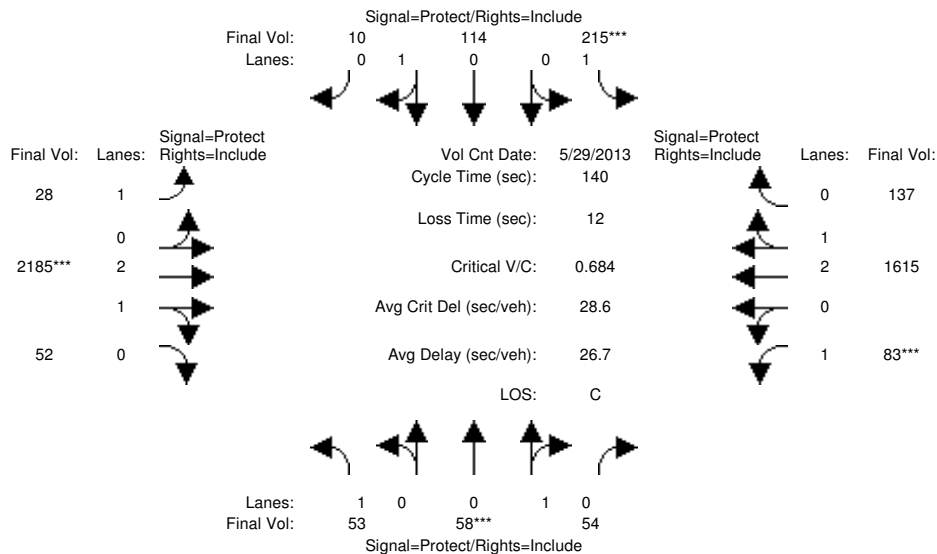
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.52	0.48	1.00	0.92	0.08	1.00	2.93	0.07	1.00	2.74	0.26
Final Sat.:	1750	935	865	1750	1658	142	1750	5467	133	1750	5135	464

Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.12	0.07	0.07	0.02	0.39	0.39	0.05	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	15.7	12.8	12.8	25.3	22.4	22.4	13.0	80.1	80.1	9.8	76.9	76.9
Volume/Cap:	0.27	0.68	0.68	0.68	0.43	0.43	0.17	0.68	0.68	0.68	0.54	0.54
Delay/Veh:	57.7	72.7	72.7	59.6	54.0	54.0	59.1	21.6	21.6	78.2	20.4	20.4
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:	57.7	72.7	72.7	59.6	54.0	54.0	59.1	21.6	21.6	78.2	20.4	20.4
LOS by Move:	E+	E	E	E+	D-	D-	E+	C+	C+	E-	C+	C+
HCM2kAvgQ:	2	6	6	10	5	5	1	21	21	4	15	15

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

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

Intersection #12: El Camino Real / Maybell Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm											
Base Vol:	49	54	50	199	105	9	26	1721	48	77	1155	127					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08					
Initial Bse:	53	58	54	215	114	10	28	1863	52	83	1250	137					
Added Vol:	0	0	0	0	0	0	0	322	0	0	365	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	53	58	54	215	114	10	28	2185	52	83	1615	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:	53	58	54	215	114	10	28	2185	52	83	1615	137					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	53	58	54	215	114	10	28	2185	52	83	1615	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					
Final Volume:	53	58	54	215	114	10	28	2185	52	83	1615	137					

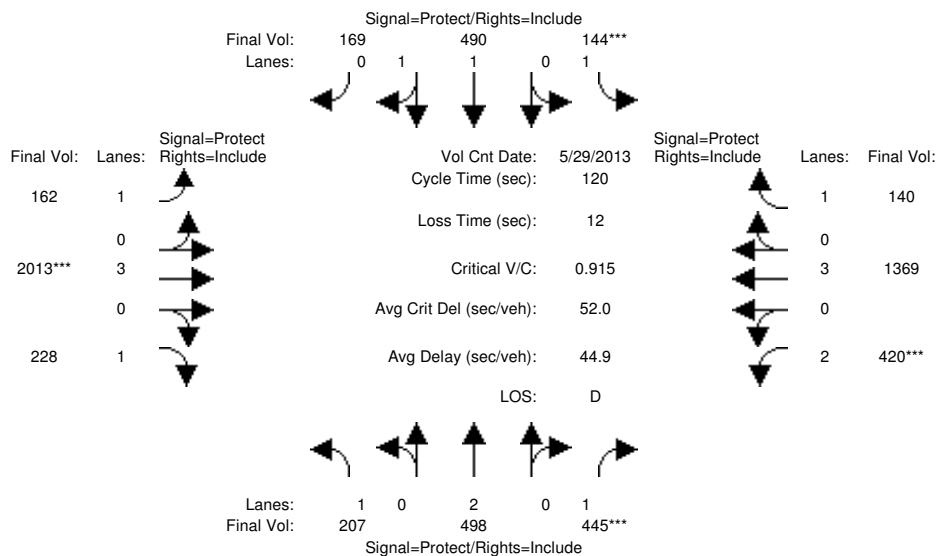
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.50	0.50	1.00	0.91	0.09	1.00	2.92	0.08	1.00	2.75	0.25
Final Sat.:	1750	947	877	1750	1738	149	1750	5557	132	1750	5218	444

Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.12	0.07	0.07	0.02	0.39	0.39	0.05	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	15.6	12.6	12.6	25.2	22.2	22.2	12.5	80.5	80.5	9.7	77.7	77.7
Volume/Cap:	0.27	0.68	0.68	0.68	0.41	0.41	0.18	0.68	0.68	0.68	0.56	0.56
Uniform Del:	57.0	61.8	61.8	53.7	53.0	53.0	59.0	20.9	20.9	63.6	20.1	20.1
IncrcmntDel:	0.8	11.3	11.3	6.1	0.9	0.9	0.6	0.6	0.6	14.9	0.2	0.2
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.8	73.1	73.1	59.8	53.9	53.9	59.5	21.5	21.5	78.5	20.3	20.3
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:	57.8	73.1	73.1	59.8	53.9	53.9	59.5	21.5	21.5	78.5	20.3	20.3
LOS by Move:	E+	E	E	E+	D-	D-	E+	C+	C+	E-	C+	C+
HCM2kAvgQ:	2	6	6	10	5	5	1	21	21	4	16	16

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

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<<	5:00-6:00pm						
Base Vol:	185	460	382	133	453	156	150	1616	204	362	1021	129
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	200	498	413	144	490	169	162	1749	221	392	1105	140
Added Vol:	7	0	32	0	0	0	0	264	7	28	264	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	498	445	144	490	169	162	2013	228	420	1369	140
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:	207	498	445	144	490	169	162	2013	228	420	1369	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	498	445	144	490	169	162	2013	228	420	1369	140
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
Final Volume:	207	498	445	144	490	169	162	2013	228	420	1369	140

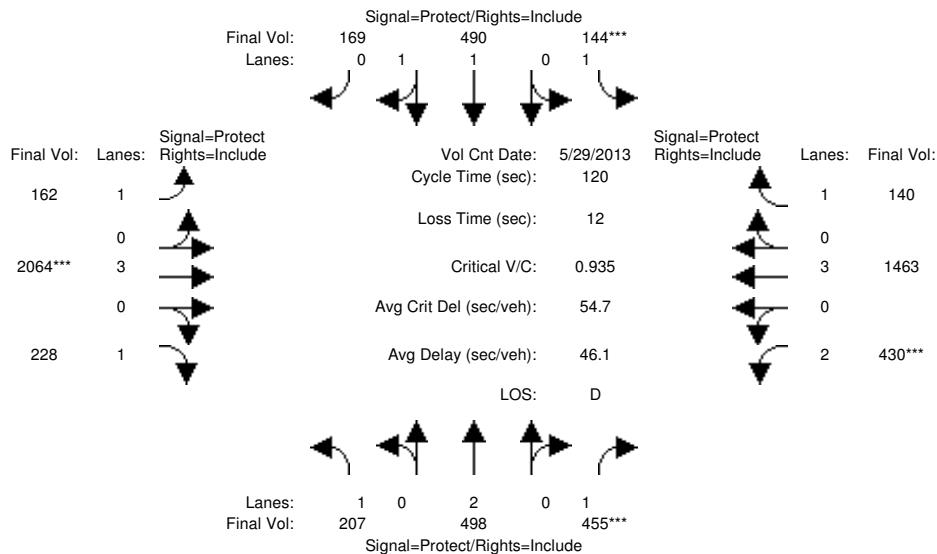
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2752	948	1750	5700	1750	3150	5700	1750

Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.25	0.08	0.18	0.18	0.09	0.35	0.13	0.13	0.24	0.08
Crit Moves:			****	****				****		****		
Green Time:	17.6	33.4	33.4	10.8	26.5	26.5	17.8	46.3	46.3	17.5	46.0	46.0
Volume/Cap:	0.81	0.47	0.91	0.91	0.81	0.81	0.63	0.91	0.34	0.91	0.63	0.21
Delay/Veh:	66.3	36.3	63.8	101.6	50.2	50.2	52.8	41.4	26.3	73.3	30.6	24.9
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:	66.3	36.3	63.8	101.6	50.2	50.2	52.8	41.4	26.3	73.3	30.6	24.9
LOS by Move:	E	D+	E	F	D	D	D-	D	C	E	C	C
HCM2kAvgQ:	10	8	21	9	14	14	6	25	6	10	13	4

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

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

Intersection #13: El Camino Real / Arastradero Rd-Charleston Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29 May 2013	<< 5:00-6:00pm
Base Vol:	185 460 382	133 453 156	150 1616 204	362 1021 129
Growth Adj:	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08
Initial Bse:	200 498 413	144 490 169	162 1749 221	392 1105 140
Added Vol:	7 0 42	0 0 0	0 315 7	38 358 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	207 498 455	144 490 169	162 2064 228	430 1463 140
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:	207 498 455	144 490 169	162 2064 228	430 1463 140
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	207 498 455	144 490 169	162 2064 228	430 1463 140
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
Final Volume:	207 498 455	144 490 169	162 2064 228	430 1463 140

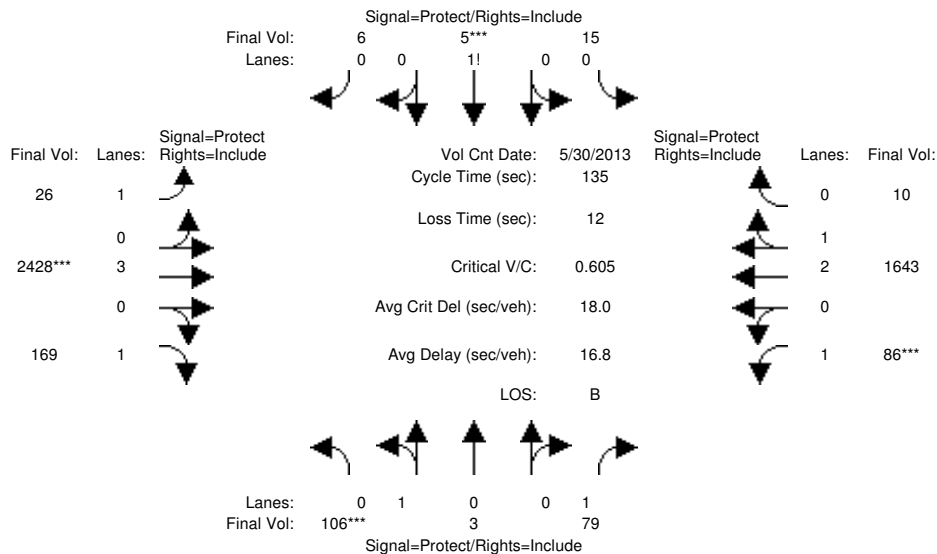
Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92
Lanes:	1.00 2.00 1.00 1.00 1.46 0.54 1.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:	1750 3800 1750 1750 2766 952 1750 5700 1750 3150 5700 1750

Capacity Analysis Module:	
Vol/Sat:	0.12 0.13 0.26 0.08 0.18 0.18 0.09 0.36 0.13 0.14 0.26 0.08
Crit Moves:	**** **** **** ****
Green Time:	17.6 33.4 33.4 10.6 26.4 26.4 17.0 46.5 46.5 17.5 47.0 47.0
Volume/Cap:	0.81 0.47 0.93 0.93 0.81 0.81 0.66 0.93 0.34 0.93 0.66 0.20
Uniform Del:	49.5 35.9 42.2 54.4 44.4 44.4 48.7 35.3 25.9 50.7 29.9 24.1
IncrcmntDel:	16.9 0.3 25.4 53.2 5.9 5.9 6.2 8.2 0.3 26.4 0.7 0.1
InitQueueDel:	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Delay Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Delay/Veh:	66.5 36.3 67.6 107.6 50.3 50.3 54.9 43.5 26.2 77.1 30.6 24.3
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:	66.5 36.3 67.6 107.6 50.3 50.3 54.9 43.5 26.2 77.1 30.6 24.3
LOS by Move:	E D+ E F D D- D C E- C C
HCM2kAvgQ:	10 8 22 9 14 14 6 26 6 11 14 3

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

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm
Base Vol:	98 3 73	14 5 6	24 1971 156	79 1248 9	
Growth Adj:	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08	1.08 1.08 1.08	
Initial Bse:	106 3 79	15 5 6	26 2133 169	86 1351 10	
Added Vol:	0 0 0	0 0 0	0 295 0	0 292 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	106 3 79	15 5 6	26 2428 169	86 1643 10	
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:	106 3 79	15 5 6	26 2428 169	86 1643 10	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	106 3 79	15 5 6	26 2428 169	86 1643 10	
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	
Final Volume:	106 3 79	15 5 6	26 2428 169	86 1643 10	

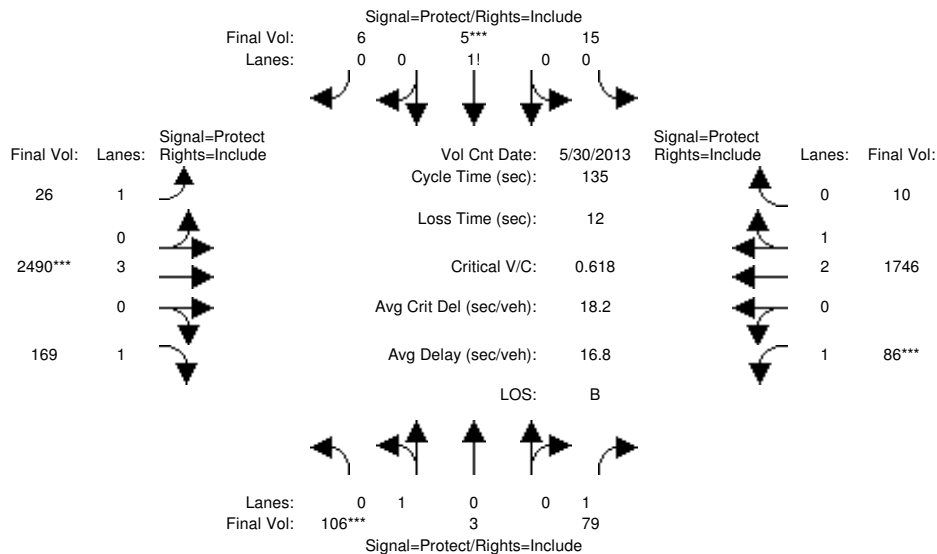
Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900
Adjustment:	0.95 0.95 0.92	0.92 0.92 0.92	0.92 0.92 0.92	0.92 1.00 0.92	0.92 0.98 0.95							
Lanes:	0.97 0.03 1.00	0.56 0.20 0.24	1.00 3.00 1.00	1.00 2.98 0.02								
Final Sat.:	1747 53 1750	980 350 420	1750 5700 1750	1750 5567 33								

Capacity Analysis Module:												
Vol/Sat:	0.06 0.06 0.05	0.02 0.02 0.02	0.01 0.43 0.10	0.05 0.30 0.30								
Crit Moves:	****	****	****	****								
Green Time:	12.8 13.4 13.4	9.4 10.0 10.0	15.0 89.9 89.9	10.3 85.2 85.2								
Volume/Cap:	0.64 0.61 0.45	0.22 0.21 0.21	0.13 0.64 0.14	0.64 0.47 0.47								
Delay/Veh:	66.8 64.4 59.2	60.3 59.6 59.6	54.5 13.5 8.4	70.6 13.1 13.1								
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:	66.8 64.4 59.2	60.3 59.6 59.6	54.5 13.5 8.4	70.6 13.1 13.1								
LOS by Move:	E E E+	E E+ E+	D- B A	E B B								
HCM2kAvgQ:	6 6 4	1 1 1	1 18 3	4 12 12								

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

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

Intersection #14: El Camino Real / Los Altos Ave-Cezano Ct



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	98	3	73	14	5	6	24	1971	156	79	1248	9
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	106	3	79	15	5	6	26	2133	169	86	1351	10
Added Vol:	0	0	0	0	0	0	0	357	0	0	395	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	3	79	15	5	6	26	2490	169	86	1746	10
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:	106	3	79	15	5	6	26	2490	169	86	1746	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	3	79	15	5	6	26	2490	169	86	1746	10
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
Final Volume:	106	3	79	15	5	6	26	2490	169	86	1746	10

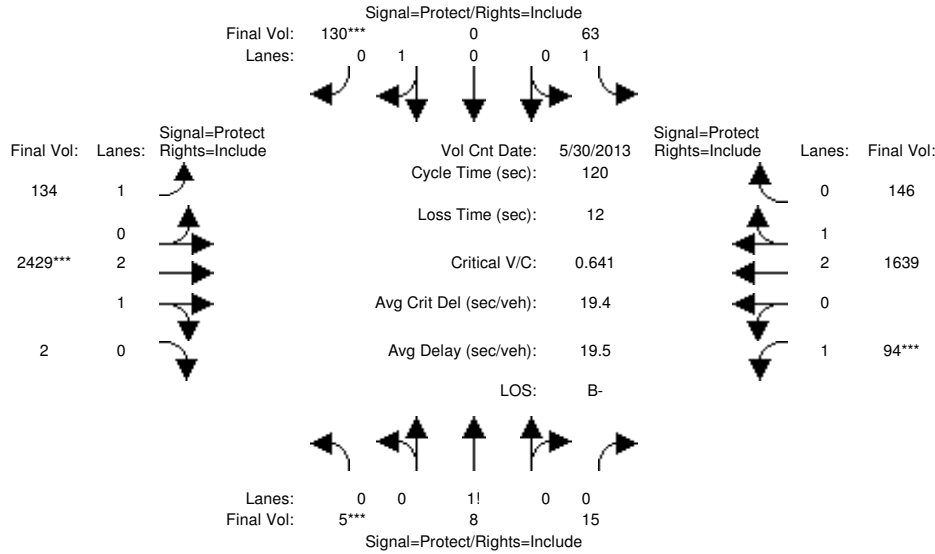
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.97	0.03	1.00	0.57	0.19	0.24	1.00	3.00	1.00	1.00	2.98	0.02
Final Sat.:	1702	52	1750	996	356	427	1750	5700	1750	1750	5666	32

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.02	0.02	0.02	0.01	0.44	0.10	0.05	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	12.8	13.4	13.4	9.4	10.0	10.0	14.4	90.1	90.1	10.1	85.7	85.7
Volume/Cap:	0.65	0.63	0.45	0.22	0.21	0.21	0.14	0.65	0.14	0.65	0.49	0.49
Uniform Del:	58.9	58.4	57.3	59.3	58.8	58.8	54.7	13.3	8.3	60.8	13.0	13.0
IncrcmntDel:	9.0	7.0	1.9	0.9	0.8	0.8	0.3	0.4	0.1	11.4	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.0	65.3	59.2	60.2	59.5	59.5	55.0	13.7	8.3	72.2	13.1	13.1
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:	68.0	65.3	59.2	60.2	59.5	59.5	55.0	13.7	8.3	72.2	13.1	13.1
LOS by Move:	E	E	E+	E	E+	E+	D-	B	A	E	B	B
HCM2kAvgQ:	6	6	4	1	1	1	1	19	3	4	12	12

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

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	5	7	14	43	0	114	117	1978	2	87	1252	117
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	5	8	15	47	0	123	127	2141	2	94	1355	127
Added Vol:	0	0	0	16	0	7	7	288	0	0	284	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	8	15	63	0	130	134	2429	2	94	1639	146
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:	5	8	15	63	0	130	134	2429	2	94	1639	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	8	15	63	0	130	134	2429	2	94	1639	146
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
Final Volume:	5	8	15	63	0	130	134	2429	2	94	1639	146

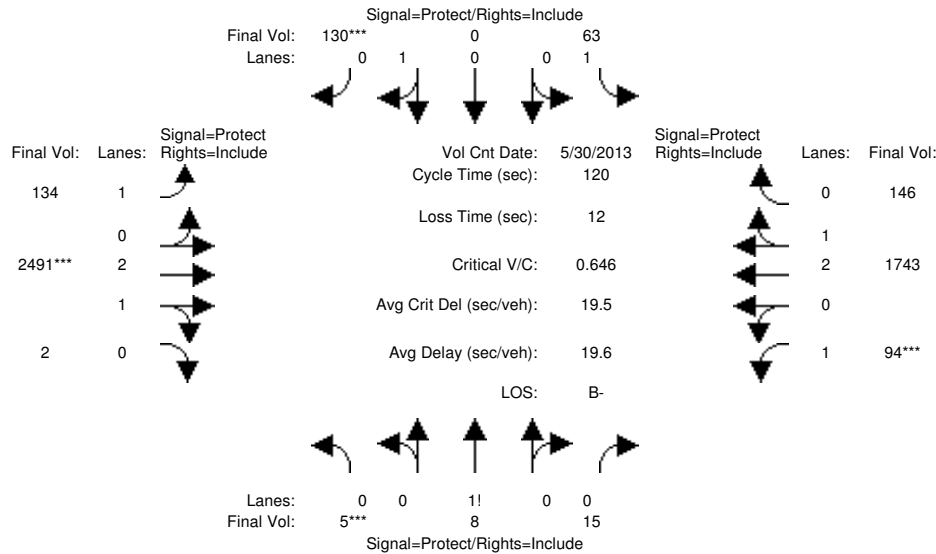
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	1.00	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.19	0.27	0.54	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.75	0.25
Final Sat.:	337	471	942	1750	0	1800	1750	5595	5	1750	5142	457

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.00	0.07	0.08	0.43	0.43	0.05	0.32	0.32
Crit Moves:	****					****		****		****		
Green Time:	10.0	11.3	11.3	11.3	0.0	12.7	16.5	75.9	75.9	9.4	68.8	68.8
Volume/Cap:	0.19	0.17	0.17	0.38	0.00	0.69	0.56	0.69	0.69	0.69	0.56	0.56
Delay/Veh:	51.9	50.5	50.5	52.5	0.0	61.8	51.2	14.9	14.9	67.4	16.2	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:	51.9	50.5	50.5	52.5	0.0	61.8	51.2	14.9	14.9	67.4	16.2	16.2
LOS by Move:	D-	D	D	D-	A	E	D-	B	B	E	B	B
HCM2kAvgQ:	1	1	1	3	0	6	5	19	19	5	14	14

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

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

Intersection #15: El Camino Real / Del Medio Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	5	7	14	43	0	114	117	1978	2	87	1252	117
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	5	8	15	47	0	123	127	2141	2	94	1355	127
Added Vol:	0	0	0	16	0	7	7	350	0	0	388	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	8	15	63	0	130	134	2491	2	94	1743	146
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:	5	8	15	63	0	130	134	2491	2	94	1743	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	8	15	63	0	130	134	2491	2	94	1743	146
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
Final Volume:	5	8	15	63	0	130	134	2491	2	94	1743	146

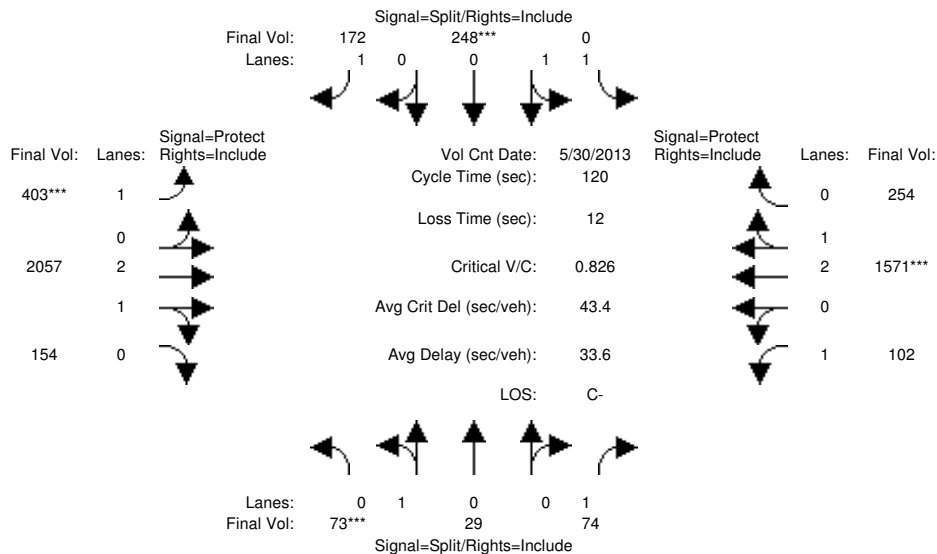
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.20	0.25	0.55	1.00	0.00	1.00	1.00	2.99	0.01	1.00	2.75	0.25
Final Sat.:	344	481	963	1750	0	1750	1750	5695	5	1750	5226	437

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.00	0.07	0.08	0.44	0.44	0.05	0.33	0.33
Crit Moves:	****					****		****		****		
Green Time:	10.0	11.5	11.5	11.5	0.0	12.9	15.9	75.8	75.8	9.3	69.2	69.2
Volume/Cap:	0.19	0.16	0.16	0.37	0.00	0.69	0.58	0.69	0.69	0.69	0.58	0.58
Uniform Del:	51.2	49.9	49.9	50.9	0.0	51.6	48.9	14.5	14.5	53.9	16.1	16.1
IncrcmntDel:	0.6	0.5	0.5	1.4	0.0	10.6	3.6	0.6	0.6	14.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.8	50.3	50.3	52.3	0.0	62.2	52.5	15.1	15.1	68.2	16.4	16.4
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:	51.8	50.3	50.3	52.3	0.0	62.2	52.5	15.1	15.1	68.2	16.4	16.4
LOS by Move:	D-	D	D	D-	A	E	D-	B	B	E	B	B
HCM2kAvgQ:	1	1	1	3	0	6	5	20	20	5	15	15

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

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	4:00-6:00pm											
Base Vol:	67	27	68	0	229	150	366	1660	142	94	1204	235				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	73	29	74	0	248	162	396	1797	154	102	1303	254				
Added Vol:	0	0	0	0	0	10	7	260	0	0	268	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	73	29	74	0	248	172	403	2057	154	102	1571	254				
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:	73	29	74	0	248	172	403	2057	154	102	1571	254				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	73	29	74	0	248	172	403	2057	154	102	1571	254				
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				
Final Volume:	73	29	74	0	248	172	403	2057	154	102	1571	254				

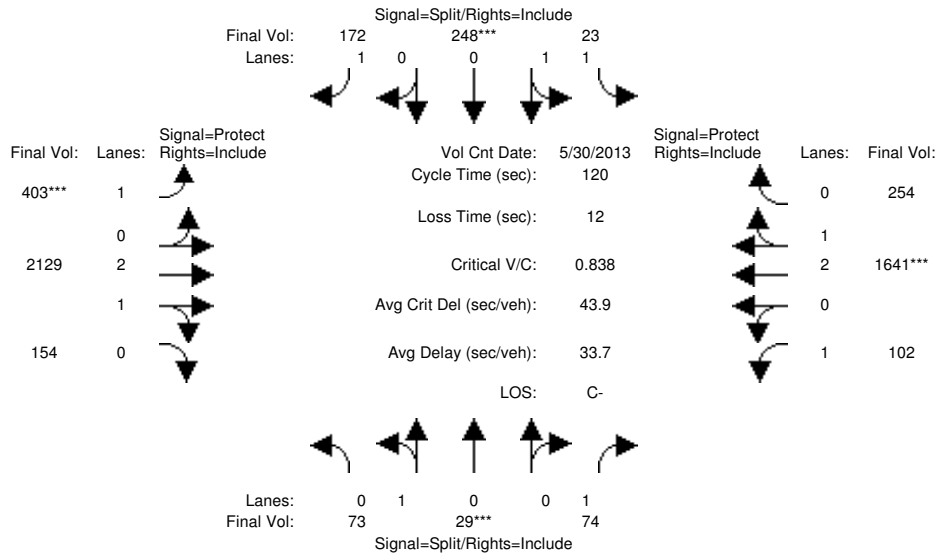
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	0.71	0.29	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	2.57	0.43
Final Sat.:	1283	517	1750	1750	1900	1750	1750	5210	389	1750	4819	780

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.00	0.13	0.10	0.23	0.39	0.39	0.06	0.33	0.33
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	0.0	18.6	18.6	32.9	69.2	69.2	10.2	46.5	46.5
Volume/Cap:	0.68	0.68	0.50	0.00	0.84	0.64	0.84	0.68	0.68	0.68	0.84	0.84
Delay/Veh:	65.3	65.3	55.5	0.0	68.3	52.4	53.7	18.4	18.4	65.6	36.5	36.5
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:	65.3	65.3	55.5	0.0	68.3	52.4	53.7	18.4	18.4	65.6	36.5	36.5
LOS by Move:	E	E	E+	A	E	D-	D-	B-	B-	E	D+	D+
HCM2kAvgQ:	5	5	3	0	10	6	18	20	20	4	21	21

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

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

Intersection #16: El Camino Real / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	4:00-6:00pm						
Base Vol:	67	27	68	0	229	150	366	1660	142	94	1204	235
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	73	29	74	0	248	162	396	1797	154	102	1303	254
Added Vol:	0	0	0	23	0	10	7	332	0	0	338	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	29	74	23	248	172	403	2129	154	102	1641	254
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:	73	29	74	23	248	172	403	2129	154	102	1641	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	29	74	23	248	172	403	2129	154	102	1641	254
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
Final Volume:	73	29	74	23	248	172	403	2129	154	102	1641	254

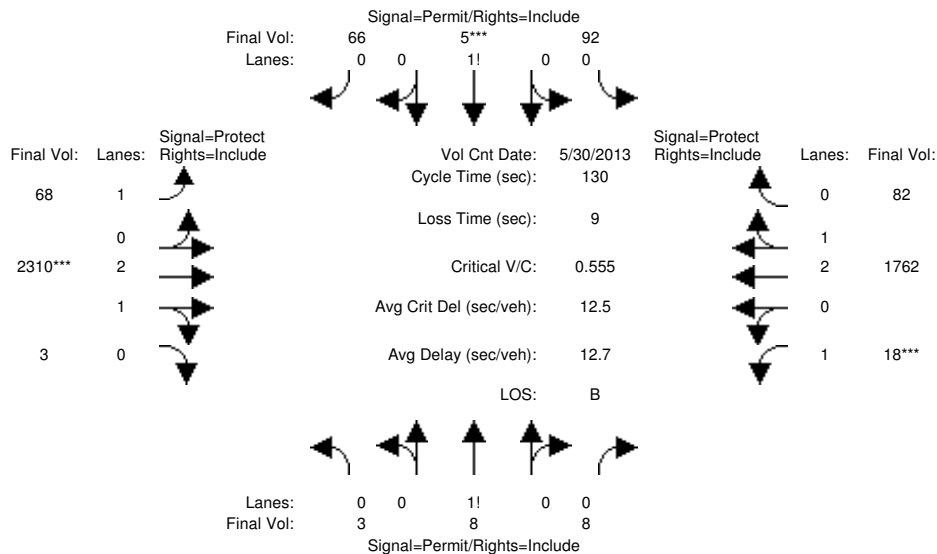
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.73	0.27	1.00	1.00	1.00	1.00	1.00	2.78	0.22	1.00	2.57	0.43
Final Sat.:	1276	514	1750	1750	1900	1750	1750	5286	382	1750	4879	756

Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.01	0.13	0.10	0.23	0.40	0.40	0.06	0.34	0.34
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	18.3	18.3	18.3	32.4	69.6	69.6	10.1	47.3	47.3
Volume/Cap:	0.68	0.68	0.50	0.09	0.85	0.64	0.85	0.69	0.69	0.69	0.85	0.85
Uniform Del:	53.5	53.5	52.6	43.6	49.5	47.8	41.6	17.7	17.7	53.5	33.2	33.2
IncrcmntDel:	12.2	12.2	2.8	0.0	19.6	5.3	14.0	0.7	0.7	13.3	3.4	3.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.6	65.6	55.5	43.6	69.1	53.1	55.6	18.4	18.4	66.7	36.6	36.6
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:	65.6	65.6	55.5	43.6	69.1	53.1	55.6	18.4	18.4	66.7	36.6	36.6
LOS by Move:	E	E	E+	D	E	D-	E+	B-	B-	E	D+	D+
HCM2kAvgQ:	5	5	3	1	10	7	18	20	20	4	22	22

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

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	4:45-5:45pm						
Base Vol:	3	7	7	85	5	61	56	1900	3	17	1380	76
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	3	8	8	92	5	66	61	2057	3	18	1494	82
Added Vol:	0	0	0	0	0	0	7	253	0	0	268	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	8	92	5	66	68	2310	3	18	1762	82
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:	3	8	8	92	5	66	68	2310	3	18	1762	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	8	8	92	5	66	68	2310	3	18	1762	82
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
Final Volume:	3	8	8	92	5	66	68	2310	3	18	1762	82

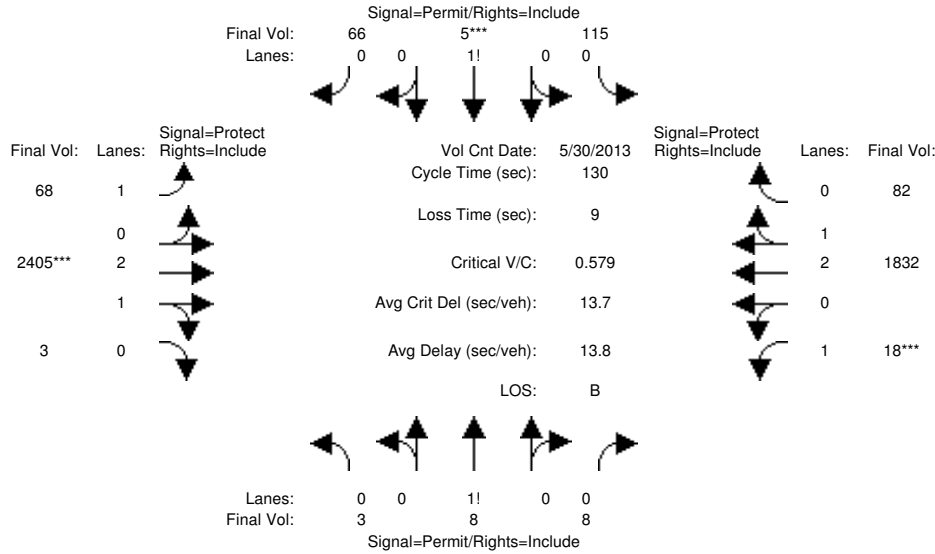
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.18	0.41	0.41	0.57	0.03	0.40	1.00	2.99	0.01	1.00	2.86	0.14
Final Sat.:	309	721	721	985	58	707	1750	5592	8	1750	5350	250

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.09	0.04	0.41	0.41	0.01	0.33	0.33
Crit Moves:				****				****		****		
Green Time:	21.0	21.0	21.0	21.0	21.0	21.0	14.1	93.0	93.0	7.0	85.9	85.9
Volume/Cap:	0.07	0.07	0.07	0.58	0.58	0.58	0.36	0.58	0.58	0.20	0.50	0.50
Delay/Veh:	46.3	46.3	46.3	53.3	53.3	53.3	54.9	9.2	9.2	59.8	11.2	11.2
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:	46.3	46.3	46.3	53.3	53.3	53.3	54.9	9.2	9.2	59.8	11.2	11.2
LOS by Move:	D	D	D	D-	D-	D-	D-	A	A	E+	B+	B+
HCM2kAvgQ:	1	1	1	6	6	6	3	15	15	1	12	12

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

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

Intersection #17: El Camino Real / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	4:45-5:45pm						
Base Vol:	3	7	7	85	5	61	56	1900	3	17	1380	76
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	3	8	8	92	5	66	61	2057	3	18	1494	82
Added Vol:	0	0	0	23	0	0	7	348	0	0	338	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	8	115	5	66	68	2405	3	18	1832	82
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:	3	8	8	115	5	66	68	2405	3	18	1832	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	8	8	115	5	66	68	2405	3	18	1832	82
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
Final Volume:	3	8	8	115	5	66	68	2405	3	18	1832	82

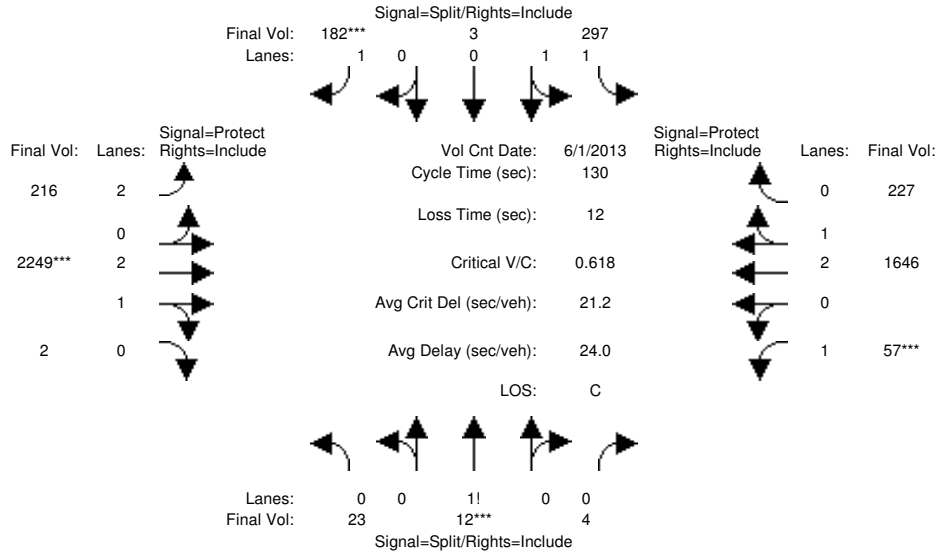
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.18	0.39	0.43	0.62	0.03	0.35	1.00	2.99	0.01	1.00	2.86	0.14
Final Sat.:	319	745	745	1082	51	621	1750	5692	8	1750	5435	244

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.11	0.04	0.42	0.42	0.01	0.34	0.34
Crit Moves:				****				****		****		
Green Time:	22.9	22.9	22.9	22.9	22.9	22.9	13.5	91.1	91.1	7.0	84.6	84.6
Volume/Cap:	0.06	0.06	0.06	0.60	0.60	0.60	0.37	0.60	0.60	0.20	0.52	0.52
Uniform Del:	44.6	44.6	44.6	49.3	49.3	49.3	54.3	10.1	10.1	58.8	12.0	12.0
IncrcmntDel:	0.1	0.1	0.1	3.3	3.3	3.3	1.3	0.3	0.3	1.0	0.1	0.1
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.6	44.6	44.6	52.7	52.7	52.7	55.6	10.3	10.3	59.8	12.1	12.1
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:	44.6	44.6	44.6	52.7	52.7	52.7	55.6	10.3	10.3	59.8	12.1	12.1
LOS by Move:	D	D	D	D-	D-	D-	E+	B+	B+	E+	B	B
HCM2kAvgQ:	1	1	1	7	7	7	3	16	16	1	13	13

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

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	21	11	4	237	3	137	171	1873	2	53	1304	185				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	23	12	4	257	3	148	185	2027	2	57	1411	200				
Added Vol:	0	0	0	40	0	34	31	222	0	0	235	27				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	23	12	4	297	3	182	216	2249	2	57	1646	227				
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	12	4	297	3	182	216	2249	2	57	1646	227				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	23	12	4	297	3	182	216	2249	2	57	1646	227				
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				
Final Volume:	23	12	4	297	3	182	216	2249	2	57	1646	227				

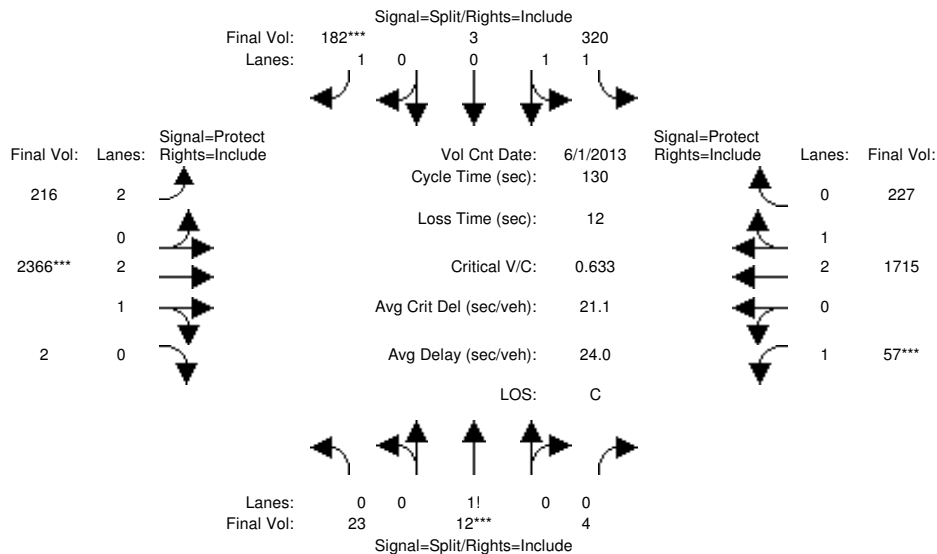
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	0.58	0.31	0.11	1.98	0.02	1.00	2.00	2.99	0.01	1.00	2.62	0.38
Final Sat.:	1021	535	194	3512	38	1750	3150	5595	5	1750	4920	679

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.10	0.07	0.40	0.40	0.03	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	20.8	20.8	20.8	14.8	80.2	80.2	7.0	72.4	72.4
Volume/Cap:	0.29	0.29	0.29	0.53	0.53	0.65	0.60	0.65	0.65	0.61	0.60	0.60
Delay/Veh:	57.8	57.8	57.8	51.0	51.0	56.6	57.6	16.4	16.4	71.2	19.5	19.5
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:	57.8	57.8	57.8	51.0	51.0	56.6	57.6	16.4	16.4	71.2	19.5	19.5
LOS by Move:	E+	E+	E+	D-	D-	E+	E+	B	B	E	B-	B-
HCM2kAvgQ:	2	2	2	6	6	7	5	19	19	3	17	17

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

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

Intersection #18: El Camino Real / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	21	11	4	237	3	137	171	1873	2	53	1304	185				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	23	12	4	257	3	148	185	2027	2	57	1411	200				
Added Vol:	0	0	0	63	0	34	31	339	0	0	304	27				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	23	12	4	320	3	182	216	2366	2	57	1715	227				
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	12	4	320	3	182	216	2366	2	57	1715	227				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	23	12	4	320	3	182	216	2366	2	57	1715	227				
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				
Final Volume:	23	12	4	320	3	182	216	2366	2	57	1715	227				

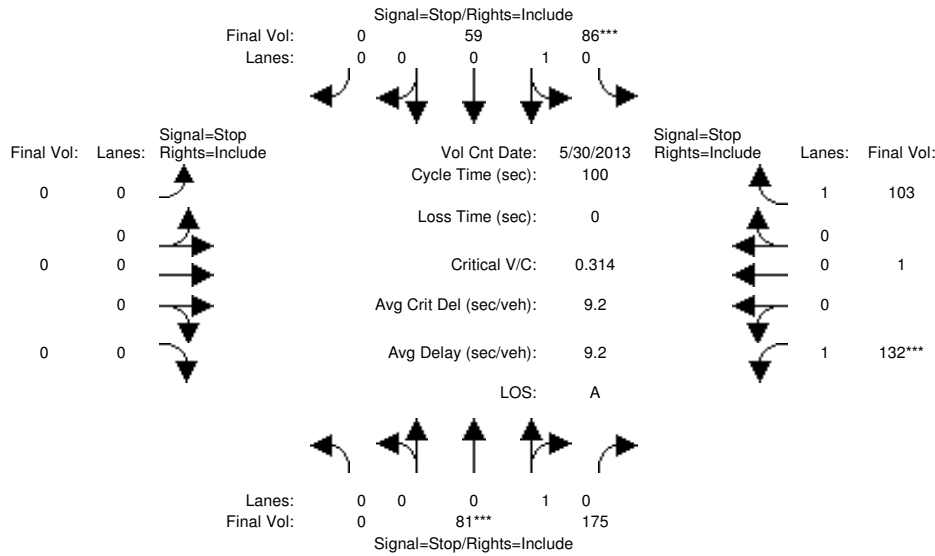
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.29	0.11	1.98	0.02	1.00	2.00	2.99	0.01	1.00	2.62	0.38
Final Sat.:	1046	548	199	3468	35	1750	3150	5694	5	1750	4983	660

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.09	0.09	0.10	0.07	0.42	0.42	0.03	0.34	0.34
Crit Moves:	****						****			****		
Green Time:	10.0	10.0	10.0	20.2	20.2	20.2	14.6	80.8	80.8	7.0	73.2	73.2
Volume/Cap:	0.28	0.28	0.28	0.59	0.59	0.67	0.61	0.67	0.67	0.61	0.61	0.61
Uniform Del:	56.6	56.6	56.6	51.0	51.0	51.7	55.0	16.0	16.0	60.2	18.9	18.9
IncrcmntDel:	1.1	1.1	1.1	1.7	1.7	6.3	3.1	0.5	0.5	11.0	0.4	0.4
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.7	57.7	57.7	52.8	52.8	58.0	58.1	16.5	16.5	71.2	19.3	19.3
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:	57.7	57.7	57.7	52.8	52.8	58.0	58.1	16.5	16.5	71.2	19.3	19.3
LOS by Move:	E+	E+	E+	D-	D-	E+	E+	B	B	E	B-	B-
HCM2kAvgQ:	2	2	2	6	6	7	5	20	20	3	17	17

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

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

Intersection #19: California St / Del Medio Ave



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

Volume Module:	>> Count Date: 30 May 2013 << 4:00-6:00pm											
Base Vol:	0	51	162	65	33	0	0	0	0	122	1	87
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	55	175	70	36	0	0	0	0	132	1	94
Added Vol:	0	26	0	16	23	0	0	0	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	81	175	86	59	0	0	0	0	132	1	103
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	81	175	86	59	0	0	0	0	132	1	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	81	175	86	59	0	0	0	0	132	1	103
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
Final Volume:	0	81	175	86	59	0	0	0	0	132	1	103

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.32	0.68	0.60	0.40	0.00	0.00	0.00	0.00	1.00	0.13	0.87
Final Sat.:	0	259	559	422	287	0	0	0	0	591	91	630

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.31	0.31	0.20	0.20	xxxx	xxxx	xxxx	xxxx	0.22	0.01	0.16
Crit Moves:		****		****						****		
Delay/Veh:	0.0	9.1	9.1	9.1	9.1	0.0	0.0	0.0	0.0	10.1	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	9.1	9.1	9.1	0.0	0.0	0.0	0.0	10.1	8.2	8.2
LOS by Move:	*	A	A	A	A	*	*	*	*	B	A	A
ApproachDel:		9.1			9.1		xxxxxx				9.3	
Delay Adj:		1.00			1.00		xxxxxx				1.00	
ApprAdjDel:		9.1			9.1		xxxxxx				9.3	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.0	0.0	0.0	0.3	0.2	0.2

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound					South Bound					East Bound					West Bound				
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0
Initial Vol:	0		81		175	86		59		0	0		0		0	132		1		103
Major Street Volume:											402									
Minor Approach Volume:											236									
Minor Approach Volume Threshold:											579									

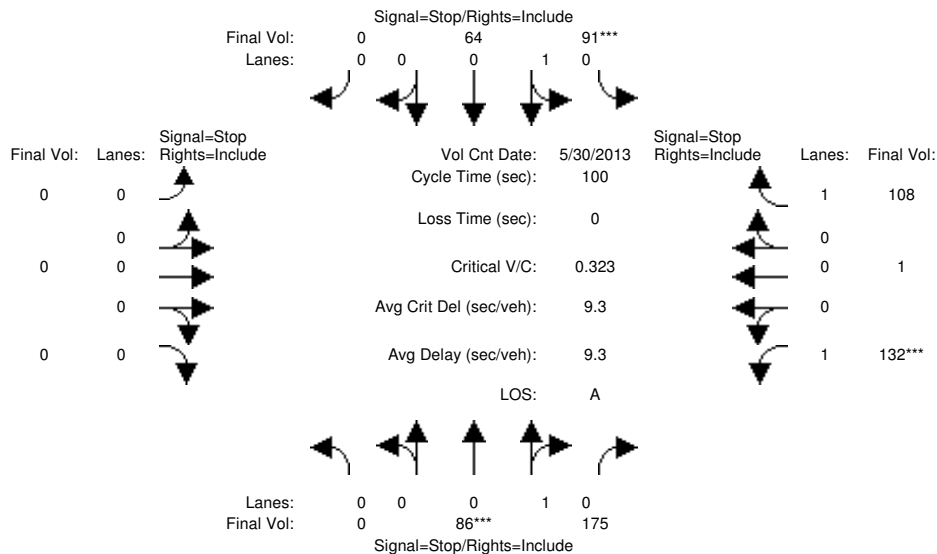
SIGNAL WARRANT DISCLAIMER

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.

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

Intersection #19: California St / Del Medio Ave



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

Volume Module:	>> Count Date: 30 May 2013 << 4:00-6:00pm											
Base Vol:	0	51	162	65	33	0	0	0	0	122	1	87
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	0	55	175	70	36	0	0	0	0	132	1	94
Added Vol:	0	31	0	21	28	0	0	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	86	175	91	64	0	0	0	0	132	1	108
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	86	175	91	64	0	0	0	0	132	1	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	86	175	91	64	0	0	0	0	132	1	108
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
Final Volume:	0	86	175	91	64	0	0	0	0	132	1	108

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	0.59	0.41	0.00	0.00	0.00	0.00	1.00	0.10	0.90
Final Sat.:	0	267	543	416	290	0	0	0	0	586	74	643

Capacity Analysis Module:												
Vol/Sat:	xxxx	0.32	0.32	0.22	0.22	xxxx	xxxx	xxxx	xxxx	0.23	0.01	0.17
Crit Moves:		****		****						****		
Delay/Veh:	0.0	9.2	9.2	9.2	9.2	0.0	0.0	0.0	0.0	10.2	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	9.2	9.2	9.2	0.0	0.0	0.0	0.0	10.2	8.3	8.3
LOS by Move:	*	A	A	A	A	*	*	*	*	B	A	A
ApproachDel:		9.2		9.2			xxxxxx				9.3	
Delay Adj:		1.00		1.00			xxxxxx				1.00	
ApprAdjDel:		9.2		9.2			xxxxxx				9.3	
LOS by Appr:		A		A			*				A	
AllWayAvgQ:	0.4	0.4	0.4	0.3	0.3	0.3	0.0	0.0	0.0	0.3	0.2	0.2

Note: Queue reported is the number of cars per lane.
 Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #19 California St / Del Medio Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound					South Bound					East Bound					West Bound				
Approach:																				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0
Initial Vol:	0		86		175	91		64		0	0		0		0	132		1		108
Major Street Volume:											417									
Minor Approach Volume:											241									
Minor Approach Volume Threshold:											568									

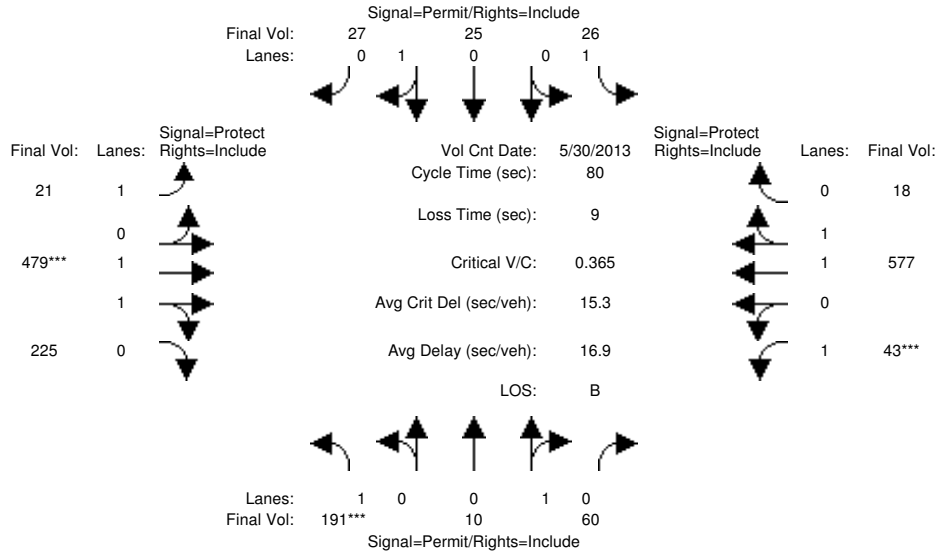
SIGNAL WARRANT DISCLAIMER

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.

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	176	9	55	24	23	25	19	418	208	40	492	17
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	191	10	60	26	25	27	21	452	225	43	533	18
Added Vol:	0	0	0	0	0	0	0	27	0	0	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	10	60	26	25	27	21	479	225	43	577	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:	191	10	60	26	25	27	21	479	225	43	577	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	10	60	26	25	27	21	479	225	43	577	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
Final Volume:	191	10	60	26	25	27	21	479	225	43	577	18

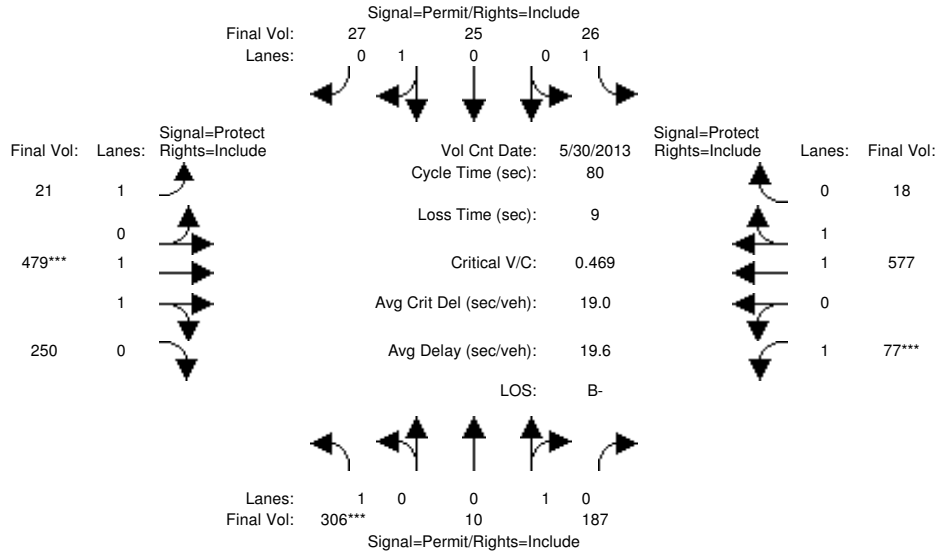
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	1.00	0.14	0.86	1.00	0.48	0.52	1.00	1.34	0.66	1.00	1.94	0.06
Final Sat.:	1750	253	1547	1750	863	938	1750	2517	1182	1750	3586	114

Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.04	0.01	0.03	0.03	0.01	0.19	0.19	0.02	0.16	0.16
Crit Moves:	****							****		****		
Green Time:	23.3	23.3	23.3	23.3	23.3	23.3	16.8	40.7	40.7	7.0	30.9	30.9
Volume/Cap:	0.37	0.13	0.13	0.05	0.10	0.10	0.06	0.37	0.37	0.28	0.42	0.42
Delay/Veh:	23.0	21.0	21.0	20.5	20.8	20.8	25.3	12.0	12.0	35.2	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:	23.0	21.0	21.0	20.5	20.8	20.8	25.3	12.0	12.0	35.2	18.1	18.1
LOS by Move:	C	C+	C+	C+	C+	C+	C	B	B	D+	B-	B-
HCM2kAvgQ:	4	1	1	1	1	1	0	5	5	1	5	5

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

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

Intersection #20: California St / Pacchetti Wy



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	176	9	55	24	23	25	19	418	208	40	492	17
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	191	10	60	26	25	27	21	452	225	43	533	18
Added Vol:	115	0	127	0	0	0	0	27	25	34	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	10	187	26	25	27	21	479	250	77	577	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:	306	10	187	26	25	27	21	479	250	77	577	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	10	187	26	25	27	21	479	250	77	577	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
Final Volume:	306	10	187	26	25	27	21	479	250	77	577	18

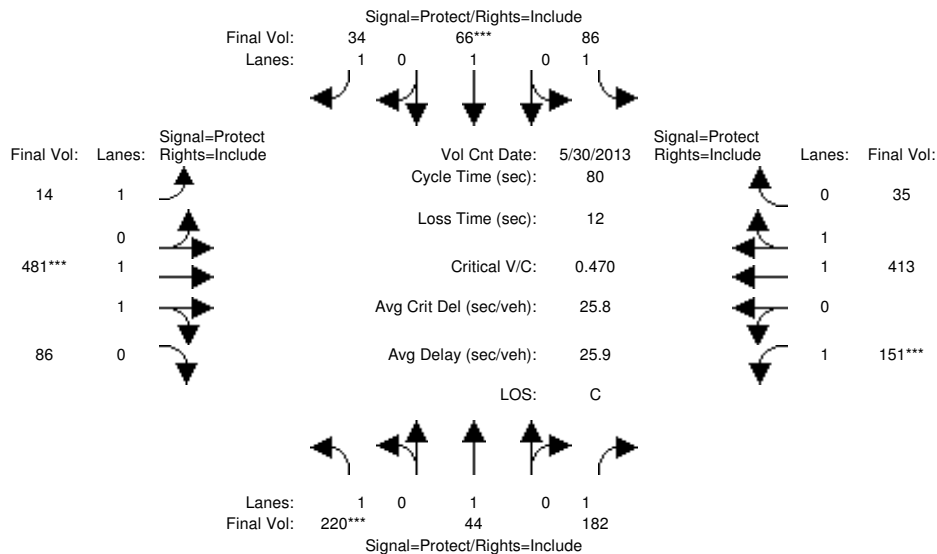
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	0.95	1.00	0.46	0.54	1.00	1.28	0.72	1.00	1.93	0.07
Final Sat.:	1750	87	1670	1750	872	947	1750	2426	1266	1750	3673	117

Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.01	0.03	0.03	0.01	0.20	0.20	0.04	0.16	0.16
Crit Moves:	****							****		****		
Green Time:	29.8	29.8	29.8	29.8	29.8	29.8	14.8	33.7	33.7	7.5	26.5	26.5
Volume/Cap:	0.47	0.30	0.30	0.04	0.08	0.08	0.06	0.47	0.47	0.47	0.47	0.47
Uniform Del:	19.1	17.8	17.8	16.0	16.2	16.2	26.9	16.7	16.7	34.3	21.2	21.2
IncrcmntDel:	0.5	0.3	0.3	0.0	0.0	0.0	0.1	0.2	0.2	2.1	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.6	18.0	18.0	16.0	16.3	16.3	27.0	16.9	16.9	36.4	21.5	21.5
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:	19.6	18.0	18.0	16.0	16.3	16.3	27.0	16.9	16.9	36.4	21.5	21.5
LOS by Move:	B-	B-	B-	B	B	B	C	B	B	D+	C+	C+
HCM2kAvgQ:	6	4	4	0	1	1	0	7	7	2	6	6

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

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

Intersection #21: California St / Showers Dr



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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	203	41	162	79	61	31	13	419	79	130	341	32
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	220	44	175	86	66	34	14	454	86	141	369	35
Added Vol:	0	0	7	0	0	0	0	27	0	10	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	44	182	86	66	34	14	481	86	151	413	35
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:	220	44	182	86	66	34	14	481	86	151	413	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	44	182	86	66	34	14	481	86	151	413	35
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
Final Volume:	220	44	182	86	66	34	14	481	86	151	413	35

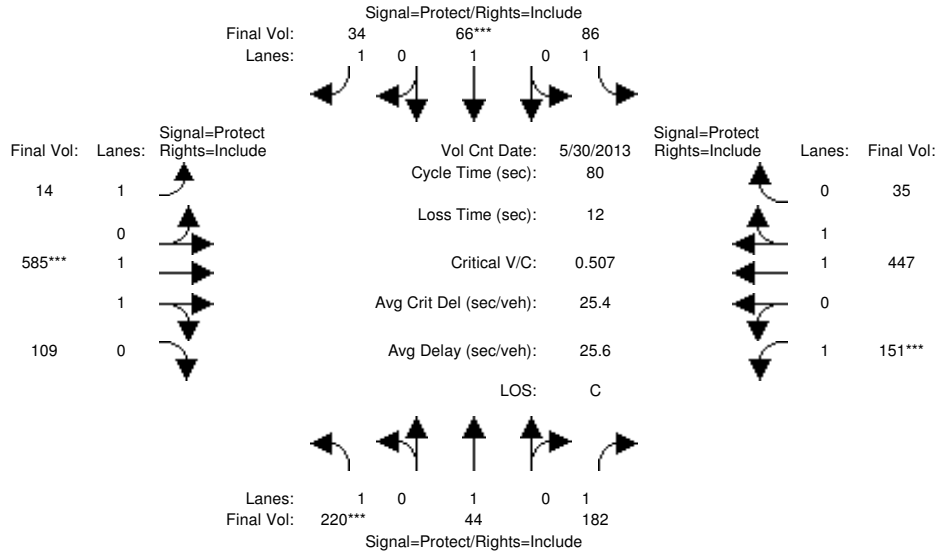
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.69	0.31	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3141	559	1750	3414	286

Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.10	0.05	0.03	0.02	0.01	0.15	0.15	0.09	0.12	0.12
Crit Moves:	****				****			****		****		
Green Time:	20.0	17.6	17.6	12.3	10.0	10.0	15.7	24.3	24.3	13.7	22.4	22.4
Volume/Cap:	0.50	0.11	0.47	0.32	0.28	0.15	0.04	0.50	0.50	0.50	0.43	0.43
Delay/Veh:	26.7	25.0	28.1	30.8	32.4	31.6	26.1	23.2	23.2	31.4	23.9	23.9
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:	26.7	25.0	28.1	30.8	32.4	31.6	26.1	23.2	23.2	31.4	23.9	23.9
LOS by Move:	C	C	C	C	C-	C	C	C	C	C	C	C
HCM2kAvgQ:	5	1	4	2	2	1	0	6	6	4	5	5

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

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

Intersection #21: California St / Showers Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	30 May 2013	<<	5:00-6:00pm						
Base Vol:	203	41	162	79	61	31	13	419	79	130	341	32
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	220	44	175	86	66	34	14	454	86	141	369	35
Added Vol:	0	0	7	0	0	0	0	131	23	10	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	44	182	86	66	34	14	585	109	151	447	35
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:	220	44	182	86	66	34	14	585	109	151	447	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	44	182	86	66	34	14	585	109	151	447	35
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
Final Volume:	220	44	182	86	66	34	14	585	109	151	447	35

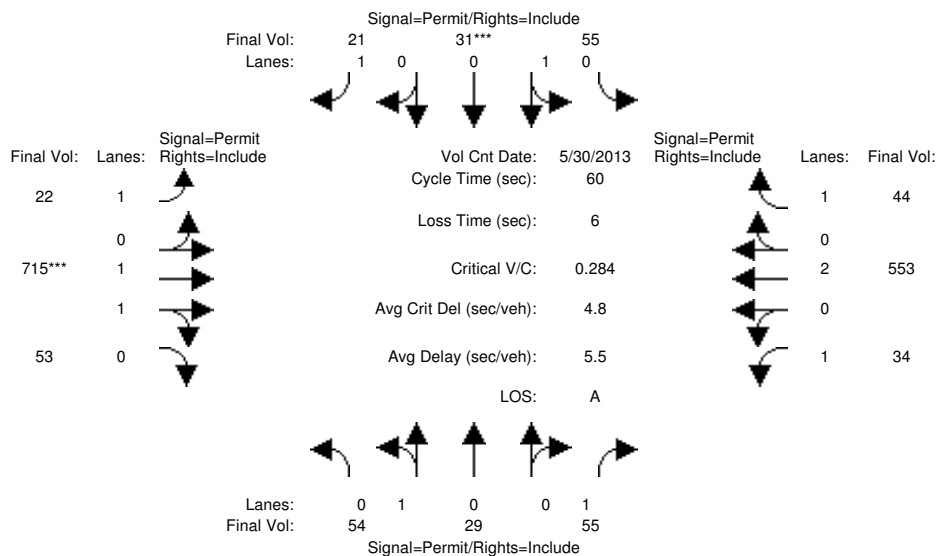
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.84	0.16
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3163	587	1750	3505	272

Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.10	0.05	0.03	0.02	0.01	0.18	0.18	0.09	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	18.4	16.7	16.7	11.7	10.0	10.0	16.1	27.0	27.0	12.6	23.5	23.5
Volume/Cap:	0.55	0.11	0.50	0.33	0.28	0.15	0.04	0.55	0.55	0.55	0.43	0.43
Uniform Del:	27.2	25.7	28.0	30.7	31.7	31.2	25.7	21.5	21.5	31.1	22.9	22.9
IncrcmntDel:	1.6	0.1	1.1	0.8	0.6	0.3	0.0	0.5	0.5	2.3	0.3	0.3
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.7	25.8	29.0	31.4	32.4	31.6	25.8	22.0	22.0	33.4	23.1	23.1
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:	28.7	25.8	29.0	31.4	32.4	31.6	25.8	22.0	22.0	33.4	23.1	23.1
LOS by Move:	C	C	C	C	C-	C	C	C+	C+	C-	C	C
HCM2kAvgQ:	5	1	4	2	2	1	0	7	7	4	5	5

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

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	30 May 2013	<<	5:00-6:00pm							
Base Vol:	50	27	44	51	29	19	20	629	49	31	461	41
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	54	29	48	55	31	21	22	681	53	34	499	44
Added Vol:	0	0	7	0	0	0	0	34	0	0	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	29	55	55	31	21	22	715	53	34	553	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	29	55	55	31	21	22	715	53	34	553	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	29	55	55	31	21	22	715	53	34	553	44
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
Final Volume:	54	29	55	55	31	21	22	715	53	34	553	44

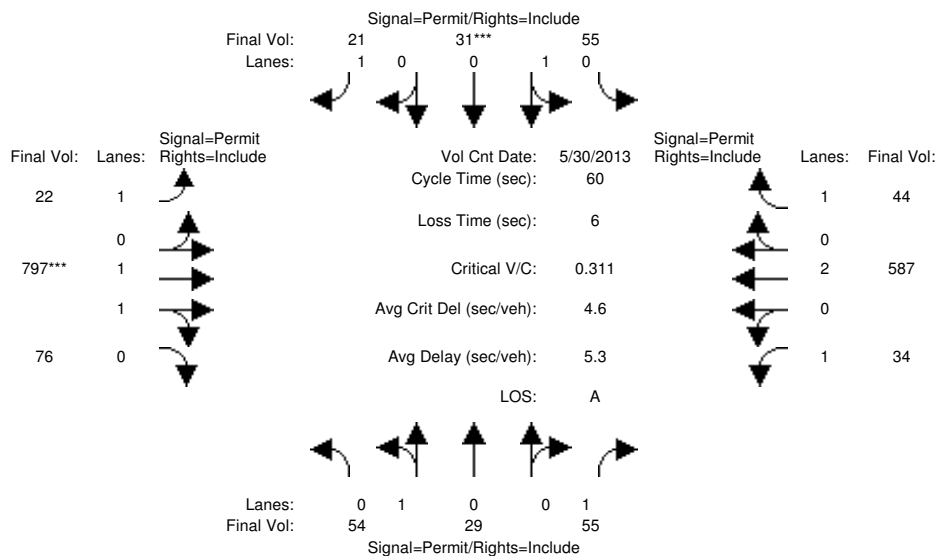
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	0.65	0.35	1.00	0.64	0.36	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1169	631	1750	1147	652	1750	1750	3444	256	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.05	0.05	0.01	0.01	0.21	0.21	0.02	0.15	0.03
Crit Moves:					****			****				
Green Time:	10.2	10.2	10.2	10.2	10.2	10.2	43.8	43.8	43.8	43.8	43.8	43.8
Volume/Cap:	0.27	0.27	0.18	0.28	0.28	0.07	0.02	0.28	0.28	0.03	0.20	0.03
Delay/Veh:	22.2	22.2	21.7	22.3	22.3	21.0	2.2	2.8	2.8	2.2	2.6	2.2
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:	22.2	22.2	21.7	22.3	22.3	21.0	2.2	2.8	2.8	2.2	2.6	2.2
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	0	0	2	2	0	2	0

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

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

Intersection #22: California St / Ortega Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	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:	30 May 2013	<<	5:00-6:00pm											
Base Vol:	50	27	44	51	29	19	20	629	49	31	461	41				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	54	29	48	55	31	21	22	681	53	34	499	44				
Added Vol:	0	0	7	0	0	0	0	116	23	0	88	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	54	29	55	55	31	21	22	797	76	34	587	44				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	54	29	55	55	31	21	22	797	76	34	587	44				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	54	29	55	55	31	21	22	797	76	34	587	44				
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				
Final Volume:	54	29	55	55	31	21	22	797	76	34	587	44				

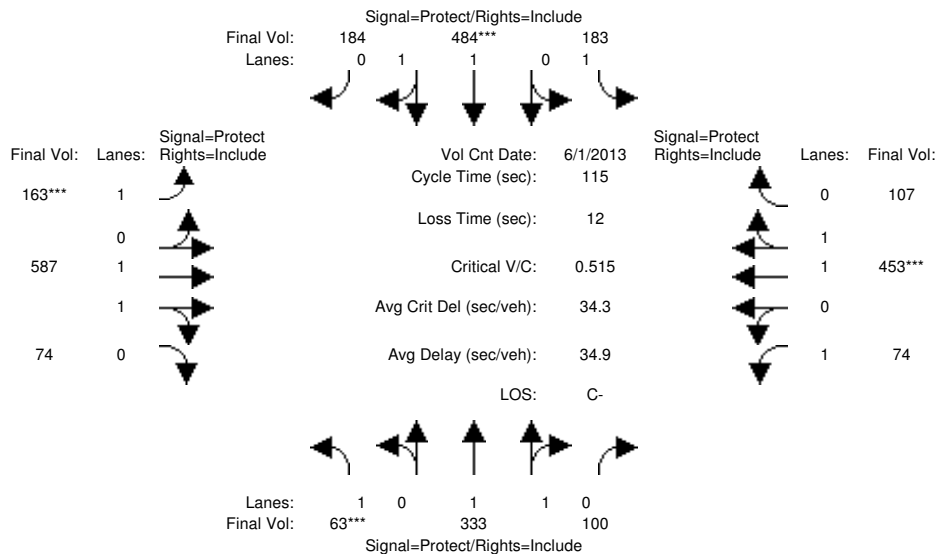
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.67	0.33	1.00	0.66	0.34	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1169	631	1750	1148	653	1750	1750	3443	329	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.05	0.05	0.01	0.01	0.23	0.23	0.02	0.15	0.03
Crit Moves:					****			****				
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	44.0	44.0	44.0	44.0	44.0	44.0
Volume/Cap:	0.28	0.28	0.19	0.29	0.29	0.07	0.02	0.32	0.32	0.03	0.21	0.03
Uniform Del:	21.8	21.8	21.5	21.9	21.9	21.1	2.2	2.8	2.8	2.2	2.5	2.2
IncrementDel:	0.5	0.5	0.3	0.5	0.5	0.1	0.0	0.1	0.1	0.0	0.0	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	22.4	22.4	21.8	22.4	22.4	21.2	2.2	2.8	2.8	2.2	2.6	2.2
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:	22.4	22.4	21.8	22.4	22.4	21.2	2.2	2.8	2.8	2.2	2.6	2.2
LOS by Move:	C+	C+	C+	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	0	0	3	3	0	2	0

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

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	58	279	67	167	398	170	151	504	68	49	369	96
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	63	302	73	181	431	184	163	546	74	53	399	104
Added Vol:	0	31	27	2	53	0	0	41	0	21	54	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	333	100	183	484	184	163	587	74	74	453	107
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	333	100	183	484	184	163	587	74	74	453	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	333	100	183	484	184	163	587	74	74	453	107
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
Final Volume:	63	333	100	183	484	184	163	587	74	74	453	107

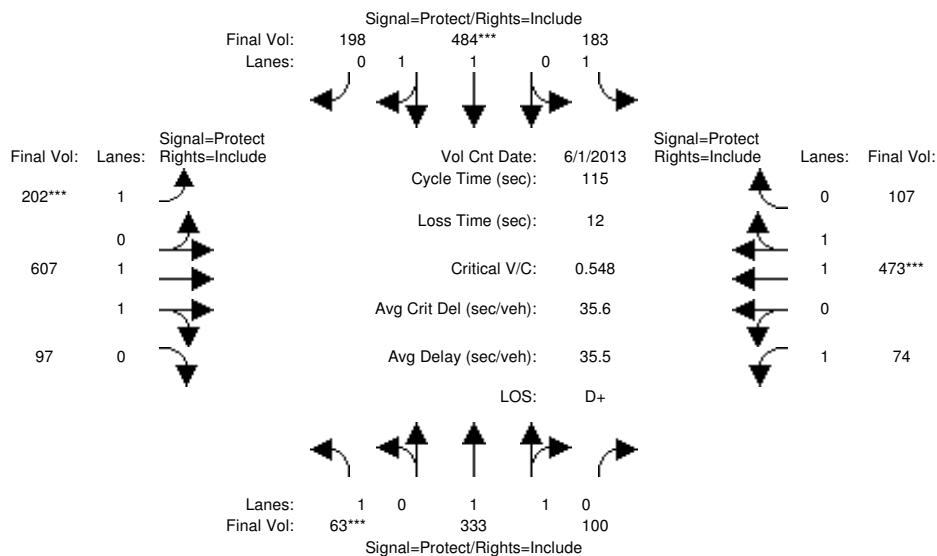
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.53	0.47	1.00	1.43	0.57	1.00	1.77	0.23	1.00	1.61	0.39
Final Sat.:	1750	2848	851	1750	2680	1019	1750	3287	413	1750	2994	706

Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.10	0.18	0.18	0.09	0.18	0.18	0.04	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	8.0	25.5	25.5	22.8	40.3	40.3	20.9	40.8	40.8	13.9	33.8	33.8
Volume/Cap:	0.52	0.53	0.53	0.53	0.52	0.52	0.52	0.50	0.50	0.35	0.52	0.52
Delay/Veh:	55.4	40.1	40.1	42.8	30.0	30.0	44.0	29.5	29.5	47.4	34.2	34.2
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:	55.4	40.1	40.1	42.8	30.0	30.0	44.0	29.5	29.5	47.4	34.2	34.2
LOS by Move:	E+	D	D	D	C	C	D	C	C	D	C-	C-
HCM2kAvgQ:	2	7	7	7	10	10	6	9	9	3	9	9

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

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

Intersection #23: California St / Rengstorff Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 1 Jun 2013 <<											
Base Vol:	58	279	67	167	398	170	151	504	68	49	369	96
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	63	302	73	181	431	184	163	546	74	53	399	104
Added Vol:	0	31	27	2	53	14	39	61	23	21	74	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	333	100	183	484	198	202	607	97	74	473	107
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	333	100	183	484	198	202	607	97	74	473	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	333	100	183	484	198	202	607	97	74	473	107
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
Final Volume:	63	333	100	183	484	198	202	607	97	74	473	107

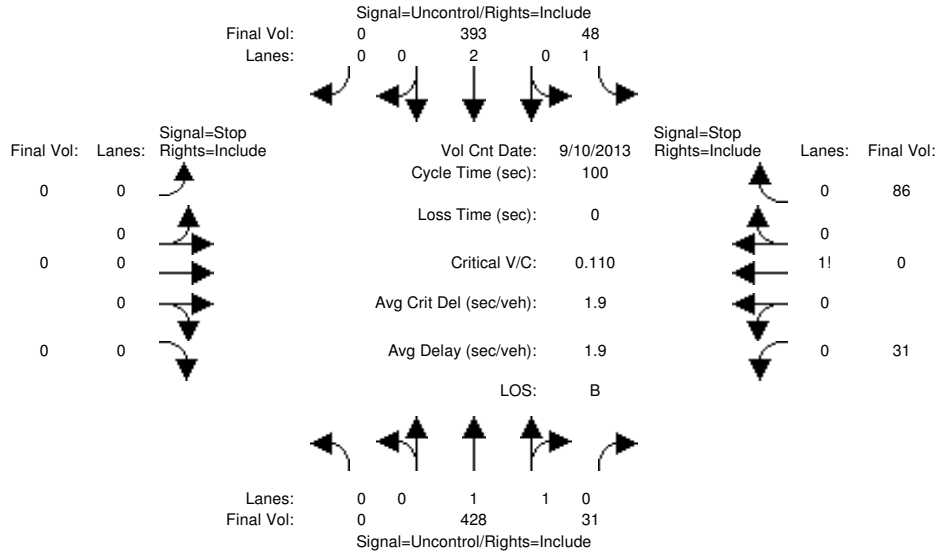
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.51	0.49	1.00	1.38	0.62	1.00	1.71	0.29	1.00	1.61	0.39
Final Sat.:	1750	2869	857	1750	2631	1077	1750	3240	516	1750	3052	689

Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.12	0.10	0.18	0.18	0.12	0.19	0.19	0.04	0.16	0.16
Crit Moves:	****				****		****				****	
Green Time:	7.5	24.3	24.3	21.9	38.6	38.6	24.3	42.9	42.9	14.0	32.6	32.6
Volume/Cap:	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.50	0.50	0.35	0.55	0.55
Uniform Del:	52.1	40.5	40.5	42.1	31.1	31.1	40.5	27.8	27.8	46.4	35.0	35.0
IncrcmntDel:	5.5	0.8	0.8	2.0	0.5	0.5	1.7	0.3	0.3	1.0	0.6	0.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.6	41.3	41.3	44.1	31.6	31.6	42.2	28.1	28.1	47.4	35.6	35.6
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:	57.6	41.3	41.3	44.1	31.6	31.6	42.2	28.1	28.1	47.4	35.6	35.6
LOS by Move:	E+	D	D	D	C	C	D	C	C	D	D+	D+
HCM2kAvgQ:	2	7	7	7	10	10	7	9	9	3	9	9

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

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (10 Sep 2013), and various volume adjustments (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) for each approach and movement.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for each approach and movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach and movement.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach and movement.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 428 31	48 393 0	0 0 0 0	31 0 86
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.7

Approach[westbound][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=117]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1017]
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 #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 428 31	48 393 0	0 0 0 0	31 0 86

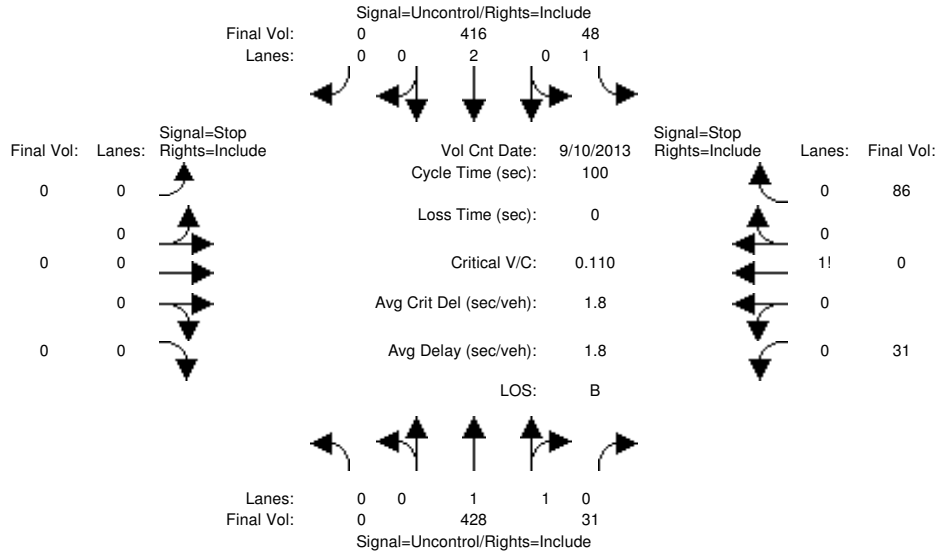
Major Street Volume: 900
Minor Approach Volume: 117
Minor Approach Volume Threshold: 321

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.

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

Intersection #24: Latham Street / Showers Drive



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (10 Sep 2013), and various traffic volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) for each approach and movement.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for different movements.

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

Peak Hour Delay Signal Warrant Report

Intersection #24 Latham Street / Showers Drive
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 428 31	48 416 0	0 0 0 0	31 0 86
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	12.8

Approach[westbound][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=117]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1040]
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 #24 Latham Street / Showers Drive

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	1 0 2 0 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	0 428 31	48 416 0	0 0 0 0	31 0 86

Major Street Volume: 923
Minor Approach Volume: 117
Minor Approach Volume Threshold: 312

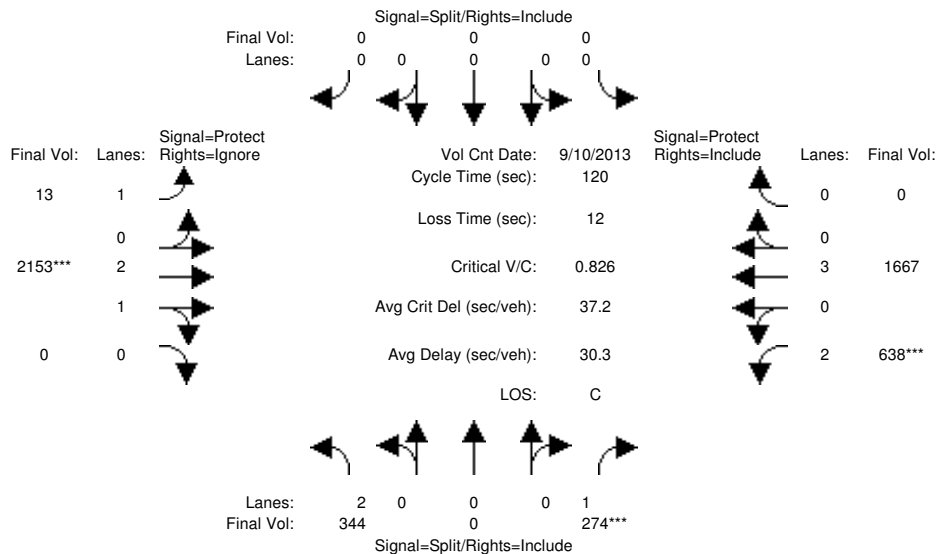
SIGNAL WARRANT DISCLAIMER

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.

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	318	0	253	0	0	0	12	1747	408	589	1298	0				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	344	0	274	0	0	0	13	1891	442	638	1405	0				
Added Vol:	0	0	0	0	0	0	0	262	0	0	262	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	344	0	274	0	0	0	13	2153	442	638	1667	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	344	0	274	0	0	0	13	2153	0	638	1667	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	344	0	274	0	0	0	13	2153	0	638	1667	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Volume:	344	0	274	0	0	0	13	2153	0	638	1667	0				

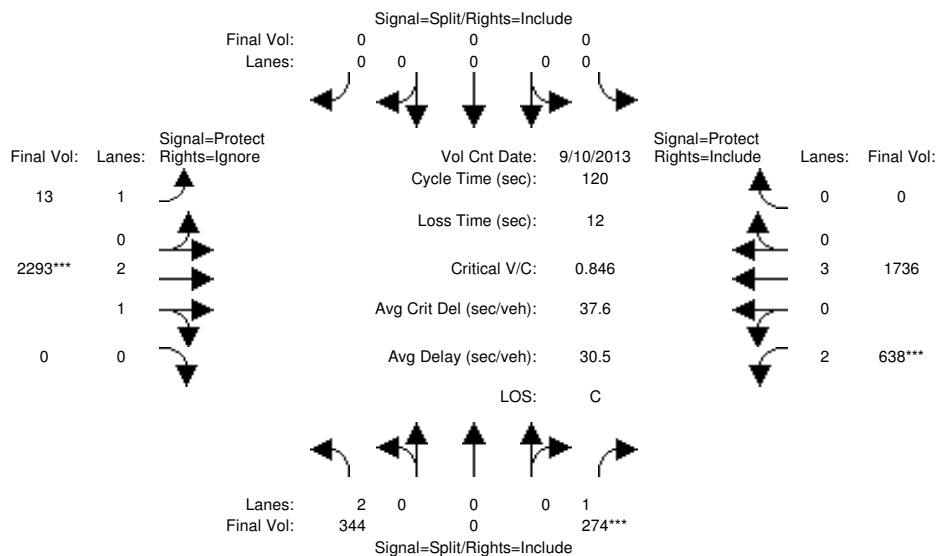
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5600	0	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.16	0.00	0.00	0.00	0.01	0.38	0.00	0.20	0.29	0.00
Crit Moves:			****					****		****		
Green Time:	22.7	0.0	22.7	0.0	0.0	0.0	14.2	55.9	0.0	29.4	71.1	0.0
Volume/Cap:	0.58	0.00	0.83	0.00	0.00	0.00	0.06	0.83	0.00	0.83	0.49	0.00
Delay/Veh:	45.7	0.0	62.2	0.0	0.0	0.0	47.1	30.1	0.0	50.2	14.2	0.0
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:	45.7	0.0	62.2	0.0	0.0	0.0	47.1	30.1	0.0	50.2	14.2	0.0
LOS by Move:	D	A	E	A	A	A	D	C	A	D	B	A
HCM2kAvgQ:	8	0	13	0	0	0	0	25	0	16	12	0

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

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

Intersection #25: El Camino Real / El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	318	0	253	0	0	0	12	1747	408	589	1298	0				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	344	0	274	0	0	0	13	1891	442	638	1405	0				
Added Vol:	0	0	0	0	0	0	0	402	0	0	331	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	344	0	274	0	0	0	13	2293	442	638	1736	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	344	0	274	0	0	0	13	2293	0	638	1736	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	344	0	274	0	0	0	13	2293	0	638	1736	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
Final Volume:	344	0	274	0	0	0	13	2293	0	638	1736	0				

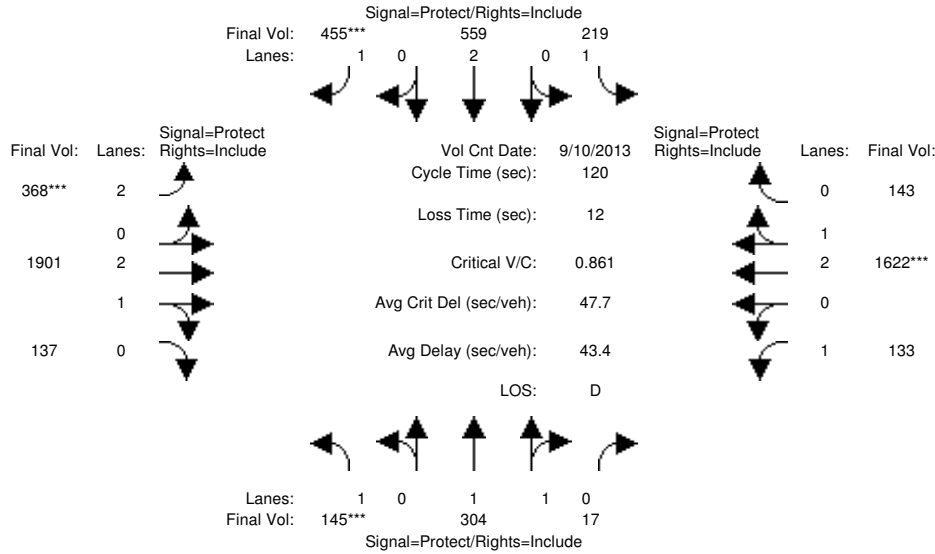
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	0.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	0	3150	5700	0

Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.16	0.00	0.00	0.00	0.01	0.40	0.00	0.20	0.30	0.00
Crit Moves:			****					****		****		
Green Time:	22.2	0.0	22.2	0.0	0.0	0.0	13.8	57.1	0.0	28.7	72.0	0.0
Volume/Cap:	0.59	0.00	0.85	0.00	0.00	0.00	0.06	0.85	0.00	0.85	0.51	0.00
Uniform Del:	44.7	0.0	47.2	0.0	0.0	0.0	47.4	27.6	0.0	43.5	13.8	0.0
IncrementDel:	1.6	0.0	18.2	0.0	0.0	0.0	0.1	2.6	0.0	8.8	0.1	0.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Delay/Veh:	46.4	0.0	65.4	0.0	0.0	0.0	47.5	30.2	0.0	52.3	13.9	0.0
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:	46.4	0.0	65.4	0.0	0.0	0.0	47.5	30.2	0.0	52.3	13.9	0.0
LOS by Move:	D	A	E	A	A	A	D	C	A	D-	B	A
HCM2kAvgQ:	8	0	13	0	0	0	0	27	0	16	12	0

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

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	134	281	16	202	516	420	340	1547	127	123	1282	132				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	145	304	17	219	559	455	368	1674	137	133	1388	143				
Added Vol:	0	0	0	0	0	0	0	227	0	0	234	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	145	304	17	219	559	455	368	1901	137	133	1622	143				
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	304	17	219	559	455	368	1901	137	133	1622	143				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	145	304	17	219	559	455	368	1901	137	133	1622	143				
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				
Final Volume:	145	304	17	219	559	455	368	1901	137	133	1622	143				

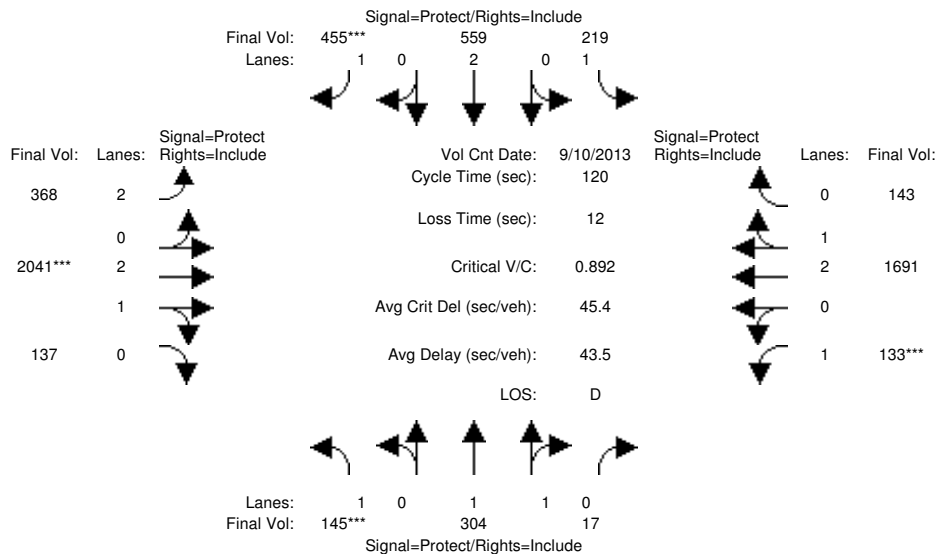
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	2.00	2.79	0.21	1.00	2.75	0.25
Final Sat.:	1750	3501	199	1750	3800	1750	3150	5222	378	1750	5146	453

Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.12	0.15	0.26	0.12	0.36	0.36	0.08	0.32	0.32
Crit Moves:	****						****	****		****		
Green Time:	11.6	19.6	19.6	28.2	36.2	36.2	16.3	49.8	49.8	10.4	43.9	43.9
Volume/Cap:	0.86	0.53	0.53	0.53	0.49	0.86	0.86	0.88	0.88	0.88	0.86	0.86
Delay/Veh:	86.9	46.9	46.9	41.5	34.6	53.0	66.8	36.4	36.4	93.8	39.2	39.2
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:	86.9	46.9	46.9	41.5	34.6	53.0	66.8	36.4	36.4	93.8	39.2	39.2
LOS by Move:	F	D	D	D	C-	D-	E	D+	D+	F	D	D
HCM2kAvgQ:	8	6	6	8	9	20	11	26	26	6	20	20

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

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

Intersection #26: El Camino Real / Shoreline Boulevard



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	134	281	16	202	516	420	340	1547	127	123	1282	132				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	145	304	17	219	559	455	368	1674	137	133	1388	143				
Added Vol:	0	0	0	0	0	0	0	367	0	0	303	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	145	304	17	219	559	455	368	2041	137	133	1691	143				
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	304	17	219	559	455	368	2041	137	133	1691	143				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	145	304	17	219	559	455	368	2041	137	133	1691	143				
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				
Final Volume:	145	304	17	219	559	455	368	2041	137	133	1691	143				

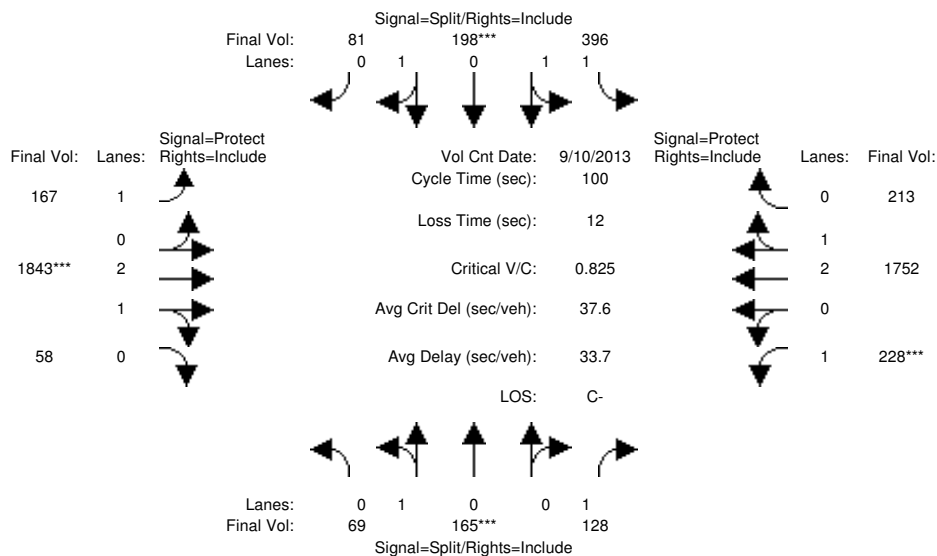
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	2.00	2.80	0.20	1.00	2.75	0.25
Final Sat.:	1750	3579	204	1750	3800	1750	3150	5312	358	1750	5221	441

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.12	0.15	0.26	0.12	0.38	0.38	0.08	0.32	0.32
Crit Moves:	****						****	****		****		
Green Time:	11.1	18.7	18.7	27.4	34.9	34.9	16.4	51.7	51.7	10.2	45.5	45.5
Volume/Cap:	0.89	0.55	0.55	0.55	0.50	0.89	0.85	0.89	0.89	0.89	0.85	0.85
Uniform Del:	53.8	46.8	46.8	40.8	35.3	40.7	50.6	31.6	31.6	54.3	34.2	34.2
IncrcmntDel:	41.1	1.1	1.1	1.6	0.4	17.7	15.2	4.6	4.6	43.6	3.6	3.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	94.9	47.9	47.9	42.4	35.7	58.5	65.8	36.2	36.2	97.9	37.8	37.8
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:	94.9	47.9	47.9	42.4	35.7	58.5	65.8	36.2	36.2	97.9	37.8	37.8
LOS by Move:	F	D	D	D	D+	E+	E	D+	D+	F	D+	D+
HCM2kAvgQ:	9	6	6	8	9	21	11	28	28	6	21	21

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

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	10 Sep 2013	<<											
Base Vol:	64	152	118	366	183	75	154	1493	54	211	1402	197				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	69	165	128	396	198	81	167	1616	58	228	1518	213				
Added Vol:	0	0	0	0	0	0	0	227	0	0	234	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	69	165	128	396	198	81	167	1843	58	228	1752	213				
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:	69	165	128	396	198	81	167	1843	58	228	1752	213				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	69	165	128	396	198	81	167	1843	58	228	1752	213				
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				
Final Volume:	69	165	128	396	198	81	167	1843	58	228	1752	213				

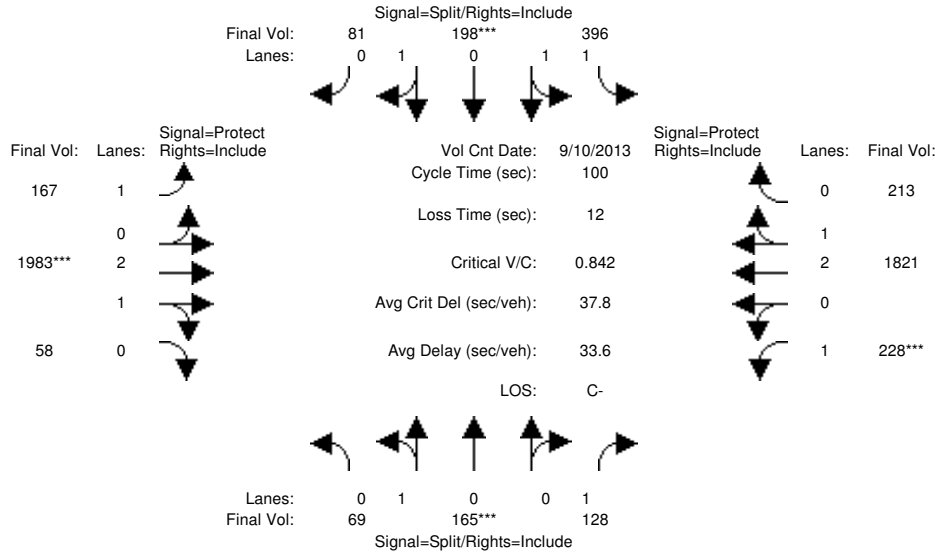
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.30	0.70	1.00	1.77	0.87	0.36	1.00	2.90	0.10	1.00	2.66	0.34
Final Sat.:	533	1267	1750	3138	1569	643	1750	5428	172	1750	4991	608

Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.13	0.13	0.13	0.10	0.34	0.34	0.13	0.35	0.35
Crit Moves:	****			****			****			****		
Green Time:	15.7	15.7	15.7	15.3	15.3	15.3	12.2	41.1	41.1	15.8	44.8	44.8
Volume/Cap:	0.83	0.83	0.46	0.83	0.83	0.83	0.78	0.83	0.83	0.83	0.78	0.78
Delay/Veh:	58.4	58.4	39.5	47.9	47.9	47.9	59.7	28.8	28.8	58.8	25.1	25.1
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:	58.4	58.4	39.5	47.9	47.9	47.9	59.7	28.8	28.8	58.8	25.1	25.1
LOS by Move:	E+	E+	D	D	D	D	E+	C	C	E+	C	C
HCM2kAvgQ:	10	10	4	10	10	10	5	17	17	10	19	19

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

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

Intersection #27: El Camino Real / Castro Street



Approach:	North Bound			South Bound			East Bound			West Bound		
	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: 10 Sep 2013 <<											
Base Vol:	64	152	118	366	183	75	154	1493	54	211	1402	197
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	69	165	128	396	198	81	167	1616	58	228	1518	213
Added Vol:	0	0	0	0	0	0	0	367	0	0	303	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	165	128	396	198	81	167	1983	58	228	1821	213
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:	69	165	128	396	198	81	167	1983	58	228	1821	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	165	128	396	198	81	167	1983	58	228	1821	213
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
Final Volume:	69	165	128	396	198	81	167	1983	58	228	1821	213

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.31	0.69	1.00	1.80	0.83	0.37	1.00	2.91	0.09	1.00	2.66	0.34
Final Sat.:	549	1304	1750	3152	1576	646	1750	5523	163	1750	5057	592

Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.07	0.13	0.13	0.13	0.10	0.36	0.36	0.13	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	15.0	15.0	15.0	14.9	14.9	14.9	12.2	42.6	42.6	15.5	45.9	45.9
Volume/Cap:	0.84	0.84	0.49	0.84	0.84	0.84	0.78	0.84	0.84	0.84	0.78	0.78
Uniform Del:	41.4	41.4	39.0	41.4	41.4	41.4	42.6	25.7	25.7	41.1	22.8	22.8
IncrcmntDel:	20.2	20.2	1.4	8.1	8.1	8.1	17.1	2.9	2.9	20.6	1.6	1.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.6	61.6	40.4	49.5	49.5	49.5	59.8	28.5	28.5	61.7	24.4	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:	61.6	61.6	40.4	49.5	49.5	49.5	59.8	28.5	28.5	61.7	24.4	24.4
LOS by Move:	E	E	D	D	D	D	E+	C	C	E	C	C
HCM2kAvgQ:	10	10	4	10	10	10	5	18	18	10	19	19

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

Appendix C: Peak Hour Signal Warrants

Final Transportation Impact Analysis

The Village at San Antonio Center (Phase 2) in Mountain View, California

**Prepared for:
ICF International
and
The City of Mountain View**

March 2014

SF13-0693

FEHR & PEERS



Sheet No 1 of 4

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Existing
 Peak Hour AM

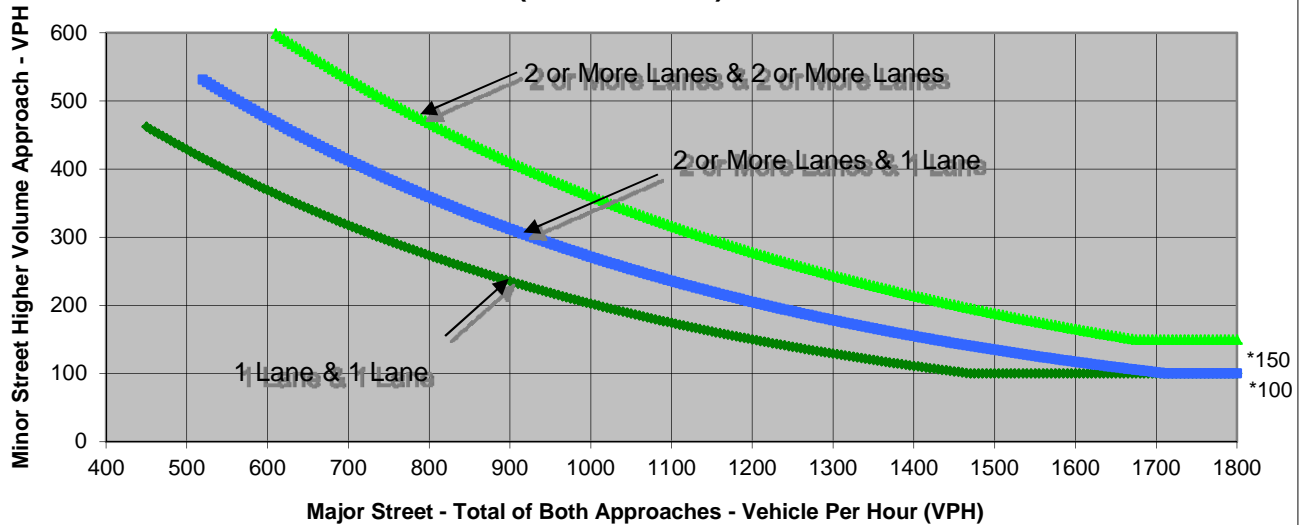
Turn Movement Volumes

	NB	SB	EB	WB
Left	2	128	0	190
Through	38	89	2	0
Right	126	0	5	29
Total	166	217	7	219

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Del Medio Avenue	Minor Street California Street	Warrant Met
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	383	219	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Existing
 Peak Hour PM

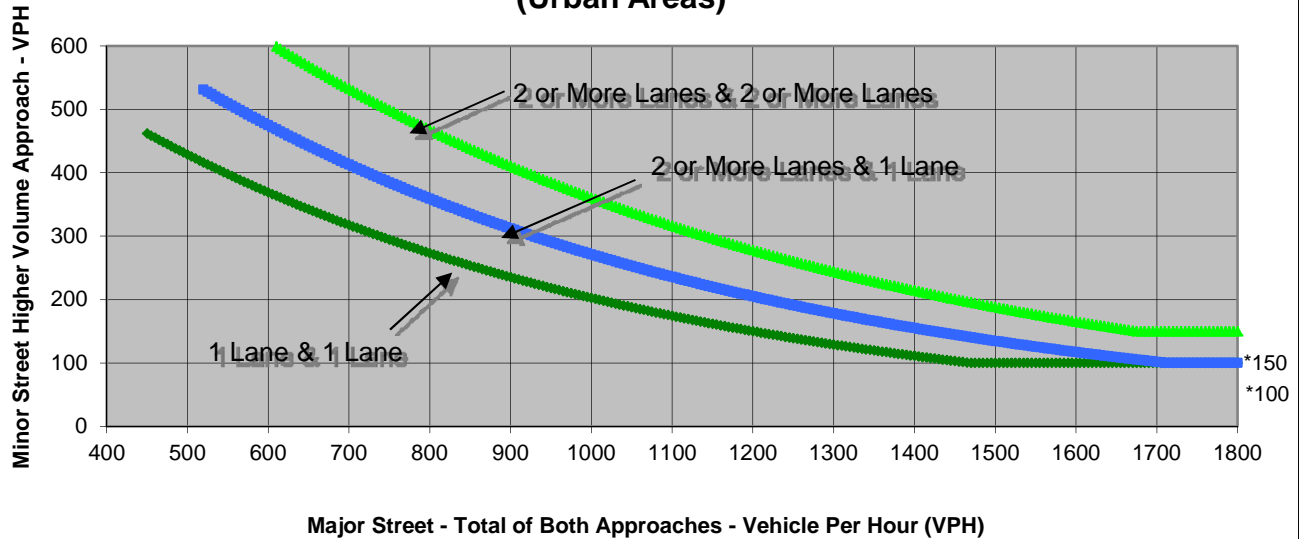
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	65	0	122
Through	51	33	0	1
Right	162	0	0	87
Total	213	98	0	210

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	<u>Warrant Met</u>
	Del Medio Avenue	California Street	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	311	210	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No 3 of 4

Major Street Showers Drive
 Minor Street Latham Street

Project San Antonio Village Phase II
 Scenario Existing
 Peak Hour AM

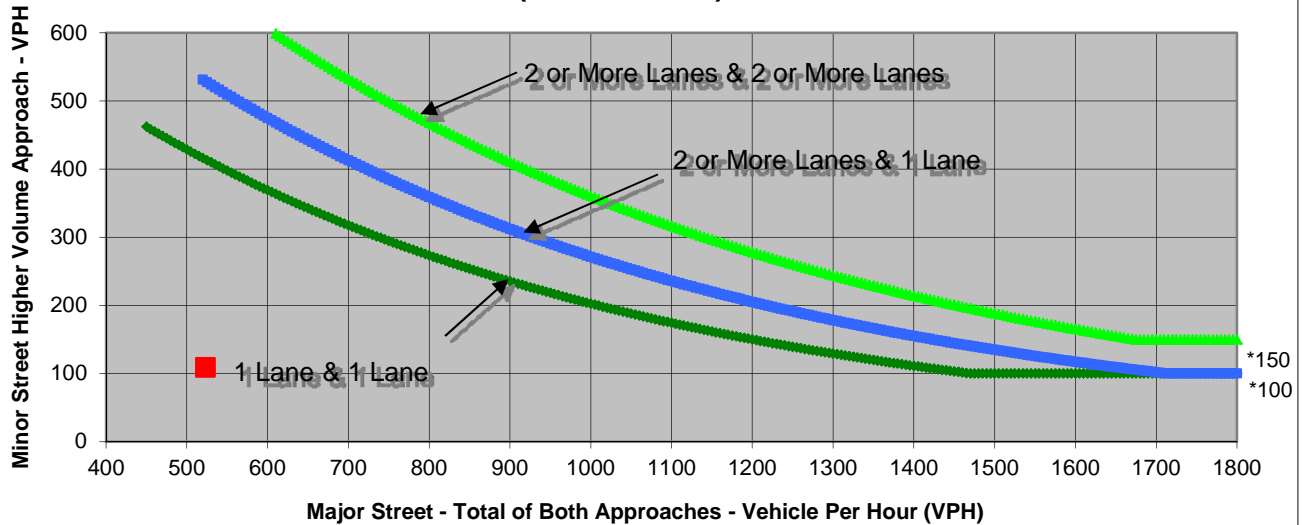
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	30
Through	257	188	0	0
Right	30	0	0	79
Total	287	236	0	109

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	<u>Warrant Met</u>
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	523	109	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Sheet No 4 of 4

Major Street Showers Drive
 Minor Street Latham Street

Project San Antonio Village Phase II
 Scenario Existing
 Peak Hour PM

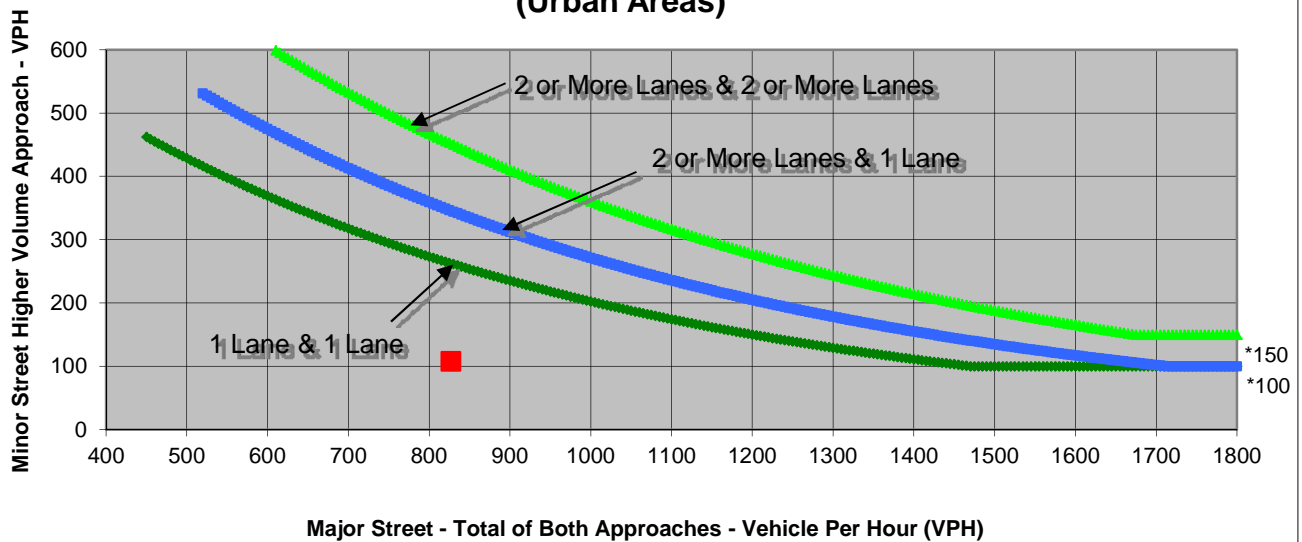
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	55	0	29
Through	389	354	0	0
Right	29	0	0	79
Total	418	409	0	108

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	<u>Warrant Met</u>
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	827	108	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No **1** of **4**

Major Street **Del Medio Avenue**
 Minor Street **California Street**

Project **San Antonio Village Phase II**
 Scenario **Existing Plus Project**
 Peak Hour **AM**

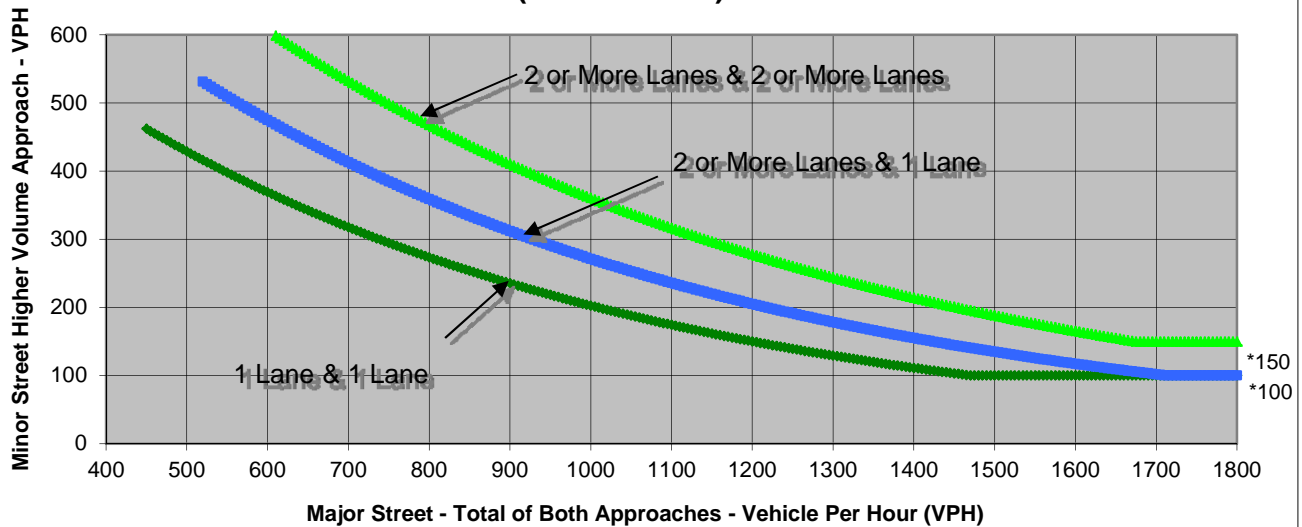
Turn Movement Volumes

	NB	SB	EB	WB
Left	2	128	0	190
Through	38	89	2	0
Right	126	0	5	29
Total	166	217	7	219

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Del Medio Avenue	Minor Street California Street	Warrant Met
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	383	219	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Sheet No 2 of 4

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Existing Plus Project
 Peak Hour PM

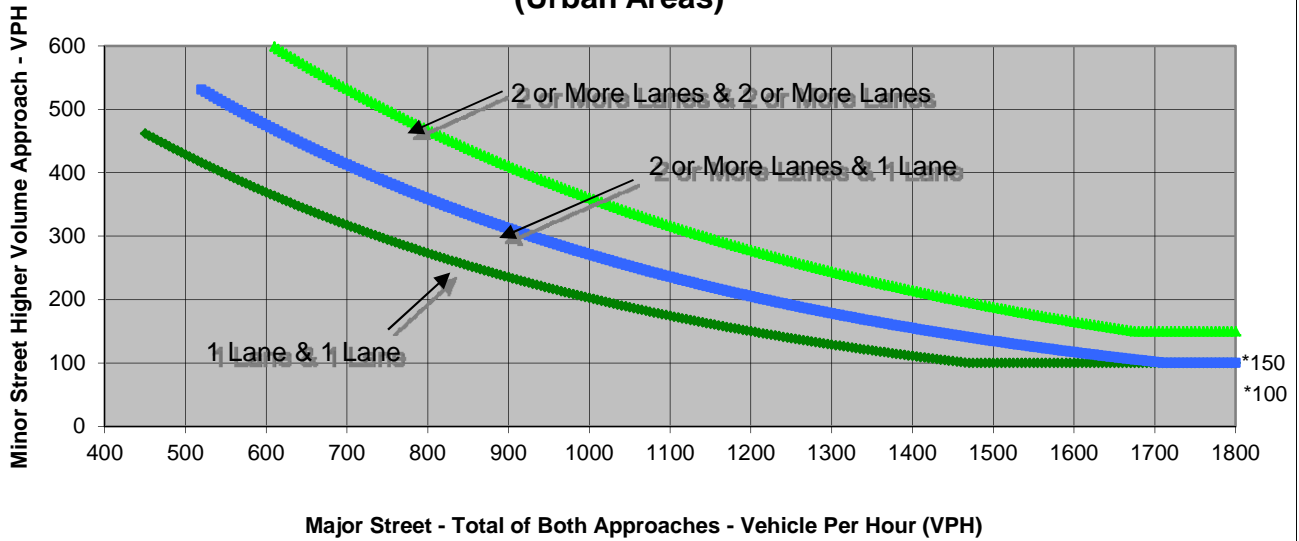
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	65	0	122
Through	51	33	0	1
Right	162	0	0	87
Total	213	98	0	210

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	<u>Warrant Met</u>
	Del Medio Avenue	California Street	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	311	210	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Showers Drive**
 Minor Street **Latham Street**

Project **San Antonio Village Phase II**
 Scenario **Existing Plus Project**
 Peak Hour **AM**

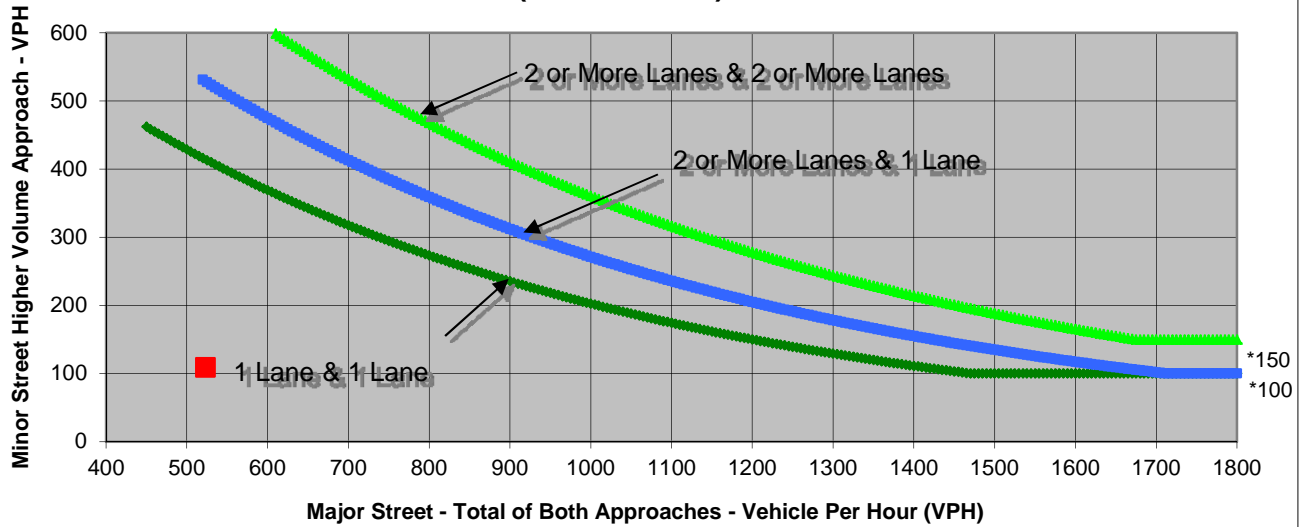
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	30
Through	257	188	0	0
Right	30	0	0	79
Total	287	236	0	109

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	523	109	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Sheet No 4 of 4

Major Street Showers Drive
 Minor Street Latham Street

Project San Antonio Village Phase II
 Scenario Existing Plus Project
 Peak Hour PM

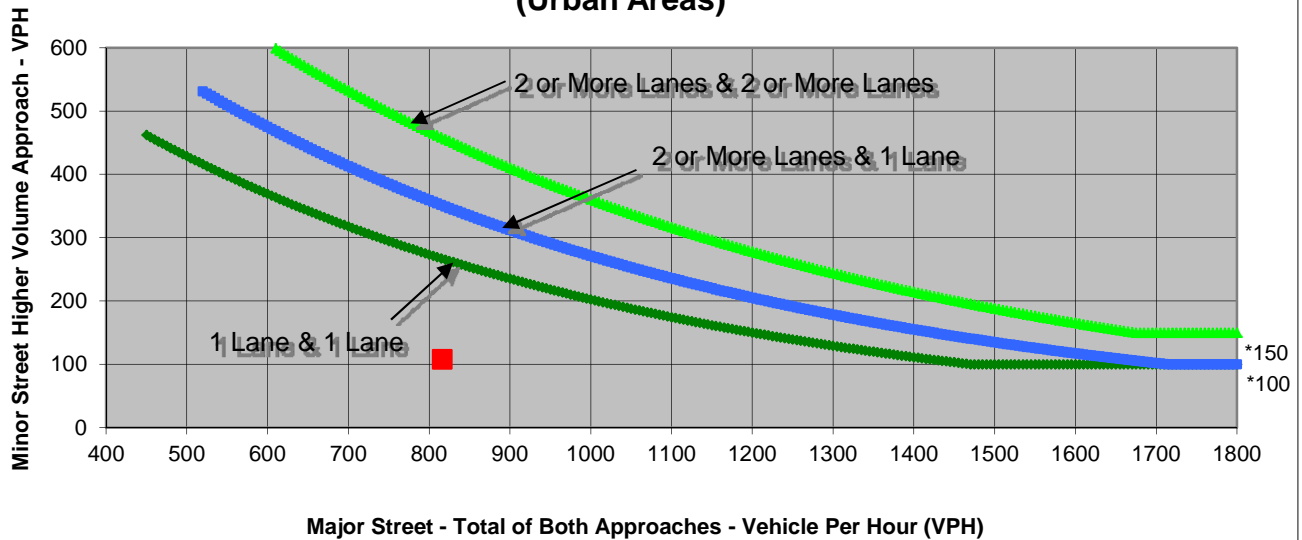
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	44	0	29
Through	389	354	0	0
Right	29	0	0	79
Total	418	398	0	108

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	816	108	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No 1 of 4

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Background
 Peak Hour AM

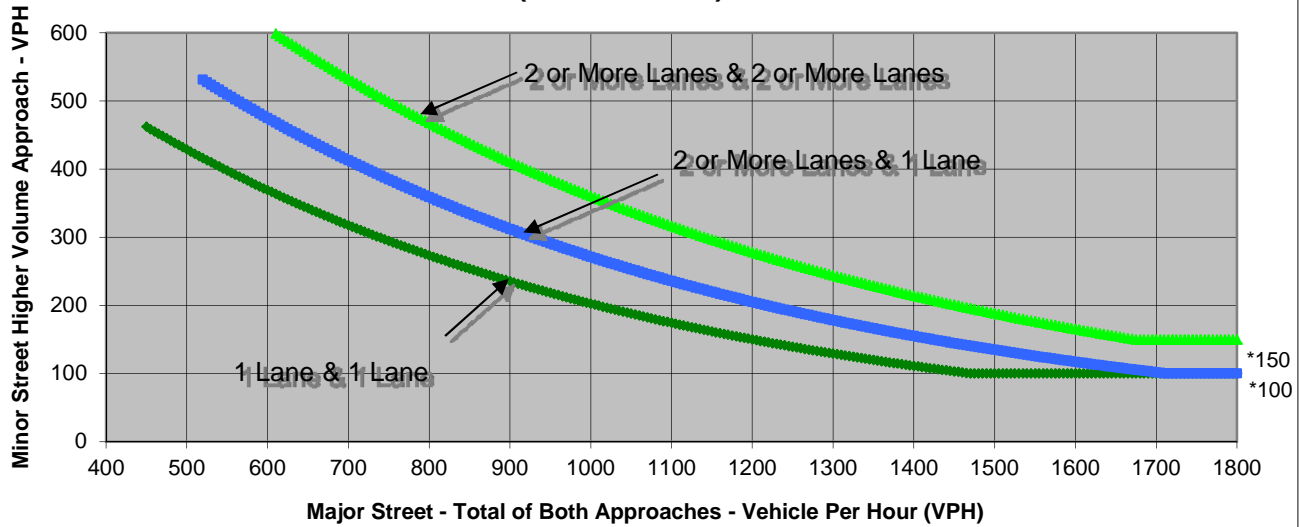
Turn Movement Volumes

	NB	SB	EB	WB
Left	2	128	0	190
Through	38	89	2	0
Right	126	0	5	29
Total	166	217	7	219

Major Street Direction

x North/South
 East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Del Medio Avenue	Minor Street California Street	Warrant Met
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	383	219	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Background
 Peak Hour PM

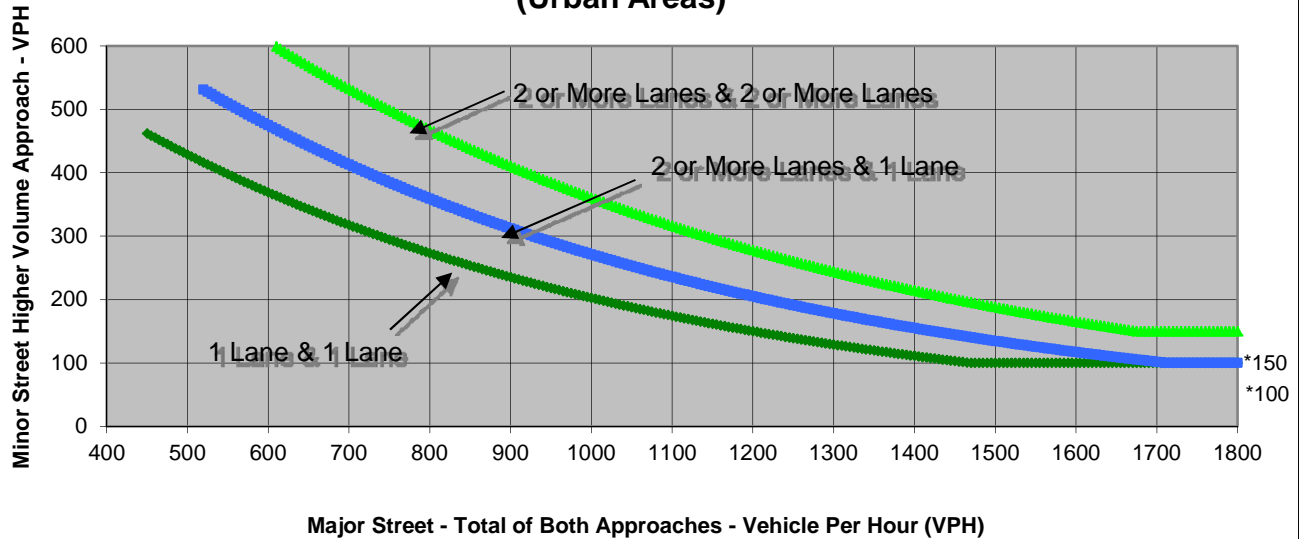
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	65	0	122
Through	51	33	0	1
Right	162	0	0	87
Total	213	98	0	210

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	<u>Warrant Met</u>
	Del Medio Avenue	California Street	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	311	210	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No **3** of **4**

Major Street **Showers Drive**
 Minor Street **Latham Street**

Project **San Antonio Village Phase II**
 Scenario **Background**
 Peak Hour **AM**

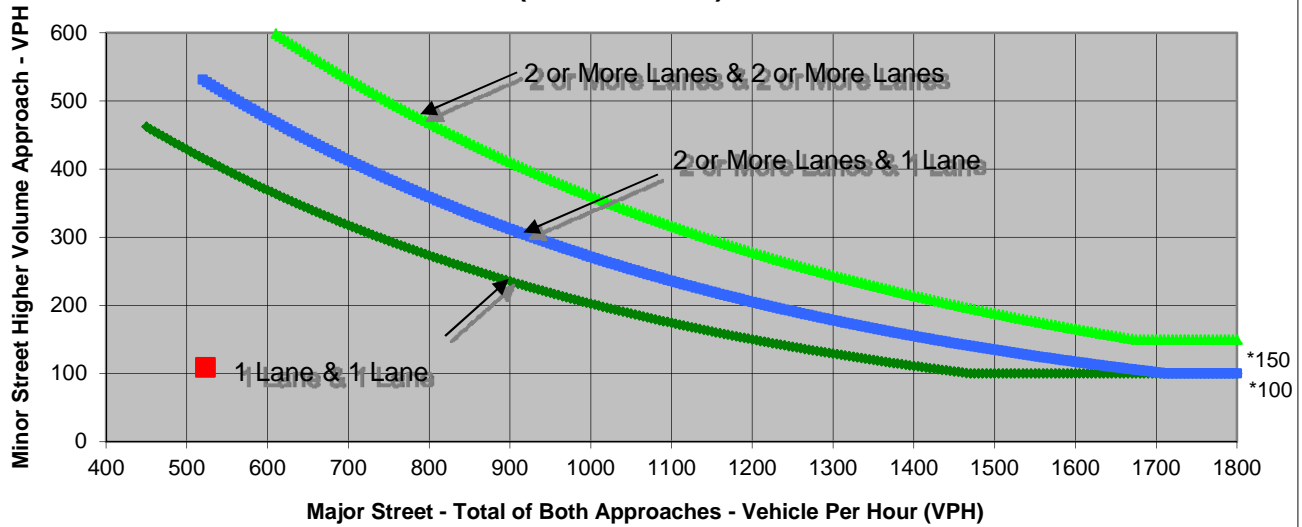
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	30
Through	257	188	0	0
Right	30	0	0	79
Total	287	236	0	109

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	523	109	
* Note: Traffic Volume for Major Street is Total Volume of Both Approaches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Sheet No 4 of 4

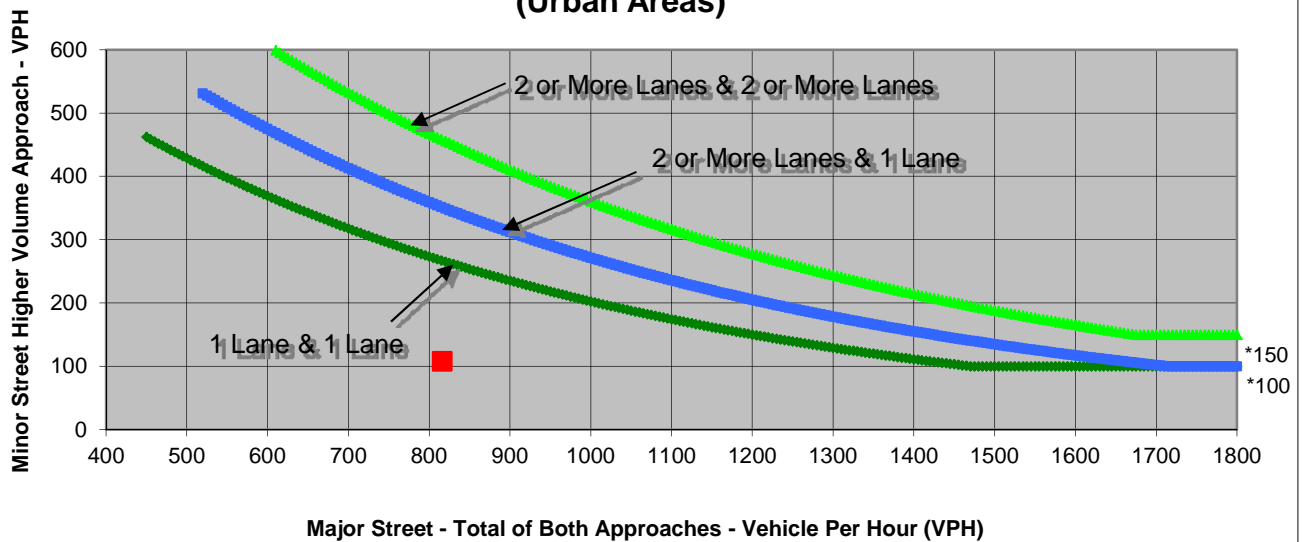
Major Street Showers Drive
 Minor Street Latham Street

Project San Antonio Village Phase II
 Scenario Background
 Peak Hour PM

Turn Movement Volumes				
	NB	SB	EB	WB
Left	0	44	0	29
Through	389	354	0	0
Right	29	0	0	79
Total	418	398	0	108

Major Street Direction
x North/South
 East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.
 Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	816	108	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No **1** of **4**

Major Street **Del Medio Avenue**
 Minor Street **California Street**

Project **San Antonio Village Phase II**
 Scenario **Background Plus Project**
 Peak Hour **AM**

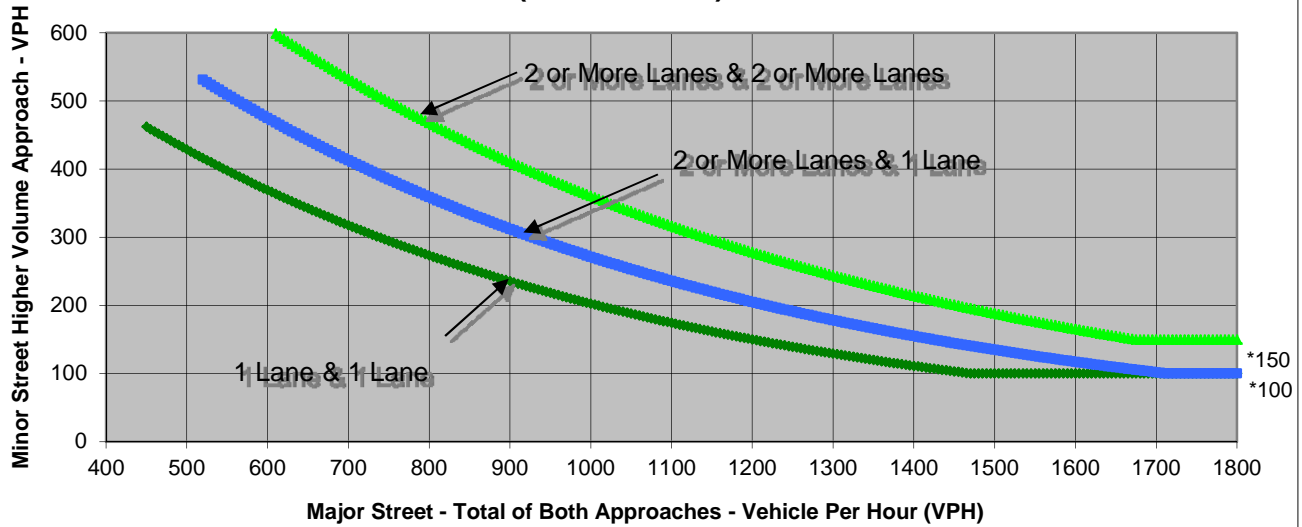
Turn Movement Volumes

	NB	SB	EB	WB
Left	2	128	0	190
Through	38	89	2	0
Right	126	0	5	29
Total	166	217	7	219

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Del Medio Avenue	Minor Street California Street	Warrant Met
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	383	219	
* Note: Traffic Volume for Major Street is Total Volume of Both Approches. Traffic Volume for Minor Street is the Volume of High Volume Approach.			



Sheet No 2 of 4

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Background Plus Project
 Peak Hour PM

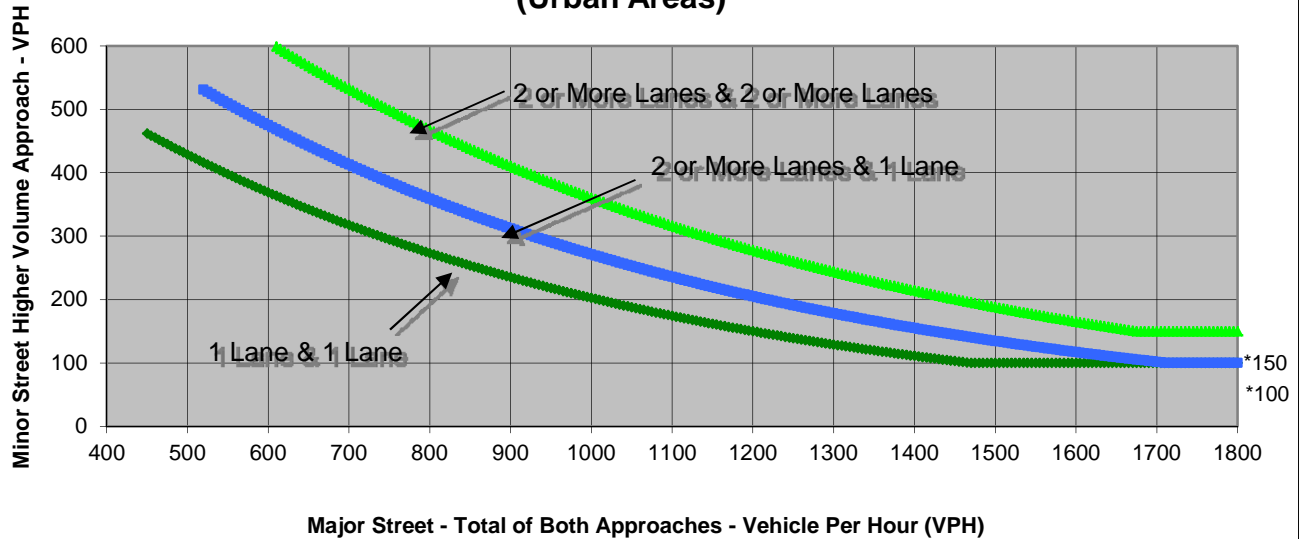
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	65	0	122
Through	51	33	0	1
Right	162	0	0	87
Total	213	98	0	210

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	<u>Warrant Met</u>
	Del Medio Avenue	California Street	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	311	210	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No **3** of **4**

Major Street **Showers Drive**
 Minor Street **Latham Street**

Project **San Antonio Village Phase II**
 Scenario **Background Plus Project**
 Peak Hour **AM**

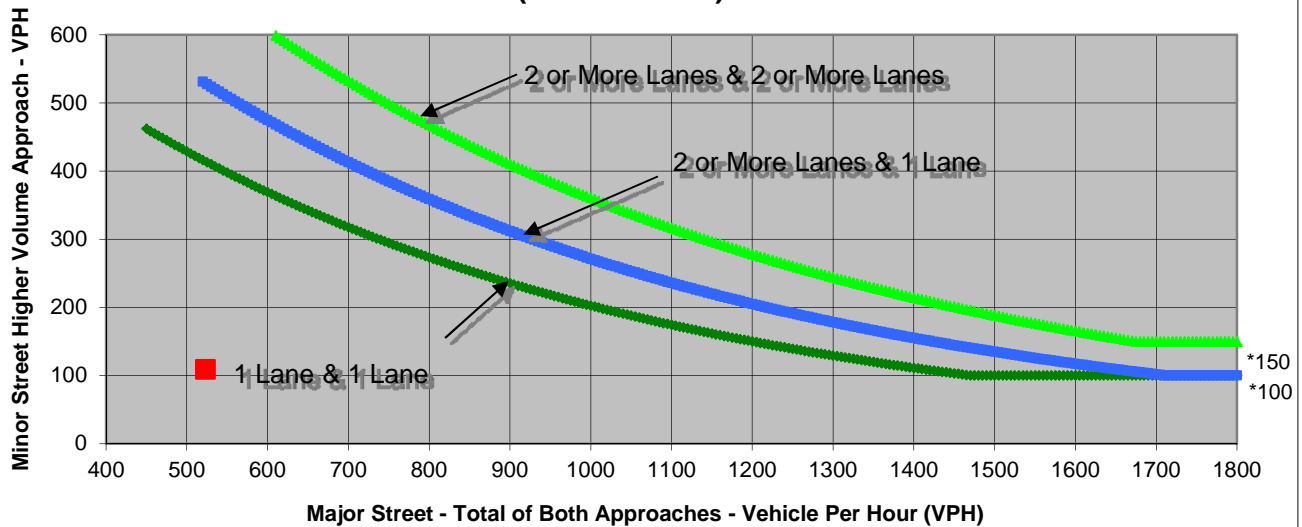
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	30
Through	257	188	0	0
Right	30	0	0	79
Total	287	236	0	109

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	523	109	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Major Street **Showers Drive**
 Minor Street **Latham Street**

Project **San Antonio Village Phase II**
 Scenario **Background Plus Project**
 Peak Hour **PM**

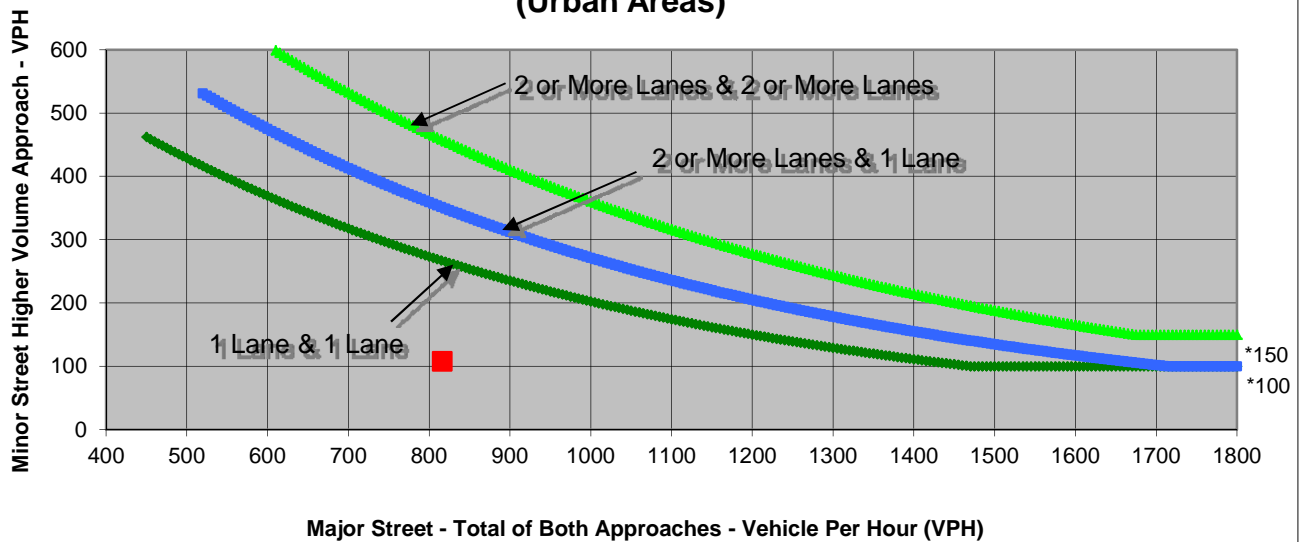
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	44	0	29
Through	389	354	0	0
Right	29	0	0	79
Total	418	398	0	108

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	816	108	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No 1 of 4

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Cumulative
 Peak Hour AM

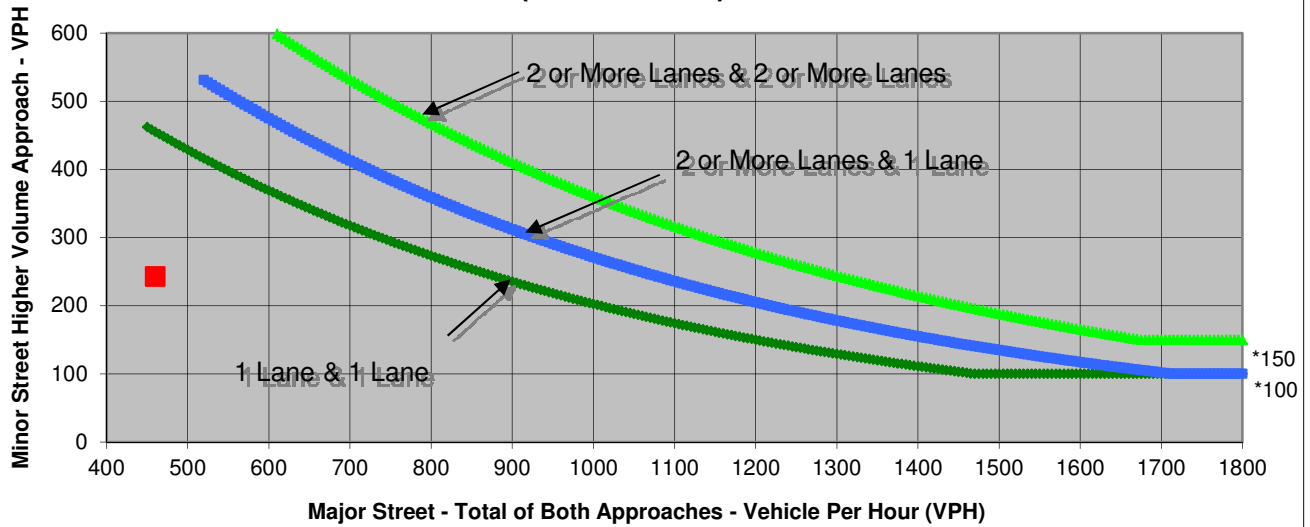
Turn Movement Volumes

	NB	SB	EB	WB
Left	2	149	0	206
Through	65	108	2	0
Right	136	0	5	37
Total	203	257	7	243

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Del Medio Avenue	Minor Street California Street	<u>Warrant Met</u>
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	460	243	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No 2 of 4

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Cumulative
 Peak Hour PM

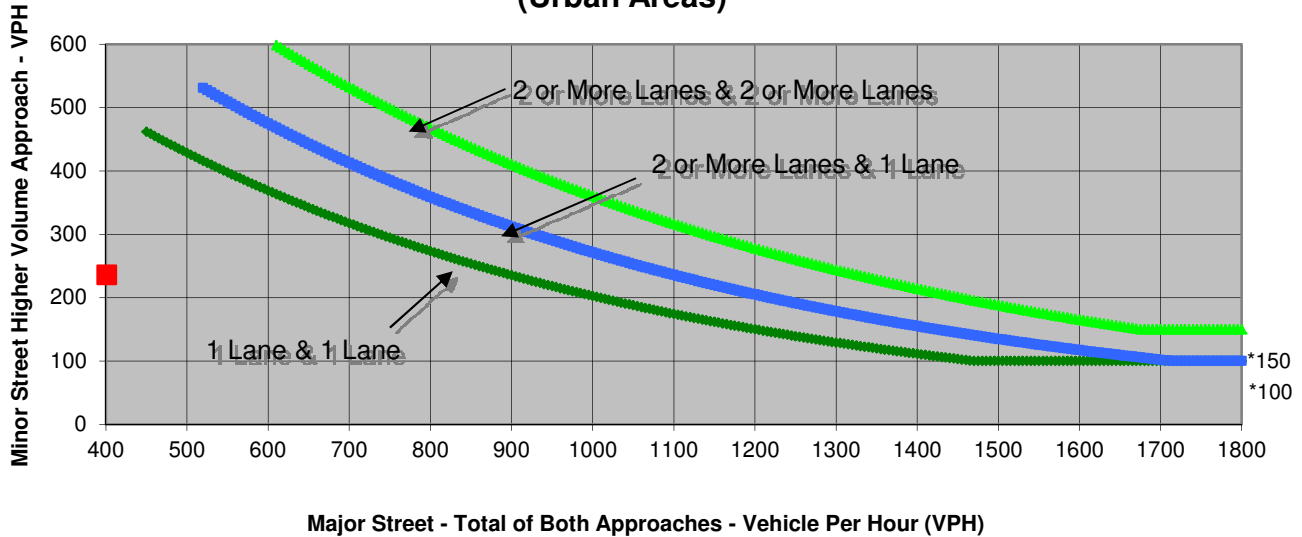
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	86	0	132
Through	81	59	0	1
Right	175	0	0	103
Total	256	145	0	236

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.
 Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street	Minor Street	<u>Warrant Met</u>
	Del Medio Avenue	California Street	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	401	236	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Major Street **Showers Drive**
 Minor Street **Latham Street**

Project **San Antonio Village Phase II**
 Scenario **Cumulative**
 Peak Hour **AM**

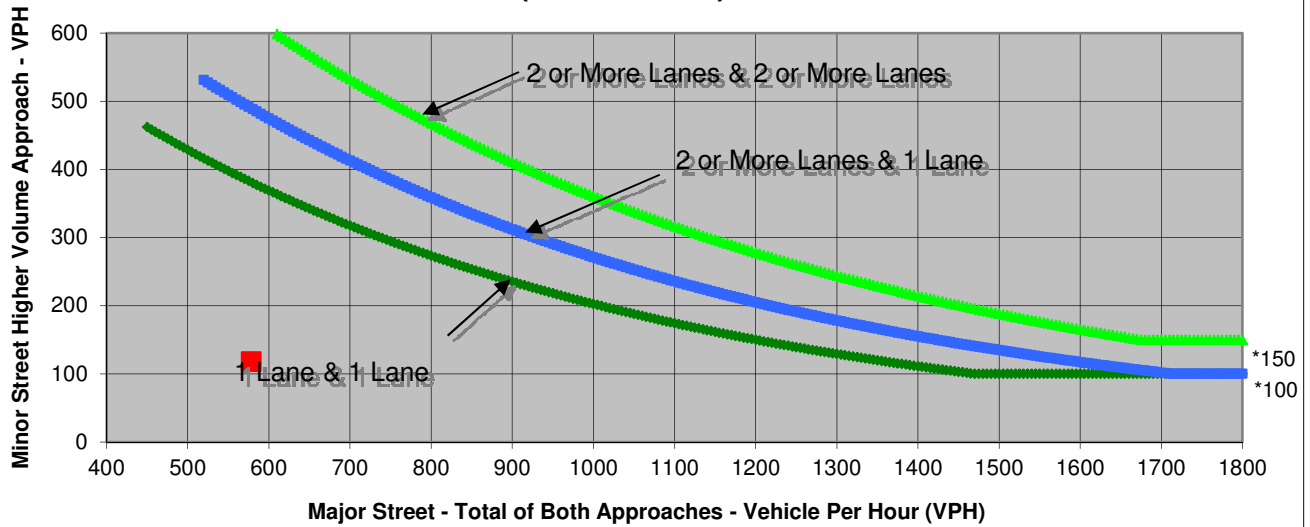
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	52	0	32
Through	288	206	0	0
Right	32	0	0	86
Total	320	258	0	118

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	578	118	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No **4** of **4**

Major Street **Showers Drive**
 Minor Street **Latham Street**

Project **San Antonio Village Phase II**
 Scenario **Cumulative**
 Peak Hour **PM**

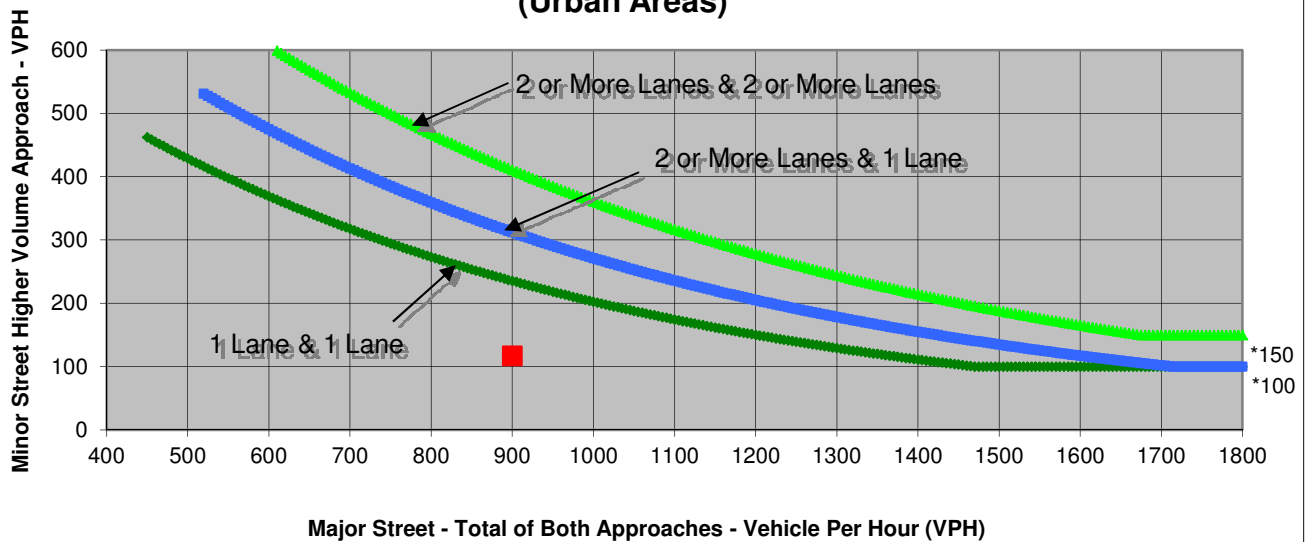
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	31
Through	428	393	0	0
Right	31	0	0	86
Total	459	441	0	117

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.
 Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	900	117	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No 1 of 4

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Cumulative Plus Project
 Peak Hour AM

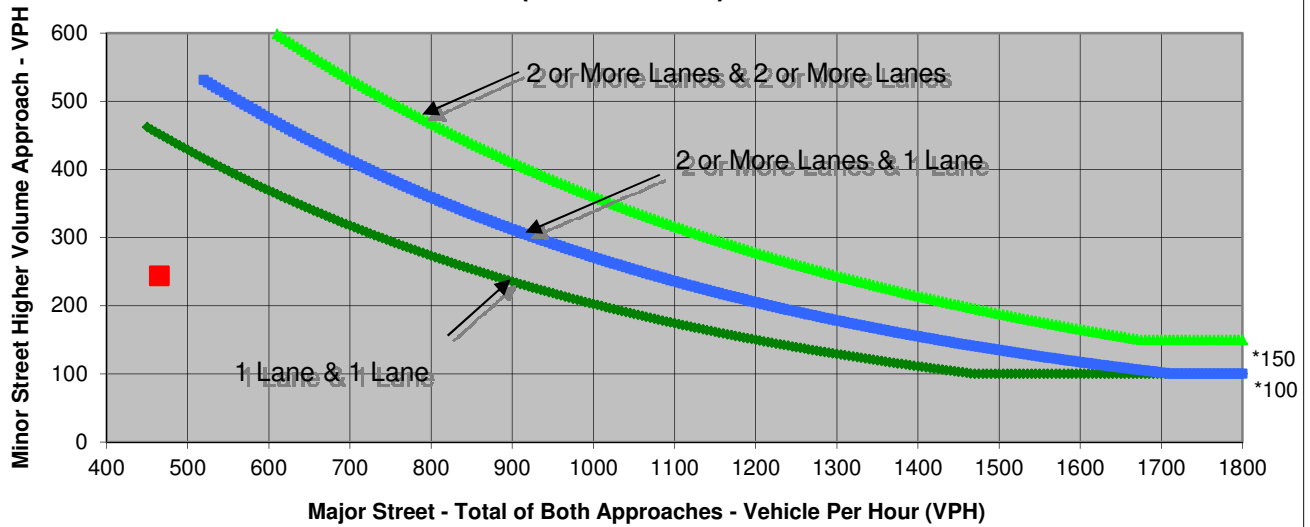
Turn Movement Volumes

	NB	SB	EB	WB
Left	2	151	0	206
Through	66	110	2	0
Right	136	0	5	38
Total	204	261	7	244

Major Street Direction

<u>x</u>	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Del Medio Avenue	Minor Street California Street	<u>Warrant Met</u>
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	465	244	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No 2 of 4

Major Street Del Medio Avenue
 Minor Street California Street

Project San Antonio Village Phase II
 Scenario Cumulative Plus Project
 Peak Hour PM

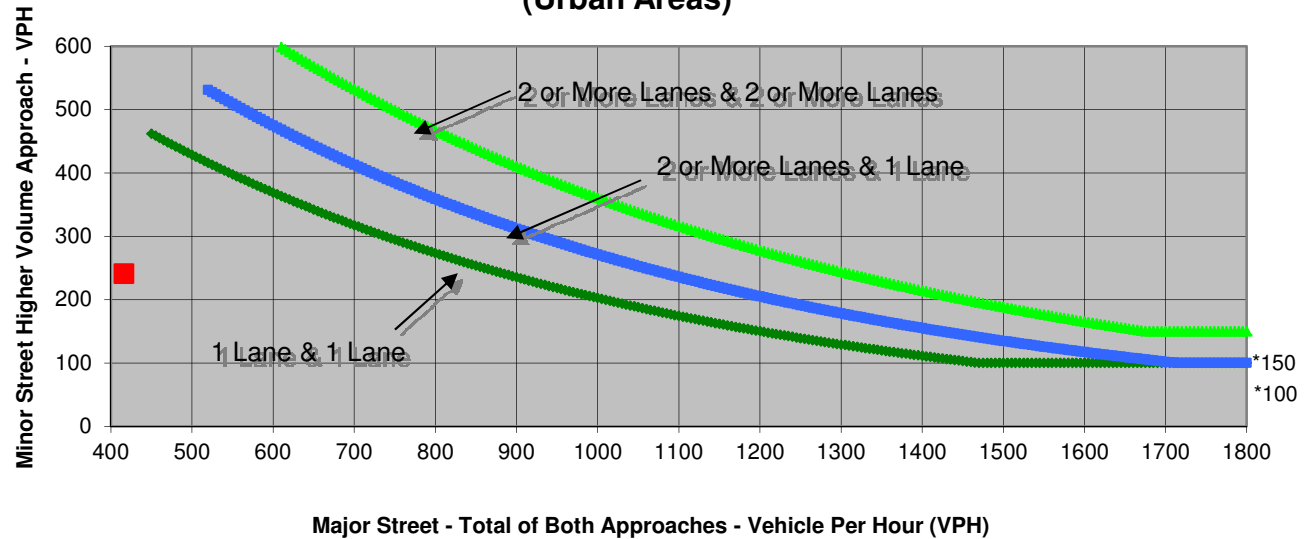
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	91	0	132
Through	86	64	0	1
Right	175	0	0	108
Total	261	155	0	241

Major Street Direction

x North/South
 East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.
 Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street	Minor Street	<u>Warrant Met</u>
	Del Medio Avenue	California Street	
Number of Approach Lanes	1	2	<u>NO</u>
Traffic Volume (VPH) *	416	241	

* Note: Traffic Volume for Major Street is Total Volume of Both Approaches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No **3** of **4**

Major Street **Showers Drive**
 Minor Street **Latham Street**

Project **San Antonio Village Phase II**
 Scenario **Cumulative Plus Project**
 Peak Hour **AM**

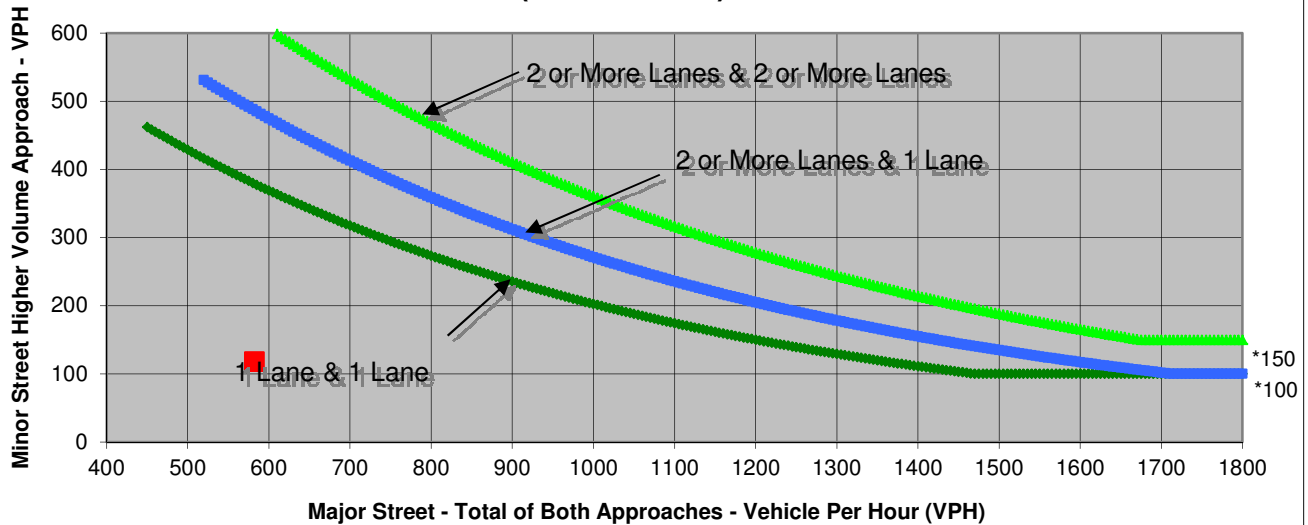
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	52	0	32
Through	288	210	0	0
Right	32	0	0	86
Total	320	262	0	118

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.

Source: *California Manual on Uniform Traffic Control Devices*, Caltrans, 2006

	Major Street	Minor Street	<u>Warrant Met</u>
	Showers Drive	Latham Street	
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	582	118	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.



Sheet No **4** of **4**

Major Street **Showers Drive**
 Minor Street **Latham Street**

Project **San Antonio Village Phase II**
 Scenario **Cumulative Plus Project**
 Peak Hour **PM**

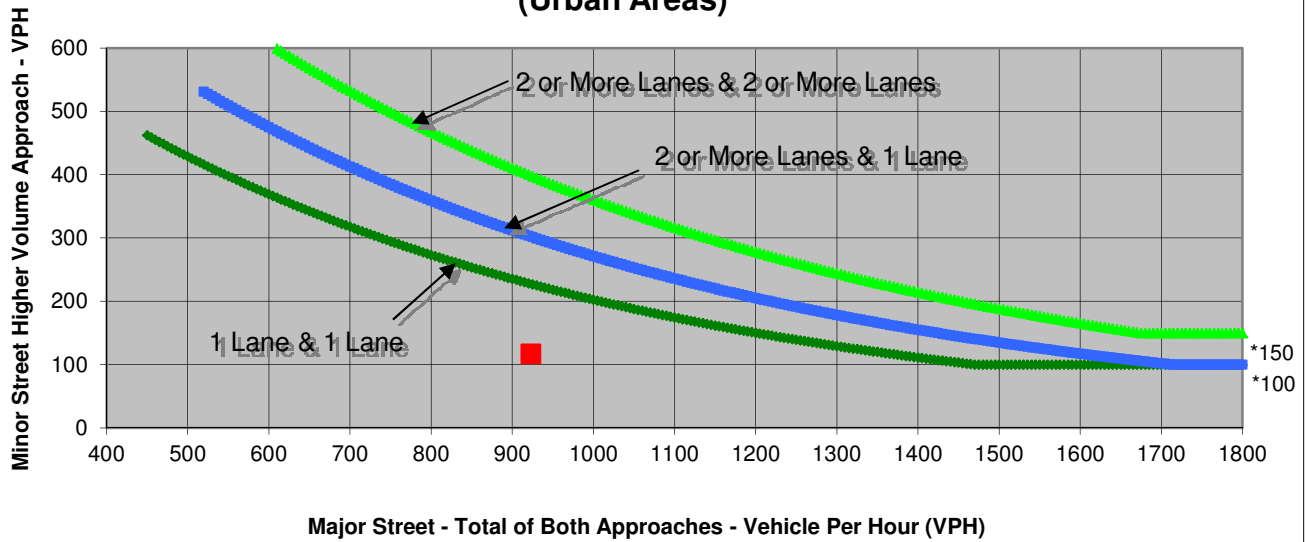
Turn Movement Volumes

	NB	SB	EB	WB
Left	0	48	0	31
Through	428	416	0	0
Right	31	0	0	86
Total	459	464	0	117

Major Street Direction

x	North/South
	East/West

**Figure 4C-3
 Warrant 3, Peak Hour
 (Urban Areas)**



* 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 APPROACHING WITH ONE LANE.
 Source: California Manual on Uniform Traffic Control Devices, Caltrans, 2006

	Major Street Showers Drive	Minor Street Latham Street	Warrant Met
Number of Approach Lanes	2	1	<u>NO</u>
Traffic Volume (VPH) *	923	117	

* Note: Traffic Volume for Major Street is Total Volume of Both Approches.
 Traffic Volume for Minor Street is the Volume of High Volume Approach.

Appendix D: Freeway Capacity Analysis

Final Transportation Impact Analysis

**The Village at San Antonio Center (Phase 2)
in Mountain View, California**

**Prepared for:
ICF International
and
The City of Mountain View**

March 2014

SF13-0693

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Table 6. AM Peak Period Freeway Analysis

Segment Data								AM Peak Hour Results									
ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time (MIX)	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
ID	facility				dist	lanes	mixlns	hovlns	time	mixden	hovden	mixlos	hovlos	mixspd	hovspd	mixflw	hovflw
306	US 101	NB	N. Shoreline Blvd	Rengstorff Ave	1.01	4	3	1	08:00 - 08:20	78	87	F	F	22	18	5150	1570
307	US 101	NB	Rengstorff Ave	San Antonio Ave	0.71	4	3	1	08:20 - 08:40	66	56	F	E	29	36	5750	2020
308	US 101	NB	San Antonio Ave	Oregon Expwy	1.85	4	3	1	08:20 - 08:40	62	54	F	E	32	38	5960	2060
274	US 101	SB	Oregon Expwy	San Antonio Ave	1.85	4	3	1	08:00 - 08:20	50	41	E	D	42	54	6300	2220
273	US 101	SB	San Antonio Ave	Rengstorff Ave	0.71	4	3	1	08:00 - 08:20	46	43	D	D	47	51	6490	2200
272	US 101	SB	Rengstorff Ave	N. Shoreline Blvd	1.01	4	3	1	08:40 - 09:00	50	40	E	D	42	55	6300	2200

Table 7. PM Peak Period Freeway Analysis

Segment Data								PM Peak Hour Results									
ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time (MIX)	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
					dist	lanes	mixlans	hovlans	time	mixden	hovden	mixlos	hovlos	mixspd	hovspd	mixflw	hovflw
306	US 101	NB	N. Shoreline Blvd	RENGSTORFF AVE	1.01	4	3	1	16:20 - 16:40	98	38	F	D	15	60	4410	2280
307	US 101	NB	RENGSTORFF AVE	San Antonio Ave	0.71	4	3	1	17:40 - 18:00	83	37	F	D	20	60	4980	2220
308	US 101	NB	San Antonio Ave	Oregon Expwy	1.85	4	3	1	16:20 - 16:40	56	35	E	D	36	70	6050	2450
274	US 101	SB	Oregon Expwy	San Antonio Ave	1.85	4	3	1	17:40 - 18:00	71	61	F	F	26	40	5540	2440
273	US 101	SB	San Antonio Ave	RENGSTORFF AVE	0.71	4	3	1	17:00 - 17:20	84	47	F	E	19	50	4790	2350
272	US 101	SB	Rengstorff Ave	N. Shoreline Blvd	1.01	4	3	1	18:00 - 18:20	54	35	E	D	38	70	6160	2450

Table 7. PM Peak Period Freeway Analysis

				Number of Lanes			Max HOV Project Trips		Project Density			Project LOS			Capacity		% Traffic Added		IMPACT			
Facility	Dir	From/To		Miles	Total	Mixed	HOV	%HOV	Total	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	
		lanes	mixins		hovins	MF	HOV		MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV	MF	HOV		
US 101	NB	N. Shoreline Blvd	RENGSTORFF AVE	1.01	4	3	1	0.3408072	18	15	3	98	38	F	D	6900	1650	0.22%	0.18%	NO	NO	
US 101	NB	RENGSTORFF AVE	San Antonio Ave	0.71	4	3	1	0.3083333	18	15	3	83	37	F	D	6900	1650	0.22%	0.18%	NO	NO	
US 101	NB	San Antonio Ave	Oregon Expwy	1.85	4	3	1	0.2882353	101	86	15	57	35	E	D	6900	1650	1.25%	0.91%	NO	NO	
US 101	SB	Oregon Expwy	San Antonio Ave	1.85	4	3	1	0.3057644	29	25	4	71	61	F	F	6900	1650	0.36%	0.24%	NO	NO	
US 101	SB	San Antonio Ave	RENGSTORFF AVE	0.71	4	3	1	0.3291317	28	24	4	84	47	F	E	6900	1650	0.35%	0.24%	NO	NO	
US 101	SB	Rengstorff Ave	N. Shoreline Blvd	1.01	4	3	1	0.2845528	46	39	7	54	35	E	D	6900	1650	0.57%	0.42%	NO	NO	

Appendix E: Approved Project List

Final Transportation Impact Analysis

The Village at San Antonio Center (Phase 2) in Mountain View, California

**Prepared for:
ICF International
and
The City of Mountain View**

March 2014

SF13-0693

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Appendix E: Approved Projects Near San Antonio Village Phase II

Project Number	Development Name	Status	Land Use	ITE Code	Size	Units	Trip Generation Rates						Total Trips								
							Daily	AM			PM			Daily	AM			PM			
								Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total	
Approved Projects																					
<i>Los Altos</i>																					
1	400 Main Street	Approved; TIA Received ¹	Office	710	15	KSF	11.01	1.55	88%	12%	1.49	17%	83%	165	20	3	23	4	18	22	
			Retail	814	16	KSF	44.32	1	-	-	2.71	-	-	709	10	6	16	19	24	43	
			Dry Cleaners (removed)	820	4.8	KSF	42.94	1	61%	39%	3.73	49%	51%	206	-3	-2	-5	-9	-9	-18	
			Furniture Store (removed)	890	6.75	KSF	5.06	0.17	69%	31%	0.45	48%	52%	34	-1	0	-1	-1	-2	-3	
2	4390/4400 El Camino Real	Approved ²	-	-	-	-	-	-	-	-	-	-	-	-	220	230	450	90	110	200	
3	950 North San Antonio Road	Approved ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	240 Third Street	Approved ²	-	-	-	-	-	-	-	-	-	-	-	-	150	160	310	40	60	100	
6	343 Second Street	Approved ²	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	100 First Street	Approved ²	-	-	-	-	-	-	-	-	-	-	-	-	73	59	132	152	148	300	
7	1 Main Street	Approved; TIA Received ³	Bed & Breakfast Gas Station (removed)	320 944	18 4	rooms positions	9.11 168.56	0.64 12.16	36% 51%	64% 49%	0.58 13.87	53% 50%	47% 50%	164 -674	4 -25	8 -24	12 -49	5 -28	5 -27	10 -55	
8	Los Altos Community Center	Approved; TIA Received ⁴	Library Theater Swim Center Community Center	590 441 - 495	19.816 100 39.86 30.47 ⁵	KSF seats KSF KSF	56.24 0.66 - 22.88	1.04 - - 1.62	71% - - -	29% - - -	7.3 - - 1.45	48% - - -	52% - - -	1,114 66 - 697	14 N/A 59 30	6 N/A 65 19	20 N/A 124 49	70 N/A 74 16	76 N/A 42 28	146 N/A 116 44	
			City Hall (including Police Station)	730	9.882 ²	KSF	86.16	7.35	84%	16%	1.51	31%	69%	851	61	11	72	5	10	15	
			Children's Pre-K (removed)	565	98	students	4.48	0.8	53%	47%	0.81	47%	53%	-439	-41	-37	-78	-38	-42	-80	
9	Los Altos Safeway	Approved; TIA Received ⁶	Supermarket Pass-by Reduction (10%)	850 -	67.849 ⁷ -	KSF -	154.6 ⁸ -	5.84 -	55% -	45% -	14.66 -	51% -	49% -	10,488 -1,049	219 0	177 0	396 0	505 -51	490 -49	995 -100	
10	4750 El Camino Real	Approved	Mixed Use - Residential Mixed Use - Retail	220 ⁹ 820	205 15	DU KSF	Equation ¹⁰ Equation ¹⁰	Equation Equation	20% 62%	80% 38%	Equation Equation	65% 48%	35% 52%	1,366 1,979	21 30	83 19	104 49	85 81	46 87	131 168	
<i>Palo Alto</i>																					
11	3445 Alma Street	Approved	Mixed Use - Residential Mixed Use - Retail	220 ⁹ 820	37 26	DU KSF	Equation ¹⁰ Equation ¹⁰	Equation Equation	20% 62%	80% 38%	Equation Equation	65% 48%	35% 52%	348 2,829	4 43	18 26	22 69	25 117	13 126	38 243	
12	525 San Antonio Road	Approved	Residential	220 ⁹	10	DU	Equation ¹⁰	Equation	20%	80%	Equation	65%	35%	184	2	7	9	15	8	23	
<i>Mountain View</i>																					
13	111 N Rengstorff Avenue (aka North Park)	Approved; TIA Received ¹¹	Apartments	221	83 ¹²	DU	6.59 ¹³	0.46	21%	79%	0.58	65%	35%	547	8	32	40	32	16	48	
14	2650 & 2656 El Camino Real	Approved; TIA Received ¹⁴	Apartments	221	193	DU	6.59 ¹³	0.46	21%	79%	0.58	65%	35%	1,272	19	70	89	73	39	112	
15	590 Showers Drive (San Antonio Center)	Approved	Existing Uses (removed) Retail	- 820	- 14.3	- KSF	- Equation ¹⁰	- Equation	- 62%	- 38%	- Equation	- 48%	- 52%	- 1,918	-1 30	-4 18	-5 48	-8 78	-4 85	-12 163	
16	455 San Antonio Road (Phase I)	Under Construction; TIA submitted ¹⁵	Mixed Use - Shopping Center	820	58,975 ¹⁶	KSF	42.7 ¹³	1	-	-	3.73	-	-	3,203	23	15	37	69	72	141	
17	1616 W El Camino Real	Approved; TIA in process	Mixed Use - Residential Mixed Use - Residential	230 220 ⁹	226 ¹⁶ 34	DU DU	5.81 ¹³ Equation ¹⁰	0.44 Equation	- 20%	- 80%	0.52 Equation	- 65%	- 35%	604 330	16 4	80 16	95 20	74 23	38 13	112 36	
18	1255 Pear Avenue (Sobrato)	Approved; TIA submitted ¹⁷	Mixed Use - Retail Office	820 710	6 157	KSF KSF	Equation ¹⁰ 12.03	Equation 1.71	62% 88%	38% 12%	Equation 1.62	48% 17%	52% 83%	1,091 1,888	17 237	11 32	28 269	44 43	47 212	91 255	
19	100 Mayfield	Approved; DEIR Received ²⁰	TDM Reduction (5%) Existing Mixed Use (removed) Office	- 110 ¹⁸ 710	- 141.878 520	- KSF KSF	- 6.97 9.13	- 0.92 1.35	- 66% ¹⁹ 88%	- 34% 12%	- 0.97 1.27	- 25% 17%	- 75% 83%	-94 -989 4,606	-12 -87 598	-2 -45 81	-14 -131 679	-2 -35 109	-11 -104 533	-13 -139 642	
														34,833	1,742	1,138	2,879	1,676	2,098	3,774	

Sources and Notes:

- "400 Main Street Mixed Use Commercial Project Traffic Impact Analysis", prepared by AECOM, December 2010
- Trips derived from "Los Altos Safeway Expansion Transportation Impact Analysis" prepared by Fehr & Peers, October 2011
- "Bed & Breakfast-Motel Traffic and Transportation Engineering Analysis", prepared by Pang Engineers, Inc., May 2010
- "Los Altos Community Center Master Plan Traffic Study", prepared by AECOM, October 2009
- While the Community Center and City Hall were expanded, the Los Altos Community Center Master Plan TIA used the existing sizes of these facilities for trip generation
- "Los Altos Safeway Expansion Transportation Impact Analysis", prepared by Fehr & Peers, October 2011
- For the time being, this expansion project has resulted in the closure of the existing Safeway. Therefore, the trip generation calculations for this project use the total floor space of the "new" Safeway from the TIA, not just the space added by the expansion ("Los Altos Safeway Expansion Transportation Impact Analysis")
- The Los Altos Safeway Expansion TIA developed project-specific trip generation rates based on both observed counts and the 8th Edition of the ITE Trip Generation Handbook
- Type of residential unit not specified. Assumed apartments
- No trip generation estimates available. Used equations from ITE Trip Generation Handbook, 9th Edition
- "111 N. Rengstorff Avenue Traffic Impact Analysis", prepared by Hexagon Transportation Consultants, Inc., March 2012
- This project will demolish 50 of 188 existing units and construct 133 new units, resulting in a net addition of 83 units.
- No daily rate specified in TIA. Used daily rate from ITE Trip Generation Handbook, 9th Edition
- "2650 El Camino Real (SR 82) Traffic Impact Analysis", prepared by Hexagon Transportation Consultants, Inc., March 2012
- "Precise Plan Amendments and San Antonio Center Project Environmental Impact Report", prepared by LSA Associates, Inc., December 2010
- Trip generation based on unoccupied space/units. As of June 2013, 44% of retail space and 68% of residential units were unoccupied.
- "1255 Pear Avenue - Office Development Traffic Impact Analysis", prepared by Hexagon Transportation Consultants, Inc., May 2013
- To be conservative, the 1255 Pear Avenue TIA used this land use code for trip generation
- These In/Out percentages were developed specifically for the 1255 Pear Avenue TIA
- "100 Mayfield Draft EIR", prepared by Impact Sciences, Inc., December 2005

Appendix F: Mitigated Level of Service Calculations

Final Transportation Impact Analysis

The Village at San Antonio Center (Phase 2) in Mountain View, California

**Prepared for:
ICF International
and
The City of Mountain View**

March 2014

SF13-0693

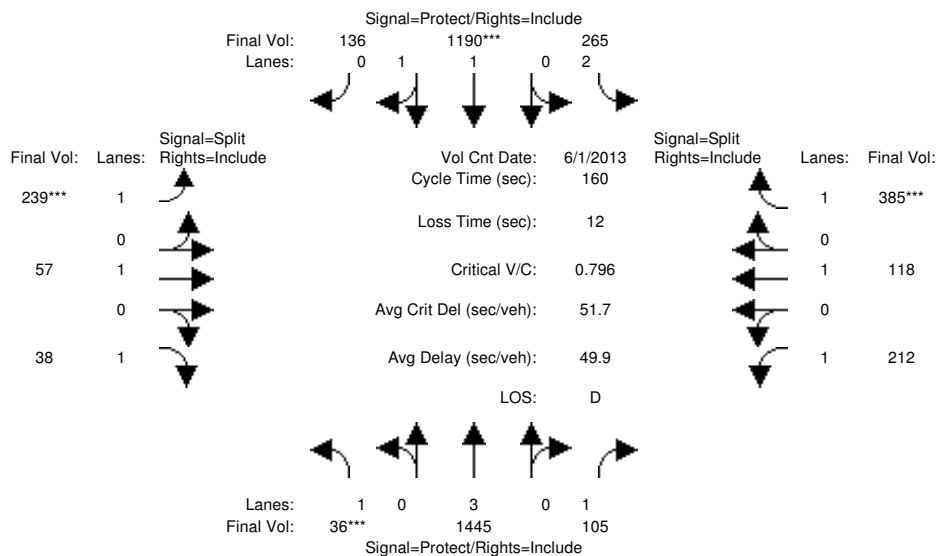
FEHR & PEERS

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative AM				Cumulative PP AM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#4	?	xx.x	x.xxx	xx.x	D	49.9	0.796	51.7	D-	54.8	0.819	+ 0.023	61.5	+ 9.8	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	E+	56.4	0.978	67.1	E	64.2	1.025	+ 0.047	79.3	+ 12.3	?	xx.x	x.xxx	xx.x

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

Intersection #4: San Antonio Rd / California St



Street Name:	San Antonio Rd						California St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	1 Jun 2013	<<												
Base Vol:	30	1195	81	244	976	125	221	53	27	166	109	356					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08					
Initial Bse:	32	1293	88	264	1056	135	239	57	29	180	118	385					
Added Vol:	4	152	17	1	134	1	0	0	9	32	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	36	1445	105	265	1190	136	239	57	38	212	118	385					
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:	36	1445	105	265	1190	136	239	57	38	212	118	385					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	36	1445	105	265	1190	136	239	57	38	212	118	385					
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					
Final Volume:	36	1445	105	265	1190	136	239	57	38	212	118	385					

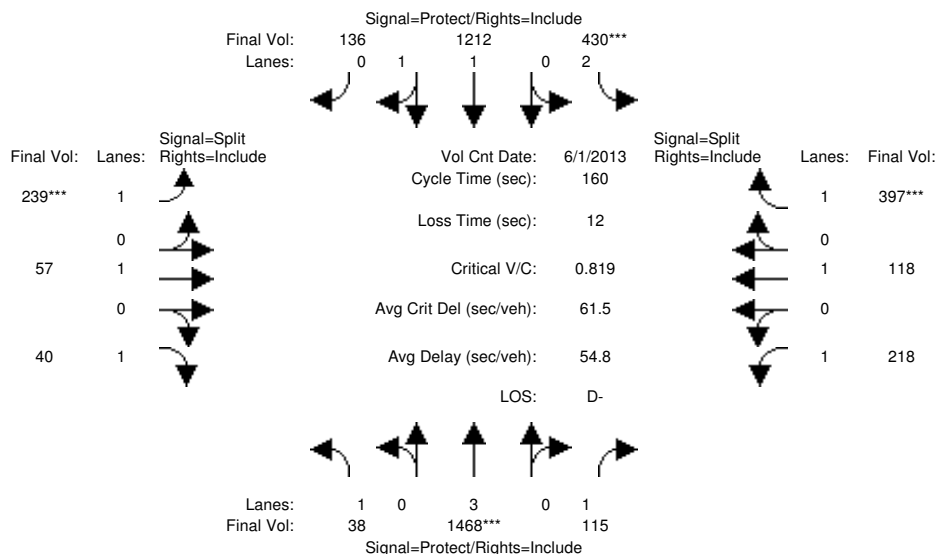
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	1.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	3320	380	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.06	0.08	0.36	0.36	0.14	0.03	0.02	0.12	0.06	0.22
Crit Moves:	****			****			****					****
Green Time:	7.0	58.3	58.3	19.4	70.7	70.7	26.9	26.9	26.9	43.4	43.4	43.4
Volume/Cap:	0.48	0.70	0.16	0.70	0.81	0.81	0.81	0.18	0.13	0.45	0.23	0.81
Delay/Veh:	79.3	44.3	34.5	73.0	42.1	42.1	79.7	57.3	56.8	49.0	45.5	64.7
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:	79.3	44.3	34.5	73.0	42.1	42.1	79.7	57.3	56.8	49.0	45.5	64.7
LOS by Move:	E-	D	C-	E	D	D	E-	E+	E+	D	D	E
HCM2kAvgQ:	3	20	4	9	30	30	14	2	2	9	4	21

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

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

Intersection #4: San Antonio Rd / California St



Street Name: San Antonio Rd California 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
Y+R:	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: 1 Jun 2013 <<

Base Vol:	30	1195	81	244	976	125	221	53	27	166	109	356
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
Initial Bse:	32	1293	88	264	1056	135	239	57	29	180	118	385
Added Vol:	6	175	27	166	156	1	0	0	11	38	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	1468	115	430	1212	136	239	57	40	218	118	397
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:	38	1468	115	430	1212	136	239	57	40	218	118	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1468	115	430	1212	136	239	57	40	218	118	397
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:	38	1468	115	430	1212	136	239	57	40	218	118	397

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	3387	381	1750	1900	1750	1750	1900	1750

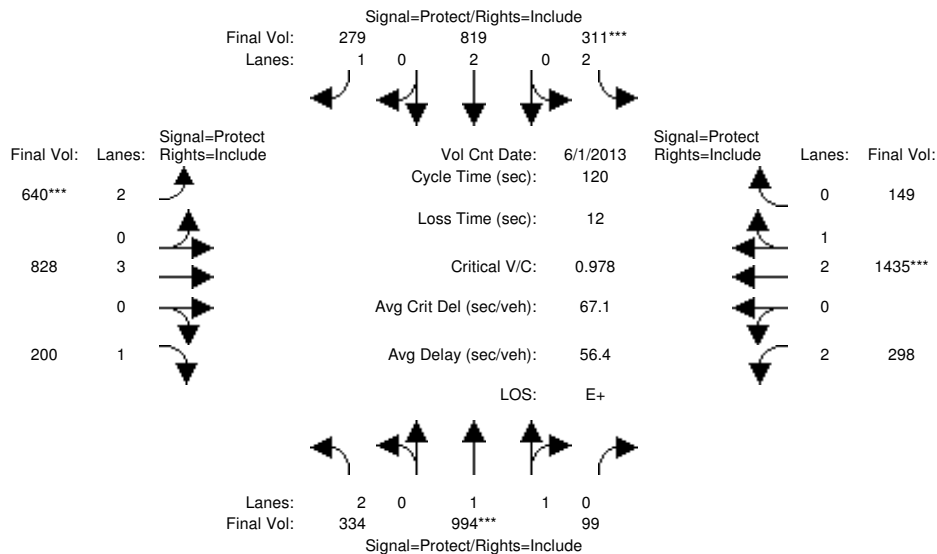
Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.07	0.14	0.36	0.36	0.14	0.03	0.02	0.12	0.06	0.23
Crit Moves:		****		****			****					****
Green Time:	8.4	50.3	50.3	26.7	68.6	68.6	26.7	26.7	26.7	44.3	44.3	44.3
Volume/Cap:	0.42	0.82	0.21	0.82	0.84	0.84	0.82	0.18	0.14	0.45	0.22	0.82
Uniform Del:	73.5	50.6	40.2	64.3	40.7	40.7	64.3	57.3	56.8	47.7	44.6	54.1
IncrementDel:	3.1	3.1	0.2	9.9	3.9	3.9	16.5	0.3	0.2	0.7	0.2	10.6
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.5	53.8	40.4	74.2	44.6	44.6	80.9	57.5	57.1	48.4	44.8	64.7
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:	76.5	53.8	40.4	74.2	44.6	44.6	80.9	57.5	57.1	48.4	44.8	64.7
LOS by Move:	E-	D-	D	E	D	D	F	E+	E+	D	D	E
HCM2kAvgQ:	2	24	4	14	31	31	14	2	2	9	4	21

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

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	247	863	68	212	646	247	440	642	154	210	1224	124				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	267	934	74	229	699	267	476	695	167	227	1325	134				
Added Vol:	67	60	25	82	120	12	164	133	33	71	110	15				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	334	994	99	311	819	279	640	828	200	298	1435	149				
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:	334	994	99	311	819	279	640	828	200	298	1435	149				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	334	994	99	311	819	279	640	828	200	298	1435	149				
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				
Final Volume:	334	994	99	311	819	279	640	828	200	298	1435	149				

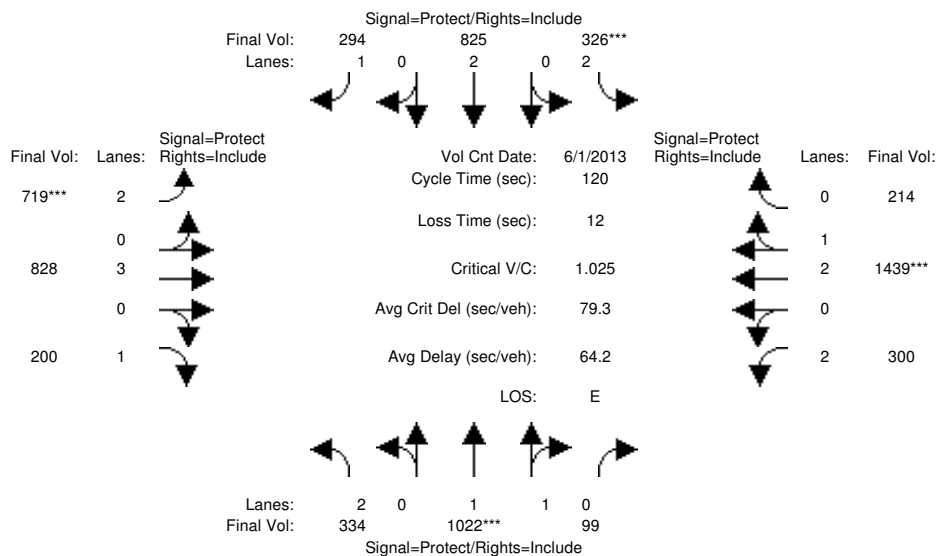
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.81	0.19	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	3150	3366	334	3150	3800	1750	3150	5700	1750	3150	5072	527

Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.10	0.22	0.16	0.20	0.15	0.11	0.09	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	16.0	36.2	36.2	12.1	32.4	32.4	24.9	36.1	36.1	23.5	34.7	34.7
Volume/Cap:	0.80	0.98	0.98	0.98	0.80	0.59	0.98	0.48	0.38	0.48	0.98	0.98
Delay/Veh:	60.8	63.2	63.2	98.2	45.2	40.0	76.9	34.5	33.6	43.4	59.6	59.6
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:	60.8	63.2	63.2	98.2	45.2	40.0	76.9	34.5	33.6	43.4	59.6	59.6
LOS by Move:	E	E	E	F	D	D	E-	C-	C-	D	E+	E+
HCM2kAvgQ:	9	26	26	11	16	10	19	8	6	6	25	25

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

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	247	863	68	212	646	247	440	642	154	210	1224	124				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	267	934	74	229	699	267	476	695	167	227	1325	134				
Added Vol:	67	88	25	97	126	27	243	133	33	73	114	80				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	334	1022	99	326	825	294	719	828	200	300	1439	214				
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:	334	1022	99	326	825	294	719	828	200	300	1439	214				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	334	1022	99	326	825	294	719	828	200	300	1439	214				
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				
Final Volume:	334	1022	99	326	825	294	719	828	200	300	1439	214				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.81	0.19	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.58	0.42
Final Sat.:	3150	3440	332	3150	3800	1750	3150	5700	1750	3150	4907	731

Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.10	0.22	0.17	0.23	0.15	0.11	0.10	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	15.4	34.8	34.8	12.1	31.5	31.5	26.7	36.9	36.9	24.2	34.3	34.3
Volume/Cap:	0.83	1.02	1.02	1.02	0.83	0.64	1.02	0.47	0.37	0.47	1.02	1.02
Uniform Del:	51.0	42.6	42.6	53.9	41.7	39.2	46.6	33.7	32.5	42.3	42.8	42.8
IncrcmntDel:	13.1	33.7	33.7	56.9	5.8	3.0	40.4	0.2	0.4	0.6	29.0	29.0
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.1	76.3	76.3	110.9	47.5	42.3	87.1	33.9	32.9	42.8	71.8	71.8
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:	64.1	76.3	76.3	110.9	47.5	42.3	87.1	33.9	32.9	42.8	71.8	71.8
LOS by Move:	E	E-	E-	F	D	D	F	C-	C-	D	E	E
HCM2kAvgQ:	10	28	28	12	17	11	23	8	6	6	28	28

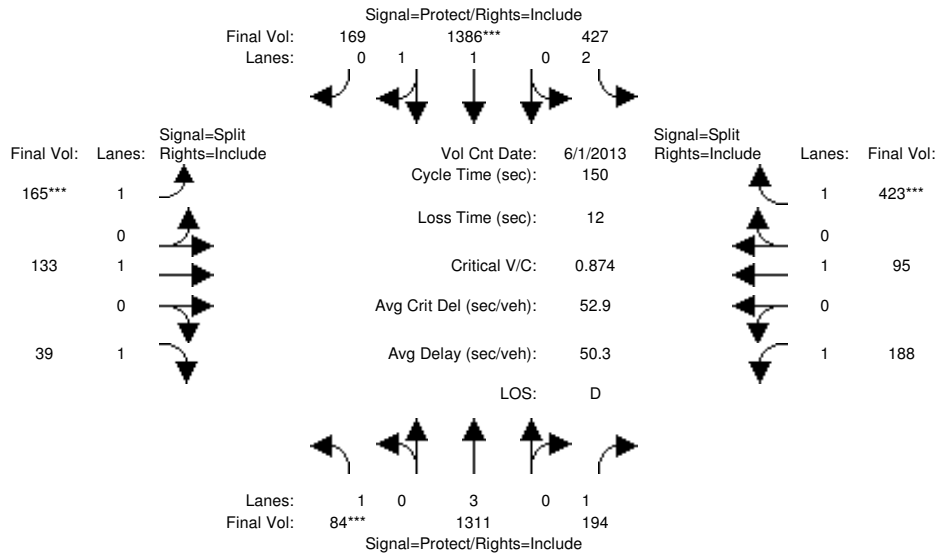
Note: Queue reported is the number of cars per lane.

Summary Scenario Comparison Report (With Average Critical Delay)
 Future Volume Alternative

Intersection	???				Cumulative PM				Cumulative PP PM					???				
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#4	?	xx.x	x.xxx	xx.x	D	50.3	0.874	52.9	E+	56.1	0.929	+ 0.055	61.4	+ 8.5	?	xx.x	x.xxx	xx.x
#6	?	xx.x	x.xxx	xx.x	E	68.7	0.991	76.0	E-	78.1	1.057	+ 0.066	95.5	+ 19.5	?	xx.x	x.xxx	xx.x

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

Intersection #4: San Antonia Rd / California St



Street Name:	San Antonio Rd						California 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:	1 Jun 2013	<<												
Base Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08					
Initial Bse:	76	1112	168	426	1181	168	163	133	24	146	95	421					
Added Vol:	8	199	26	1	205	1	2	0	15	42	0	2					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	84	1311	194	427	1386	169	165	133	39	188	95	423					
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:	84	1311	194	427	1386	169	165	133	39	188	95	423					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	84	1311	194	427	1386	169	165	133	39	188	95	423					
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					
Final Volume:	84	1311	194	427	1386	169	165	133	39	188	95	423					

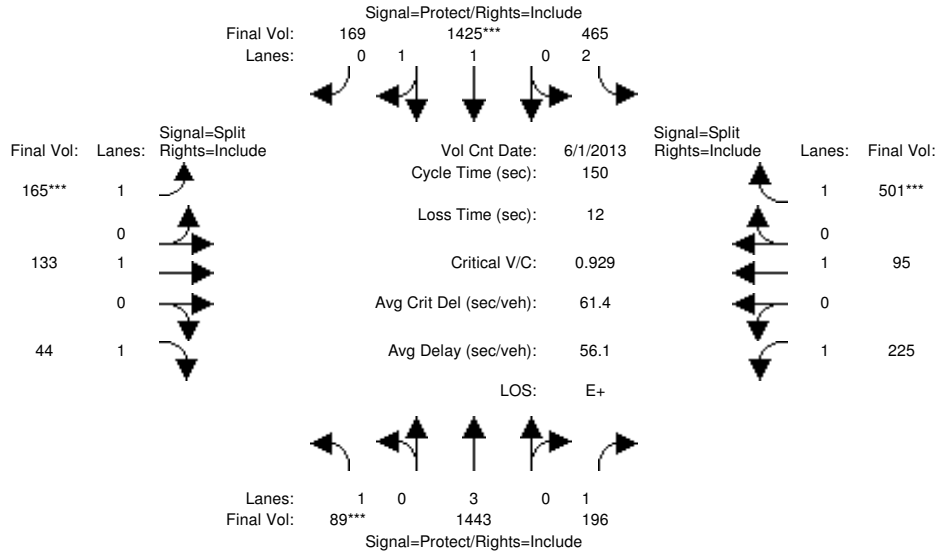
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	3298	402	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.11	0.14	0.42	0.42	0.09	0.07	0.02	0.11	0.05	0.24
Crit Moves:	****			****			****			****		
Green Time:	8.2	50.5	50.5	29.8	72.1	72.1	16.2	16.2	16.2	41.5	41.5	41.5
Volume/Cap:	0.87	0.68	0.33	0.68	0.87	0.87	0.87	0.65	0.21	0.39	0.18	0.87
Delay/Veh:	124.0	43.9	37.4	58.8	40.1	40.1	99.2	71.2	61.5	44.5	41.5	67.9
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:	124.0	43.9	37.4	58.8	40.1	40.1	99.2	71.2	61.5	44.5	41.5	67.9
LOS by Move:	F	D	D+	E+	D	D	F	E	E	D	D	E
HCM2kAvgQ:	6	18	7	12	35	35	11	7	2	8	3	23

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

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

Intersection #4: San Antonio Rd / California St



Street Name:	San Antonio Rd						California 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:	1 Jun 2013	<<												
Base Vol:	70	1027	155	394	1091	155	151	123	22	135	88	389					
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08					
Initial Bse:	76	1112	168	426	1181	168	163	133	24	146	95	421					
Added Vol:	13	331	28	39	244	1	2	0	20	79	0	80					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	89	1443	196	465	1425	169	165	133	44	225	95	501					
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:	89	1443	196	465	1425	169	165	133	44	225	95	501					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	89	1443	196	465	1425	169	165	133	44	225	95	501					
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:	89	1443	196	465	1425	169	165	133	44	225	95	501					

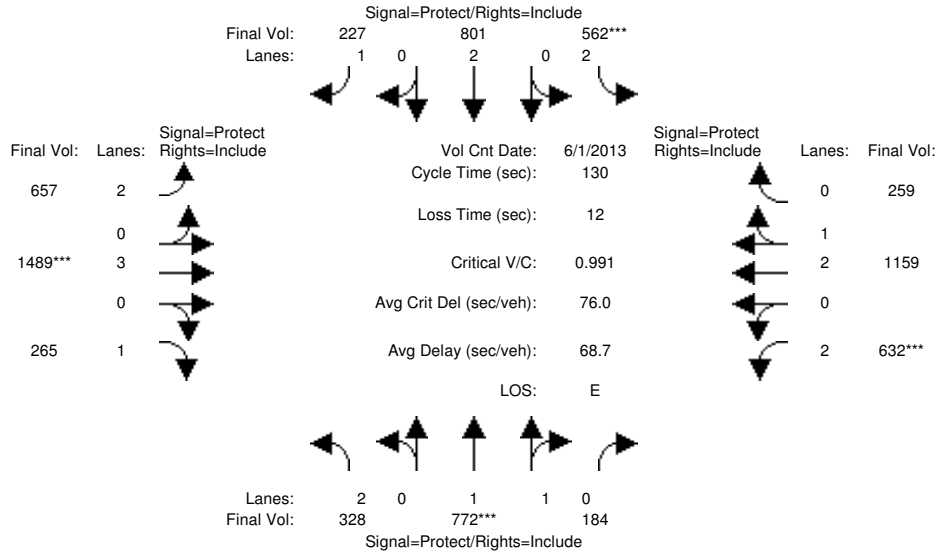
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5700	1750	3150	3367	399	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.11	0.15	0.42	0.42	0.09	0.07	0.03	0.13	0.05	0.29
Crit Moves:	****				****		****				****	
Green Time:	8.2	48.3	48.3	28.2	68.3	68.3	15.3	15.3	15.3	46.2	46.2	46.2
Volume/Cap:	0.93	0.79	0.35	0.79	0.93	0.93	0.93	0.69	0.25	0.42	0.16	0.93
Uniform Del:	70.6	46.2	38.8	58.0	38.6	38.6	66.8	65.1	62.1	41.2	37.8	50.3
IncrementDel:	69.1	2.3	0.4	6.9	9.4	9.4	47.3	10.0	0.7	0.5	0.1	22.7
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	139.7	48.5	39.2	64.9	48.0	48.0	114.1	75.1	62.8	41.7	37.9	73.0
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:	139.7	48.5	39.2	64.9	48.0	48.0	114.1	75.1	62.8	41.7	37.9	73.0
LOS by Move:	F	D	D	E	D	D	F	E-	E	D	D+	E
HCM2kAvgQ:	7	21	7	14	39	39	11	7	2	9	3	28

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

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	202	619	127	379	669	181	453	1229	197	442	906	201				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	219	670	137	410	724	196	490	1330	213	478	981	218				
Added Vol:	109	102	47	152	77	31	167	159	52	154	178	41				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	328	772	184	562	801	227	657	1489	265	632	1159	259				
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:	328	772	184	562	801	227	657	1489	265	632	1159	259				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	328	772	184	562	801	227	657	1489	265	632	1159	259				
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				
Final Volume:	328	772	184	562	801	227	657	1489	265	632	1159	259				

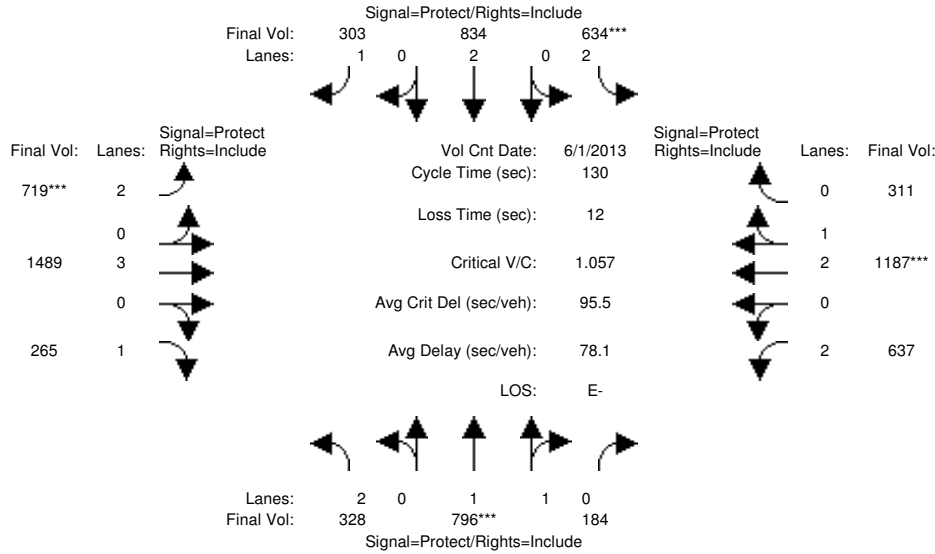
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.43	0.57
Final Sat.:	3150	2986	713	3150	3800	1750	3150	5700	1750	3150	4577	1021

Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.18	0.21	0.13	0.21	0.26	0.15	0.20	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	18.9	33.9	33.9	23.4	38.4	38.4	27.4	34.3	34.3	26.3	33.2	33.2
Volume/Cap:	0.71	0.99	0.99	0.99	0.71	0.44	0.99	0.99	0.57	0.99	0.99	0.99
Delay/Veh:	58.2	74.4	74.4	88.4	43.1	37.7	83.5	68.6	43.3	84.8	69.6	69.6
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:	58.2	74.4	74.4	88.4	43.1	37.7	83.5	68.6	43.3	84.8	69.6	69.6
LOS by Move:	E+	E	E	F	D	D+	F	E	D	F	E	E
HCM2kAvgQ:	9	25	25	19	15	8	21	25	10	20	25	25

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

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

Intersection #6: San Antonio Rd / El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	1 Jun 2013	<<											
Base Vol:	202	619	127	379	669	181	453	1229	197	442	906	201				
Growth Adj:	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08				
Initial Bse:	219	670	137	410	724	196	490	1330	213	478	981	218				
Added Vol:	109	126	47	224	110	107	229	159	52	159	206	93				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	328	796	184	634	834	303	719	1489	265	637	1187	311				
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:	328	796	184	634	834	303	719	1489	265	637	1187	311				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	328	796	184	634	834	303	719	1489	265	637	1187	311				
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				
Final Volume:	328	796	184	634	834	303	719	1489	265	637	1187	311				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.34	0.66
Final Sat.:	3150	3036	704	3150	3800	1750	3150	5700	1750	3150	4439	1162

Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.20	0.22	0.17	0.23	0.26	0.15	0.20	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	18.3	32.3	32.3	24.8	38.7	38.7	28.1	34.4	34.4	26.6	32.9	32.9
Volume/Cap:	0.74	1.06	1.06	1.06	0.74	0.58	1.06	0.99	0.57	0.99	1.06	1.06
Uniform Del:	53.5	48.9	48.9	52.6	41.1	38.8	51.0	47.6	41.5	51.5	48.6	48.6
IncrcmntDel:	6.4	45.7	45.7	52.6	2.6	1.7	50.5	20.4	1.7	32.4	40.5	40.5
InitQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.9	94.6	94.6	105.3	43.7	40.5	101.4	68.0	43.2	83.9	89.0	89.0
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:	59.9	94.6	94.6	105.3	43.7	40.5	101.4	68.0	43.2	83.9	89.0	89.0
LOS by Move:	E+	F	F	F	D	D	F	E	D	F	F	F
HCM2kAvgQ:	9	28	28	22	16	11	25	25	10	20	28	28

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

Appendix G: Trip Generation Tables

Final Transportation Impact Analysis

The Village at San Antonio Center (Phase 2) in Mountain View, California

**Prepared for:
ICF International
and
The City of Mountain View**

March 2014

SF13-0693

FEHR & PEERS

TABLE 1: Trip Generation

Land Use	Units ¹	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Gross Project (Phase 2) Trips									
Hotel	167 rooms	310 ²	1,121	53	36	89	51	49	100
Retail	54.186 KSF	820 ³	2,314	32	20	52	96	105	201
Office	392.853 KSF	710 ⁴	3,714	503	69	572	88	430	518
Commercial	28.502 KSF	710 ⁴	506	62	8	70	19	91	110
Restaurant	35.358 KSF	931 ⁵	3,180	16	13	29	178	87	265
Cinema	1710 seats	445 ⁶	822	0	0	0	49	88	137
Total Gross Project Trips			11,657	666	146	812	481	850	1,331
Phase 1 Apartments									
Apartment	330 DU	220 ⁷	2,123	33	132	165	129	70	199
Project Trip Reductions⁸									
<i>MXD hotel and retail (AM 10% reduction and in/out ratios based on retail+restaurant; PM 10% reduction and in/</i>									
Retail + Restaurant		820 ³	112	5	3	8	5	5	10
Hotel		310 ²	112	3	5	8	5	5	10
<i>MXD employment and employee-serving retail (1% AM reduction; 3% PM and daily reduction and in/out ratios based on office)</i>									
Retail + Restaurant		820 ³	69	1	6	7	16	3	19
<i>30% Office Reduction based on City's TDM Requirements</i>									
Office		710 ⁴	1,266	170	23	193	32	156	188
<i>Pass-by trips (30% reduction)⁹</i>									
Retail		820 ³	694	10	6	16	29	31	60
Restaurant		931 ⁵	954	5	4	9	54	26	80
Total Project Trip Reductions			3,207	194	47	241	141	226	367
Net Site: Gross Project Trips - Reductions									
Hotel	167 rooms	310 ²	1,009	50	31	81	46	44	90
Retail	54.186 KSF	820 ³	1,438	16	5	21	46	66	112
Office	392.853 KSF	710 ⁴	2,448	333	46	379	56	274	330
Commercial	28.502 KSF	710 ⁴	506	62	8	70	19	91	110
Restaurant	35.358 KSF	931 ⁵	2,226	11	9	20	124	61	185
Cinema	67.279 KSF	445 ⁶	822	0	0	0	49	88	137
Total Net Site			8,449	472	99	571	340	624	964
Existing Use Trips¹⁰									
Retail	55 KSF	820 ³	2,349	0	0	0	88	90	178
Retail Passby (30% Reduction) ⁹		820 ³	705	0	0	0	26	27	53
Total Existing Use Trips			1,644	0	0	0	62	63	125
Net New Project Trips: Net Site - Net Existing Use			6,805	472	99	571	278	561	839

- DU = dwelling unit. KSF = 1,000 square feet.
 - ITE Trip Generation Manual (9th Edition) land use category 310 (Hotel, rooms):
 Daily: $T = 8.95 * (X) - 373.16$
 AM Peak Hour: $0.53 * (X)$ (59% in, 41% out)
 PM Peak Hour: $0.60 * (X)$ (51% in, 49% out)
 - ITE Trip Generation Manual (9th Edition) land use category 820 (Shopping Center, ksf):
 Daily: $T = 42.7 * (X)$
 AM Peak Hour: $T = 0.96 * (X)$ (62% in, 38% out)
 PM Peak Hour: $T = 3.71 * (X)$ (48% in, 52% out)
 - ITE Trip Generation Manual (9th Edition) land use category 710 (General Office Building, ksf):
 Daily: $\ln(T) = 0.76 * \ln(X) + 3.68$
 AM Peak Hour: $\ln(T) = 0.80 * \ln(X) + 1.57$ (88% in, 12% out)
 PM Peak Hour: $T = 1.12 * (X) + 78.45$ (17% in, 83% out)
 - ITE Trip Generation Manual (9th Edition) land use category 931 (Quality Restaurant, ksf):
 Daily: $89.95 * (X)$
 AM Peak Hour: $0.81 * (X)$ (55% in, 45% out - from use category 932)
 PM Peak Hour: $7.49 * (X)$ (67% in, 33% out)
 - ITE Trip Generation Manual (9th Edition) land use category 445 (Multiplex Movie Theater, seats):
 Daily: unavailable, estimated from other land use data: $6.00 * (X)$
 AM Peak Hour: unavailable
 PM Peak Hour: $0.08 * (X)$ (36% in, 64% out)
 - ITE Trip Generation Manual (9th Edition) land use category 220 (Apartment):
 Daily: $T = 6.06 * (X) + 123.56$
 AM Peak Hour: $T = 0.49 * (X) + 3.73$ (20% in, 80% out)
 PM Peak Hour: $T = 0.55 * (X) + 17.65$ (65% in, 35% out)
 - Reductions taken per Santa Clara County VTA Transportation Impact Study Guidelines (updated in 2009).
 - Per Santa Clara County VTA Transportation Impact Study Guidelines (updated in 2009), maximum allowable pass-by trip reduction is 30%. This is used over ITE Trip Generation Handbook, 2nd Edition (2004) average 34% for land use 820 and average 44% for land use 931 during weekday PM peak period.
 - Existing trip credits are calculated using ITE Trip Generation Manual rates and equations; these trips will be verified through field surveys.
- Source: ITE Trip Generation Manual (9th Edition), 2012; Santa Clara County VTA Transportation Impact Study Guidelines, 2009; Fehr & Peers, 2013.

TABLE 1: Trip Generation

Land Use	Units ¹	ITE Code	Daily	PM Peak Hour			Friday PM Peak Hour		
				In	Out	Total	In	Out	Total ¹¹
Gross Project (Phase 2) Trips									
Hotel	167 rooms	310 ²	1,121	51	49	100	51	49	100
Retail	54.186 KSF	820 ³	2,314	96	105	201	38	42	80
Office	392.853 KSF	710 ⁴	3,714	88	430	518	9	43	52
Commercial	28.502 KSF	710 ⁴	506	19	91	110	2	9	11
Restaurant	35.358 KSF	931 ⁵	3,180	178	87	265	226	157	383
Cinema	1710 seats	445 ⁶	822	49	88	137	298	198	496
Total Gross Project Trips			11,657	481	850	1,331	624	498	1,122
Phase 1 Apartments									
Apartment	330 DU	220 ⁷	2,123	129	70	199	129	70	199
Project Trip Reductions⁸									
<i>MXD hotel and retail (AM 10% reduction and in/out ratios based on retail+restaurant; PM 10% reduction and in/out ratios based on hotel)</i>									
Retail + Restaurant		820 ³	112	5	5	10	5	5	10
Hotel		310 ²	112	5	5	10	5	5	10
<i>MXD employment and employee-serving retail (1% AM reduction; 3% PM and daily reduction and in/out ratios based on office)</i>									
Retail + Restaurant		820 ³	69	16	3	19	22	24	46
<i>30% Office Reduction based on City's TDM Requirements</i>									
Office		710 ⁴	1,266	32	156	188	3	16	19
<i>Pass-by trips (30% reduction)⁹</i>									
Retail		820 ³	694	29	31	60	12	12	24
Restaurant		931 ⁵	954	54	26	80	77	38	115
Total Project Trip Reductions			3,208	141	226	367	124	100	224
Net Site: Gross Project Trips - Reductions									
Hotel	167 rooms	310 ²	1,009	46	44	90	46	44	90
Retail	54.186 KSF	820 ³	1,438	46	66	112	-1	1	0
Office	392.853 KSF	710 ⁴	2,448	56	274	330	6	27	33
Commercial	28.502 KSF	710 ⁴	506	19	91	110	2	9	11
Restaurant	35.358 KSF	931 ⁵	2,226	124	61	185	149	119	268
Cinema	67.279 KSF	445 ⁶	822	49	88	137	298	198	496
Total Net Site			8,449	340	624	964	500	398	898
Existing Use Trips¹⁰									
Retail	55 KSF	820 ³	2,349	88	90	178	88	90	178
Retail Passby (30% Reduction) ⁹		820 ³	705	26	27	53	26	27	53
Total Existing Use Trips			1,644	62	63	125	62	63	125
Net New Project Trips: Net Site - Net Existing Use			6,805	278	561	839	438	335	773

1. DU = dwelling unit. KSF = 1,000 square feet.

2. ITE Trip Generation (9th Edition) land use category 310 (Hotel, rooms):

Daily: $T = 8.95 * (X) - 373.16$

AM Peak Hour: $0.53 * (X)$ (59% in, 41% out)

PM Peak Hour: $0.60 * (X)$ (51% in, 49% out)

3. ITE Trip Generation (9th Edition) land use category 820 (Shopping Center, ksf):

Daily: $T = 42.7 * (X)$

AM Peak Hour: $T = 0.96 * (X)$ (62% in, 38% out)

PM Peak Hour: $T = 3.71 * (X)$ (48% in, 52% out)

4. ITE Trip Generation (9th Edition) land use category 710 (General Office Building, ksf):

Daily: $\ln(T) = 0.76 * \ln(X) + 3.68$

AM Peak Hour: $\ln(T) = 0.80 * \ln(X) + 1.57$ (88% in, 12% out)

PM Peak Hour: $T = 1.12 * (X) + 78.45$ (17% in, 83% out)

5. ITE Trip Generation (9th Edition) land use category 931 (Quality Restaurant, ksf):

Daily: $89.95 * (X)$

AM Peak Hour: $0.81 * (X)$ (55% in, 45% out - from use category 932)

PM Peak Hour: $7.49 * (X)$ (67% in, 33% out)

6. ITE Trip Generation (9th Edition) land use category 445 (Multiplex Movie Theater, seats):

Daily: unavailable

AM Peak Hour: unavailable

PM Peak Hour: $0.08 * (X)$ (36% in, 64% out)

7. ITE Trip Generation (9th Edition) land use category 220 (Apartment):

Daily: $T = 6.06 * (X) + 123.56$

AM Peak Hour: $T = 0.49 * (X) + 3.73$ (20% in, 80% out)

PM Peak Hour: $T = 0.55 * (X) + 17.65$ (65% in, 35% out)

8. Reductions taken per Santa Clara County VTA Transportation Impact Study Guidelines (updated in 2009).

9. Per Santa Clara County VTA Transportation Impact Study Guidelines (updated in 2009), maximum allowable pass-by trip reduction is 30%. This is used over ITE Trip Generation Handbook, 2nd Edition (2004) average 34% for land use 820 and average 44% for land use 931 during weekday PM peak period.

10. Existing trip credits are based on driveway counts conducted on 8/8/2013 and 8/14/2013.

11. Assumptions for Friday PM: Hotel use unchanged, Retail trips in the evening = 40% retail trips during peak, office trips in the evening = 10% of office trips during peak, Restaurant space uses Saturday of Peak Generator rate, Cinema uses Friday PM rate

Source: ITE Trip Generation (9th Edition), 2012; Santa Clara County VTA Transportation Impact Study Guidelines, 2009; Fehr & Peers, 2013.

Appendix H: Mitigation Measure Conceptual Drawings

Final Transportation Impact Analysis

**The Village at San Antonio Center (Phase 2)
in Mountain View, California**

**Prepared for:
ICF International
and
The City of Mountain View**

March 2014

SF13-0693

FEHR & PEERS





Appendix K

Water Supply Assessment Study

WATER SUPPLY ASSESSMENT STUDY

The Village at San Antonio Center, Phase II
Mountain View, CA

Prepared for:
Merlone Geier Management, LLC

Prepared by:
Erler & Kalinowski, Inc.

12 February 2014

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Water Supply Assessment Study
The Village at San Antonio Center, Phase II
Mountain View, California

TABLE OF CONTENTS

1	INTRODUCTION	1
2	GENERAL REQUIREMENTS FOR THE PREPARATION OF A WATER SUPPLY ASSESSMENT ...	3
2.1	Applicability of Senate Bill 610 to the Project	3
2.2	Responsibility for Preparation of the WSA	3
2.3	Components of a Water Supply Assessment	4
3	PROJECT DESCRIPTION	5
4	PROJECT WATER DEMAND	6
4.1	Current and Historical Water Use at the Subject Property	6
4.2	Future Water Use Associated with the Project	6
4.2.1	<i>Gallons per Employee per Day (“GED”) Method</i>	7
4.2.2	<i>City of Mountain View Water Master Plan Unit Demand Factors</i>	8
4.2.3	<i>Comparison of Methodologies used to Estimate Project Water Use</i>	8
5	CITY OF MOUNTAIN VIEW WATER DEMAND	10
5.1	Population and Employment Projections.....	11
5.2	Total Water Demand.....	11
5.3	Other Planned Projects within the City’s Water Service Area	12
6	CITY OF MOUNTAIN VIEW WATER SUPPLY	14
6.1	Identification of Water Supply Rights	14
6.1.1	<i>SFPUC Regional Water System</i>	14
6.1.2	<i>SCVWD Treated Water</i>	15
6.1.3	<i>Recycled Water Supply</i>	16
6.1.4	<i>Groundwater</i>	16
6.1.5	<i>Other Water Supplies</i>	17
6.2	Total Supply in Normal, Single Dry, and Multiple Dry Years.....	17
6.3	Additional Water Supply Reliability Factors.....	18
7	COMPARISON OF SUPPLY AND DEMAND	19
8	CONCLUSIONS	20
9	REFERENCES	21

TABLE OF CONTENTS (CONTINUED)

FIGURES

- Figure 1 Subject Property Location
- Figure 2 Project Site Plan

TABLES

- Table 1 Historical Annual Water Consumption
- Table 2 Summary of Estimated Project Water Demand Using Different Estimation Methods
- Table 3 Estimated Annual Project Water Demand Utilizing the Gallons per Employee per Day ("GED") Method
- Table 4 Estimated Annual Project Water Demand Utilizing City of Mountain View Water Unit Duty Factors
- Table 5 Historical Water Use for the City of Mountain View
- Table 6 Projected Future Water Demands for the City of Mountain View
- Table 7 Preliminary Water Demand Estimates for Planned Projects within the City of Mountain View
- Table 8 Comparison of Incremental Project Water Demand Estimates to City-Wide Demand projections
- Table 9 Historical Water Supply for the City of Mountain View
- Table 10 Projected Future Normal Year Water Supply and Estimated Maximum Supply for the City of Mountain View
- Table 11 Comparison of Single Dry Year Water Supply and Demand for the City of Mountain View
- Table 12 Comparison of Multiple Dry Year Water Supply and Demand for the City of Mountain View
- Table 13 Incremental Impact of the Project on Mountain View's Water Supply in Normal and Dry Years



1 INTRODUCTION

Erler and Kalinowski, Inc. (“EKI”) is pleased to present this water supply assessment study (“WSA Study”) for the proposed Phase II of the Village at San Antonio Center. Phase II of the Village at San Antonio Center is a proposed mixed-use development (“Project”) located on approximately 9.9 acres at the southeast corner of San Antonio Road and California Street in the City of Mountain View, California (“Subject Property”; see Figure 1). The Project includes replacing the existing commercial development with a new, mixed-use development.

Water service for the Subject Property is provided by the City of Mountain View (also referred to as the “City”, herein).

This WSA Study has been prepared by EKI on behalf of Merlone Geier Management, LLC and outlines the requirements of a WSA pursuant to California Senate Bill 610 and summarizes associated information for the Project. The purpose of a WSA is to determine if there is sufficient water to meet the current and planned water demand within the water supplier’s service area for the next twenty years, including the demand associated with the proposed Project, during normal and dry water years.

This WSA Study has been prepared for the sole use and benefit of Merlone Geier Management, LLC. Unless specifically authorized in writing in an agreement acceptable to EKI, reliance on this WSA Study by any other entity or third party is not permitted or authorized. It is our understanding, however, that this WSA Study will be provided to the City of Mountain View for its review and that the City may incorporate information provided herein as part of its independent WSA evaluation for the Project to the degree that the City feels that it is appropriate to do so.

Included in this WSA Study is information related to water supply and demand for the City of Mountain View and the Project. The information contained in this WSA Study is based primarily on the requirements of the California Water Code, “Water Code” §10910-10915, the City of Mountain View’s 2010 Urban Water Management Plan (“UWMP”), and information specific to the Project (i.e., building size and area of landscaping). More specifically, this WSA Study includes:

- A summary of the requirements of Senate Bill 610 (as defined in Water Code §10910-10915) and a description of how they apply to the Project;
- A description and analysis of the current and projected future water demand of the Project through the year 2035;
- A description and analysis of the historical, current, and projected future water demand for the City of Mountain View through the year 2035;
- A description and analysis of the current and projected future water supply for the City of Mountain View through the year 2035; and
- A comparison of the water supply and demand for the City of Mountain View’s water service area, including the projected water demand associated with the Project.



The information provided in this WSA Study is consistent with the information requested within the California Department of Water Resource's ("DWR's") *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001: To Assist Water Suppliers, Cities, and Counties in Integrating Water and Land Use Planning*, dated 8 October 2003. The text of specific sub-sections of the Water Code has been included in indented and italicized font at the beginning of specific sections of this WSA Study. The information presented in that section of the WSA Study and associated tables provide information related to that sub-section of the Water Code.

The information and methodology provided in this WSA Study is also consistent with the *Draft Guidance: Preparation of a Water Supply Assessment*, updated September 2013 that has been developed by the City and consistent with the direction provided by the City.

2 GENERAL REQUIREMENTS FOR THE PREPARATION OF A WATER SUPPLY ASSESSMENT

The purpose of this section is to outline what types of projects require WSAs, who is responsible for their preparation, and the necessary components of a WSA.

2.1 APPLICABILITY OF SENATE BILL 610 TO THE PROJECT

Water Code Section 10910

- (a) *Any city or county that determines that a project, as defined in Section 10912, is subject to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) under Section 21080 of the Public Resources Code shall comply with this part.*

Water Code Section 10912

For the purposes of this part, the following terms have the following meanings:

- (a) *"Project" means any of the following:*
- (1) A proposed residential development of more than 500 dwelling units.*
 - (2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.*
 - (3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.*
 - (4) A proposed hotel or motel, or both, having more than 500 rooms.*
 - (5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.*
 - (6) A mixed-use project that includes one or more of the projects specified in this subdivision.*
 - (7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.*

The City of Mountain View has determined that the proposed Project is subject to the California Environmental Quality Act ("CEQA"). The proposed Project is a mixed-use project that contains, among other elements, a proposed commercial office building(s) with more than 250,000 square feet of office space. Thus, in accordance with Water Code §10910(a) and 10912(a)(3), the proposed Project is defined as a "Project" under the Water Code and a WSA is required.

2.2 RESPONSIBILITY FOR PREPARATION OF THE WSA

Water Code Section 10910

- (b) *The city or county, at the time that it determines whether an environmental impact report, a negative declaration, or a mitigated negative declaration is required for any project subject to the California Environmental Quality Act pursuant to Section 21080.1 of the Public Resources Code, shall identify any water system that is, or may become as a result of supplying water to the project identified pursuant to this subdivision, a public water system, as defined in Section 10912, that may supply water for the project. If the city or county is not able to identify any public water system that may supply water for the project, the city or county shall prepare the water*

assessment required by this part after consulting with any entity serving domestic water supplies whose service area includes the project site, the local agency formation commission, and any public water system adjacent to the project site.

Water for the Project will be supplied by the City of Mountain View municipal water system and therefore, in accordance with Water Code §10910(b), the City is the entity responsible for the WSA for the Project. However, according to the DWR, the Project proponent's consultant or the developer can prepare and submit material to the water supplier to be used in the WSA for the Project. The water supplier is, however, ultimately responsible for the WSA and must exercise its independent judgment as it considers whether or not to adopt the WSA.¹

2.3 COMPONENTS OF A WATER SUPPLY ASSESSMENT

Water Code Section 10910

(c) (4) If the city or county is required to comply with this part pursuant to subdivision (b), the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses.

As listed above in Water Code §10910(c)(4), the primary purpose of a WSA is to evaluate that sufficient water supply is available to meet all future demands within the water supplier's service area, including that associated with the Project, during normal and dry hydrologic years for a 20-year time horizon. In order to complete this assessment, the following information must be included in the WSA:

- The projected water demand associated with the Project at project completion,
- The total water demand projected for the City of Mountain View's service area over the next 20 years, and
- The total projected water supply available to the City of Mountain View over the next 20 years.

Water demand includes both "water use", which is the actual quantity of water that is used by a customer, and "unaccounted for water", which represents water that is lost from the system during distribution. The sum of these two components is referred to herein as "water demand."

¹ From DWR website: <http://www.owue.water.ca.gov/faq/faq.cfm>

Question: Can a consultant/developer prepare the water supply assessment?

Answer: A consultant/developer can prepare and submit material to be used in the water supply assessment, but the water supplier is ultimately responsible for the water supply assessment and must exercise its independent judgment as it considers adoption of the water supply assessment.

3 PROJECT DESCRIPTION

This Project is an infill project that includes the redevelopment of existing uses on an approximately 9.9-acre site that is currently occupied by approximately 59,655 square feet of commercial and retail buildings with associated surface parking and limited landscaping (Figure 1). The Project would include the demolition of the existing commercial and retail buildings and surface parking lots, as well as removal of trees and vegetation that would be replaced in accordance with the Project's landscape plan. As shown in Figure 2, the Project would include the development of six blocks with office, commercial, hotel, retail, cinema, and restaurant uses and irrigated landscaping. The Project would also include one aboveground garage, one below ground garage, and surface parking. The total area of development would be approximately 1,200,000 square feet, broken down into the following land uses:

- (a) 392,853 square feet of office space;
- (b) 82,688 square feet of commercial and retail space;
- (c) 35,358 square feet of restaurant space;
- (d) 67,280 square feet of cinema space;
- (e) a 167-room hotel (142,084 square feet);
- (f) 25,375 square feet of irrigated landscaping, inclusive of a water feature; and
- (g) parking (a total of 2,559 spaces), hardscape, new utilities and other site improvements.

The Subject Property has a 2030 General Plan land use designation as a Mixed-Use Center.

This Project includes and re-envisions a portion of the Phase I of the Village at San Antonio Center. EKI completed a WSA on behalf of Merlone Geier Management, LLC for Phase I of the Village at San Antonio Center ("Phase I WSA"). As such, the Phase I WSA that the City adopted in 2010 included water demands for an area (i.e., the Northern Retail Area) that is superseded by the currently proposed Project. This WSA Study will present the total water demand for the Project, as well as the net new (incremental) demand after accounting for the portion of the total demand that was already approved as part of the Phase I WSA.

4 PROJECT WATER DEMAND

The Subject Property currently includes 59,655 square feet of commercial and retail buildings and 683 spaces of surface parking. The existing retail businesses include Ross Dress for Less, BevMo!, Fantastic Hair & Nail Salon, and Kumon Math & Reading Center, and formerly included Barron Park Supply Company and the International Market. These businesses employ a total of approximately 43 employees per day. There are a total of 76 existing trees, including eight Heritage Trees. Existing water use at the Subject Property is associated with typical commercial and retail-type activities (e.g., restrooms and limited landscape irrigation).

Future water demand associated with the Project will continue to be used for commercial and retail activities, although with some water use intensification associated with the conversion to restaurant, hotel and cinema land uses. The Project will also result in an increase in floor area from 59,655 square feet to 720,263 square feet, which will result in a net incremental increase of water demand at the Subject Property.

The City of Mountain View requires new non-residential development projects greater than 25,000 square feet to meet the intent of LEED Gold and comply with the mandatory CalGreen Requirements². As such, the Project will include a number of energy-efficiency and other sustainability features, and specifically will include the following water conserving elements:

- Use of low-flow lavatory faucets, toilets and urinals in accordance with the LEED Gold standard and CalGreen Requirements;
- Inclusion of low-water use landscaping to minimize outdoor water use; and
- Potential use of grey water for irrigation.

4.1 CURRENT AND HISTORICAL WATER USE AT THE SUBJECT PROPERTY

Water use at the Subject Property is metered and recorded by the City of Mountain View on a monthly basis. Water use data for the period from January 2003 through August 2013 for the six commercial water accounts currently occupying the Subject Property were received from the City of Mountain View on 21 October 2013. A summary of the total historical water use for the Subject Property is included in Table 1. Average annual water use for the Subject Property from 2003 through 2012 was approximately 4.7 acre-feet per year (“AFY”), with annual water use ranging from 3.11 AFY in 2012 to 6.06 AFY in 2004.

4.2 FUTURE WATER USE ASSOCIATED WITH THE PROJECT

Water use by commercial water customers can consist of a wide variety of end uses, such as restrooms, kitchens, water fountains, and irrigation. Currently, no standard water use models

² As described on the City’s website:
http://www.ci.mtnview.ca.us/city_hall/community_development/buildings/mountain_view_green_building_code.asp

allow development of project-specific commercial water use factors. However, general water use factors are available for various types of commercial accounts based on the square footage of commercial floor space and landscaping area. For this WSA Study, future water demand for the Project is estimated using the following two methodologies:

- (1) ***Gallons per Employee per Day Method***: Water use is estimated based upon the per-employee water use factors and conservation assumptions from the Pacific Institute, 2003.³
- (2) ***Mountain View Unit Water Duty Factors***: Water use is estimated based upon unit water duty factors from the City's 2010 Water Master Plan, as applied under the direction of City staff in 2013.

A description of each of the employed methodologies is included below. A summary of the resulting water use projections are provided in Table 2.

4.2.1 Gallons per Employee per Day (“GED”) Method

The Pacific Institute's *Waste Not Want Not: The Potential for Urban Water Conservation in California* (2003) is the primary reference used to estimate Project water demand based upon the building employee occupancy. This information is augmented by information regarding the number of employees per square foot from the Energy Information Administration (“EIA”), 2006.⁴ Based upon the Pacific Institute and EIA studies, commercial water use factors were developed for office, retail, cinema, and restaurant land uses. The estimated Project water demand includes information and assumptions regarding:

- The average water use per employee per workday,
- The typical number of employees per floor area,
- The typical number of workdays per year,
- Estimated irrigation demands, and
- Additional conservation saving measures not incorporated into employee water use factors for existing buildings.

The estimated water demand calculations utilizing the GED Method are shown in Table 3. The estimated water demand for the Project based upon the GED Method is 62 AFY. Relative to the historical water demand for the Subject Property, and after accounting for the volume of water that was approved as part of the Phase I WSA, the Project will result in an incremental water demand of 37 AFY. When estimating future Project water demand for new buildings, the GED

³ Pacific Institute, 2003. *Waste Not, Want Not: The Potential for Urban Water Conservation in California*, November 2003.

⁴ 2003 Commercial Buildings Energy Consumption Survey: Building Characteristics Tables Revised (Energy Information Administration, 2006).

Method water savings associated with improved water use efficiency were incorporated into the estimate, commensurate with the water-efficient design of the new development.

For comparison purposes, the GED Method was also used to estimate the water use for the existing facilities on the Subject Property. When the GED Method was utilized to estimate the historical water use for the existing facilities, potential water conserving features were not included in the estimate. For the existing facilities, the GED Method estimates the water use to be 5.0 AFY, which is very close to the average annual water use for the Subject Property based upon historical records.

While the GED Method provides reasonable estimates for historical water use at the Subject Property when compared to actual, measured water use data, it likely provides a conservative estimate of future water demand for the Project. This is because the GED Method assumes that a substantial fraction of the total future water demand for the Project (i.e., approximately 20 AFY out of the total of 62 AFY) will be for landscape irrigation, when in reality, the limited landscape area of the proposed Project is likely to require very little water.

4.2.2 City of Mountain View Water Master Plan Unit Demand Factors

The City of Mountain View's Water Master Plan (Mountain View, 2010), its General Plan Update Utility Impact Study (Mountain View, 2011a), and its Draft Water Supply Assessment Guidance (Mountain View, 2013) describe standard unit water demand factors ("water unit duty factors") for estimating water use for specific land uses. It should be noted that water use factors developed for water system master plans do not typically consider the details of individual, parcel-level development plans and are typically intentionally conservative to ensure adequate sizing of water system infrastructure (e.g. to meet fire flow and peaking demands).

The estimated water demand for the Project utilizing the City of Mountain View's water unit duty factors is shown in Table 4. Use of Mountain View water unit duty factors results in a total estimated water demand of 147 AFY for the Project. Relative to the historical water use for the Subject Property, and after accounting for the volume of water that was approved as part of the Phase I WSA, the Project will result in an incremental water demand of 122 AFY.

For comparison purposes, the Mountain View water unit duty factors were also used to estimate the water use for the existing facilities on the Subject Property. For the existing facilities, the City's water unit duty factors estimate the water use to be 8.7 AFY, which is approximately 85 percent greater than the average water use on the Subject Property based upon historical records and 43 percent greater than the historical maximum water use for the Subject Property. This comparison of actual versus estimated historical water use using the Mountain View water unit duty factors suggests that the Mountain View water unit duty factor method is conservative.

4.2.3 Comparison of Methodologies used to Estimate Project Water Use

Based on the two methodologies described above, and as shown in Table 2, the future water demand associated with the Project is projected to be between 62 AFY and 147 AFY, with an incremental water demand of approximately 37 AFY to 122 AFY when compared to the estimate



of historical water use for the existing Subject Property, and after accounting for the volume of water that was approved as part of the Phase I WSA. The difference in the results obtained by the two methodologies is due to differing assumptions regarding the water use factors.

In EKI's opinion, the Mountain View unit water duty method likely overestimates the incremental Project water demand, especially given the planned water-efficient design of the new development; however, it has been retained in this WSA Study to provide an upper bound for the range of potential water demands of the Project.

5 CITY OF MOUNTAIN VIEW WATER DEMAND

Water Code Section 10910

- (c) (1) *The city or county, at the time it makes the determination required under Section 21080.1 of the Public Resources Code, shall request each public water system identified pursuant to subdivision (b) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted urban water management plan adopted pursuant to Part 2.6 (commencing with Section 10610).*
- (c) (2) *If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).*
- (c) (3) *If the projected water demand associated with the proposed project was not accounted for in the most recently adopted urban water management plan, or the public water system has no urban water management plan, the water supply assessment for the project shall include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry, and multiple dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water system's existing and planned future uses, including agricultural and manufacturing uses.*

The most recent City of Mountain View UWMP is from 2010. In its 2010 UWMP, the City of Mountain View reports the current and projected future water demand for its water system service area. In accordance with the UWMP Act (Water Code §10610-10656), the City's projected future water demand is presented in five year increments, between the years 2010 and 2035, and is subdivided between the following six customer sectors: (1) residential single family, (2) residential multi-family, (3) commercial and institutional, (4) industrial, (5) landscape, and (6) other.⁵

Pursuant to Water Code §10910(c)(2), the information contained within the City of Mountain View's 2010 UWMP can be used herein to address the WSA requirements if the water demand associated with the Project was accounted for in the most recent UWMP. Because the estimated increase in water demand attributed to the Project (i.e., between approximately 37 and 122 AFY; Table 2) is less than the estimated City-wide increase in total demand by 2035 of approximately 3,320 AFY (see Table 6), the water demand associated with the Project could potentially be considered to be within the projected increase in city-wide demand accounted for in the 2010 UWMP. However, to be conservative, and in accordance with guidance provided by City staff⁶, we have considered the demand attributed to the Project to be additive to the total water demands included in the 2010 UWMP and have conducted our analysis accordingly.

⁵ System water loss is also included in the future water demand listed in the UWMP (Mountain View, 2010). Losses were assumed to be approximately 7.5 percent of the total system water use.

⁶ Verbal direction provided by City of Mountain View staff on October 16, 2013.

5.1 POPULATION AND EMPLOYMENT PROJECTIONS

Future water demands for the City of Mountain View's service area were projected by the City in coordination with the San Francisco Public Utilities Commission ("SFPUC"). As part of the SFPUC's Water System Improvement Program ("WSIP"), a Demand Management Decision Support System Model ("DSS Model") was developed for each of the SFPUC's wholesale customers to project future water demand utilizing population and employment projections within each customer's service area. Mountain View's DSS Model was most recently revised as part of its 2010 UWMP to account for several changes, including recycled water use in the North Bayshore Area and updated population and employment projections based on the Council-endorsed strategy for the 2030 General Plan.

Future population within the City of Mountain Views water service area was projected within the 2010 UWMP based on the City's 2030 General Plan Strategy, which was endorsed by the City Council in December 2010. Under this alternative, the 2030 General Plan may support as many as 86,732 residents within the City's existing service area in 2030. Extension of this growth trend through 2035 results in a projected population of 90,057.

The City also supplies water to several CII customers, which were collectively estimated to provide 62,073 jobs within the City's water service area in 2010. Based on the 2030 General Plan Strategy, job growth is anticipated to grow to 81,803 in 2030. Extension of this growth trend to 2035 results in an estimated 86,735 jobs in 2035. According to the 2010 UWMP and City of Mountain View representatives, the projected future CII water uses within the City have not been allocated to specific development projects, but rather reflect water use increases associated with general commercial growth within the City's service area.⁷

5.2 TOTAL WATER DEMAND

As described above, total water demand for the City of Mountain View is the sum of the measured water use within the City ("water use"), and water that is lost during distribution ("system loss" or "unaccounted for water"). Water use within the City of Mountain View is measured using water meters that are installed at each customer account. Records of current and historical water use at each account are maintained by the City Public Works Department. These data are then submitted to the Bay Area Water Supply and Conservation Agency ("BAWSCA") and the DWR for inclusion in their annual reports.

The current and historical measured water demand and the projected future water demand within the City of Mountain View's service area is reported in the 2010 UWMP, and is summarized below. A summary of measured water use between 2005 and 2012 is provided in Table 5 and

⁷ It is understood that employment numbers based on projections in the City's 2030 General Plan will likely be exceeded due to changes in projected land uses in the San Antonio Change Area, to be described in the forthcoming General Plan Subsequent EIR. However, since this WSA Study considers the Project water demands to be additive onto (i.e., not included in) the projected City-wide demand based on the 2010 UWMP, this study is conservative with respect to the estimated actual total future demand.

the projected water demand between 2010 and 2035, from the 2010 UWMP, is provided in Table 6 in five year increments.

According to information provided to EKI by City of Mountain View staff on 26 November 2013, total water use for the City of Mountain View was approximately 11,238 AFY in 2012. As shown in Table 5, historical water use between 2005 and 2012 actually decreased by approximately 585 AFY (5 percent decrease). Likely reasons for the decline in water use within the City between 2005 and 2012 include a multiple-year drought and an economic downturn resulting in lower residential and non-residential water use. Therefore, water use in recent years may be artificially depressed and would be expected to recover to some degree in the near future assuming drought and economic conditions improve.

To account for the potentially depressed water demand observed in recent years, EKI utilized the average water demand between 2005 and 2012 for comparison to future demand projections, rather than relying solely on the most recent 2012 water demands. Specifically, a baseline water demand was estimated using the average total water use between 2005 and 2012 plus an estimate of unaccounted for water (i.e., approximately 7.5 percent of total water use), which resulted in a baseline City-wide water demand estimate of 12,546 AFY (Table 6). Based on the DSS Model results and an estimated system loss of 7.5 percent, the City projected a growth in total water demand of approximately 3,320 AFY by 2035 relative to the baseline, including 3,087 AFY of projected growth in total water use and 233 AFY of projected growth in unaccounted for water (see Table 6).

5.3 OTHER PLANNED PROJECTS WITHIN THE CITY'S WATER SERVICE AREA

Table 7 identifies other approved and anticipated projects within the City of Mountain View's water service area that constitute a portion of the additional 3,320 AFY of total City-wide water demand projected by 2035 in the 2010 UWMP. These projects were identified on the basis of information provided by the City's Planning Division⁸. Potential water demands associated with these projects were estimated on the basis of the City's water unit duty factors and are presented in Table 7. As summarized in this table, total estimated water demands associated with all of the known, planned projects is 637 AFY.⁹

Table 8 shows a comparison of the projected increase in City-wide water demand with the incremental water demand associated with the Project and other planned projects. As shown in Table 8, it is estimated that approximately 2,683 AFY of additional water demand (i.e., 3,320 AFY minus 637 AFY) can be accommodated within the City's service area after the water demand for all the currently planned projects is accounted for, when and if build out of those projects occurs. After taking into account the estimated water demand for the Project,

⁸ Projects were identified from the City of Mountain View Community Development Department October 2013 Planning Division Update, dated 4 October 2013.

⁹ These water demand estimates likely overestimate water use associated with these projects because they are not incremental water use estimates and do not account for existing water uses at each property. Further, as described in Section 4, the City's water unit duty factors likely represent conservative water demand estimates.



approximately 2,561 to 2,646 AFY of additional water demand can be accommodated within the City's service area.

6 CITY OF MOUNTAIN VIEW WATER SUPPLY

This section identifies the City’s water supplies and discusses the vulnerability of the various supplies to drought and other factors affecting water reliability.

6.1 IDENTIFICATION OF WATER SUPPLY RIGHTS

Water Code Section 10910

(d) (1) The assessment required by this section shall include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of the quantities of water received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights, or water service contracts.

Pursuant to Water Code §10910(d)(1), a WSA is required to include identification of all water supply entitlements, water rights, and water service contracts relevant to the identified water supply for the Project. In accordance with these requirements, a summary the City of Mountain View’s water supply sources and the agreements between the City and its wholesale suppliers is provided below and in Tables 9 and 10.

6.1.1 SFPUC Regional Water System

The City of Mountain View receives water from the City and County of San Francisco’s Regional Water System (“Regional System”), operated by the SFPUC. This supply originates predominantly from the Sierra Nevada, delivered through the Hetch-Hetchy aqueducts, but also includes treated water produced by the SFPUC from its local watersheds and facilities in Alameda and San Mateo Counties. Approximately 85 percent of the Regional System supply comes from the Tuolumne River through Hetch-Hetchy Reservoir. The remaining 15 percent comes from local watersheds through the San Antonio, Calaveras, Crystal Springs, Pilarcitos and San Andreas Reservoirs.

The business relationship between San Francisco and its wholesale customers (including Mountain View) is largely defined by the Water Supply Agreement between the City and County of San Francisco and Wholesale Customers in Alameda County, San Mateo County and Santa Clara County (“Agreement”) entered into in July 2009. The Agreement, which has a 25-year term, addresses water supply availability for the Regional System as well as the methodology used by the SFPUC in setting wholesale water rates. This agreement succeeds an earlier 25-year agreement signed in 1984.

The Agreement provides 184 million gallons per day (“MGD”) to the wholesale customers during normal water years. This volume, referred to as the “Supply Assurance” is subject to reduction during periods of water shortage due to drought, emergencies or other scenarios resulting in a water shortage. Each wholesale customer’s share of the 184 MGD is referred to as their Individual Supply Guarantee (“ISG”). Mountain View’s ISG is 13.46 MGD (or

approximately 15,077 AFY). Although the Agreement expires in 2034, the Supply Assurance and ISG continue in perpetuity.

The Agreement also recognizes the SFPUC's decision made in October 2008 to (a) defer any consideration of an increase to the 184 MGD Supply Assurance until 2018, (b) place an interim limit on sales of 184 MGD for all wholesale customers, including San Jose and Santa Clara, (i.e., who do not have ISGs), (c) establish interim supply allocations ("ISAs") for each wholesale customer through 2018, and (d) develop an environmental enhancement surcharge to be applied to wholesale agencies that exceed their ISA, if total use by SFPUC's retail customers and wholesale customers exceeds 265 MGD.

However, these ISAs are entirely distinct from the permanent ISGs as they will last only until 2018 and will solely be used to determine when the surcharge will apply. Therefore, although the establishment of such ISA's may potentially increase the cost of water supplied by SFPUC to the City of Mountain View (i.e., if it exceeds its ISA at a time when collective deliveries from the Regional System exceed 265 MGD) it will not affect its ISG of 13.46 MGD. Therefore, projected water supplies to the City of Mountain View from SFPUC that are identified in the 2010 UWMP and rely on the City's ISG have not been modified based upon the provisions of the new Agreement.

Between 2005 and 2010, the City of Mountain View purchased approximately 87 percent of its potable water supplies from the SFPUC. By 2035, the City projects that it will purchase approximately 12,645 AFY, or 89 percent of its total potable supplies, from the SFPUC in order to meet the projected future water demand of its service area. The City's current and projected purchase quantities are approximately equal to an average of 8.9 and 11.3 MGD per day, respectively, and are both less than the City's ISG of 13.46 MGD.

6.1.2 SCVWD Treated Water

Between 2005 and 2010, approximately 9.5 percent of the City of Mountain View's total water supply was purchased from the Santa Clara Valley Water District ("SCVWD"). According to the 2010 UWMP, Mountain View's treated water supply relationship with the SCVWD is governed by a 70-year water supply contract entered into in 1984. Pursuant to this agreement, the City submits proposed delivery schedules to the SCVWD estimating the volume of treated water needed from the SCVWD in three-year periods. In addition to the estimated three-year delivery schedule, the SCVWD retailers also submit anticipated monthly deliveries for the coming year, as well as information needed in order for the SCVWD to project annual deliveries for the next five years.

The SCVWD manages all of its water supplies in an effort to meet the requested treated water deliveries, while balancing other demands on the system, such as groundwater recharge and banking. The SCVWD serves surface water to its retail customers from the following supply sources:

- Surface water purchased from the United States Bureau of Reclamation ("USBR") Central Valley Project ("CVP"),

- Surface water purchased from the DWR’s State Water Project (“SWP”), and
- Surface water from the local watersheds that is captured in SCVWD’s local reservoirs.

Though raw water is available to some of SCVWD’s customers, the City purchases treated water from SCVWD, which is delivered to the City through SCVWD’s West and Mountain View pipelines.

Based on the planned future water uses within the City’s service area and the planned future water supply, the City has estimated that approximately 1,325 AFY of water, approximately 9.3 percent of its total potable supplies, will be purchased from the SCVWD in 2035. This is equal to an average delivery of approximately 1.18 MGD.

6.1.3 Recycled Water Supply

The City uses recycled water from the Palo Alto Regional Water Quality Control Plant (“RWQCP”) for irrigation of public and private landscapes in the North Bayshore Area. During 2004, the City Council adopted Article V, Chapter 35 of the City Code related to the use of recycled water for irrigation. Pursuant to the City Code, retail, commercial and industrial customers within the North Bayshore Area must use recycled water for landscape irrigation. These requirements apply both to existing users and to future users. Penalties for noncompliance with the ordinance include discontinuance of potable water service and a 50 percent surcharge for the use of potable water.

To assist customers in converting to the recycled water system, the *Mountain View Water Reuse Rules and Regulations* were completed in 2010. This document outlines design and installation specifications, operation and maintenance responsibilities, and the process for connecting to the City’s recycled water system. To further encourage the use of recycled water, customers receive the added benefit of reduced water rates. In 2010, recycled water was available at a 25 percent discount from potable water, and customers were charged a uniform rate instead of the increasing block rate used for the potable water system.

During 2012, the City utilized 550 AFY of recycled water and is projected to use 1,610 AFY of recycled water by 2035, which will offset approximately 800 AFY of potable water demand. The difference between estimated use of recycled water and the amount of potable water offset is based upon an assumption that approximately 25 percent additional use of recycled water will be needed to flush excess salts that may accumulate from the use of recycled water.

6.1.4 Groundwater

Water Code Section 10910

(f) If a water supply for a proposed project includes groundwater, the following additional information shall be included in the water supply assessment:

(1) A review of any information contained in the urban water management plan relevant to the identified water supply for the proposed project.

A water supply assessment shall not be required to include the information required by this paragraph [Sections (f)(2) through (f)(5)] if the public water system determines, as part of the review required by paragraph (1), that the sufficiency of groundwater necessary to meet the initial and projected water demand associated with the project was addressed in the description and analysis required by paragraph (4) of subdivision (b) of Section 10631.

The City¹⁰ operates seven active potable groundwater wells to supplement imported water supplies. The City also owns one, inactive irrigation well at Shoreline Regional Park for supplemental irrigation purposes. When previously in operation, water from the irrigation well did not enter the potable water system but, instead, was used directly for landscape irrigation. Since 2009 this non-potable irrigation supply has been replaced with recycled water from the Palo Alto RWQCP.

Between 2005 and 2012, the City produced an average of approximately 436 AFY of groundwater, approximately 3.5 percent of its total potable supply. Since 1990, Mountain View has produced an average of 599 AFY, with a high of over 1,500 AF in 1991. Most of this groundwater is pumped directly into the potable water distribution system or non-potable irrigation ponds; however, a portion of the water is also used for general operation and maintenance of the groundwater wells. Groundwater production in 2035 is anticipated to meet approximately 2 percent of the City's total potable water needs.

6.1.5 Other Water Supplies

In addition to imported water from the SFPUC and the SCVWD, groundwater produced from the City's groundwater wells, and recycled water from the Palo Alto RWQCP, a small percentage of the City's water supply is obtained from local surface water. This water is used, in conjunction with local groundwater, for irrigation purposes (i.e., for the Shoreline Golf Links).

6.2 TOTAL SUPPLY IN NORMAL, SINGLE DRY, AND MULTIPLE DRY YEARS

In 2012 the City purchased approximately 92 percent of its total water supply from the SFPUC Regional System and the SCVWD's treated water system. The remaining 8 percent of the City's water was obtained from groundwater and recycled water. The City's current and planned future water supply from 2010 through 2035 is listed in Table 10 for normal hydrologic years, along with the estimated maximum supply available from all sources.

During single dry years, the City expects that combined deliveries from SFPUC and SCVWD will be reduced by a range of between 3 percent during 2015 and 14 percent during 2035 relative

¹⁰ The water demand associated with the Project is assumed to be included in, or only add a small increment to, the City's total future water demand projected in the 2010 UWMP. Based upon the information in the 2010 UWMP, the City should be able to meet the projected 2035 water demands (i.e., 15,987 AFY inclusive of the Project) during normal years from its ISG from the SFPUC and SCVWD water supplies (i.e., which total 16,402 AFY). Therefore, for the purpose of this WSA Study, it is assumed that a review and description of the information contained within the 2010 UWMP should be sufficient to meet the requirements of Water Code §10910(f) with respect to the City's groundwater supply.

to deliveries during normal hydrologic years (see Table 11). During multiple dry years, the City expects that combined deliveries from the SFPUC and SCVWD will be reduced by a range of between 14 percent during the fifth year of a drought that begins during 2015 and by 24 percent during the fifth year of a drought that begins during 2035 (see Table 12).

Projected supply shortfalls will be met through the implementation of the City's Water Shortage Contingency Plan. As described in the 2010 UWMP, the City has developed a Water Shortage Contingency Plan that systematically identifies ways in which the City can reduce water demands and augment supplies during dry years. The indoor and outdoor water use reduction goals in the Water Shortage Contingency Plan range from 5 to 15 percent for indoor water use and from 15 to 100 percent for outdoor water use, for an overall demand reduction of greater than 40 percent.

To increase the effectiveness of water shortage response efforts of individual agencies across Santa Clara County, a subcommittee of retailer suppliers developed model "Stages of Action" to serve as a common framework for individual retailers' 2010 UWMPs. The City incorporated the County-wide model into its Water Shortage Contingency Plan, adjusting as necessary, based on the City's water-use patterns and to align with the City's plans and operating capabilities.

As a customer within the City's service area, the Project would be obligated to comply with the demand reduction efforts imposed by the City through implementation of the Water Shortage Contingency Plan. Therefore, Project-specific conservation during dry years would contribute to the Project's proportionate share of the reduction in water demands during dry years.

6.3 ADDITIONAL WATER SUPPLY RELIABILITY FACTORS

Reliability of the City's water supplies may be impacted directly or indirectly in the future by factors in addition to those summarized above and quantified in the 2010 UWMP. These factors include, among other things, (1) recent litigation on the management of endangered species in the Sacramento – San Joaquin Delta and (2) uncertainties related to the SFPUC's Water System Improvement Program ("WSIP") and the impacts to water supply reliability associated with the Federal Energy Regulatory Commission ("FERC") relicensing of New Don Pedro Dam.

7 COMPARISON OF SUPPLY AND DEMAND

As can be seen in Tables 6, 10 and 13, based on the City's 2010 UWMP, during normal years the City is expected to have adequate water supplies to meet its projected demands. If the incremental Project demand (37 to 122 AFY) is added to the projected total City demand, there is still more than sufficient supply to meet the anticipated total demand during normal years through 2035 (see Table 13).

During single-dry years in 2035, the City's total water demand, without the Project, is expected to exceed total supply by approximately 1,972 AFY, which results in a total water supply shortfall of 13.8 percent (Table 11). If the incremental Project demand (37 to 122 AFY) is added to the projected total City demand, the single dry year shortfall in 2035 is projected to be between 2,009 and 2,094 AFY. This represents an overall supply shortfall of between 14.1 and 14.6 percent (see Table 13) and an incremental impact of approximately 0.22 to 0.73 percent to the without-Project conditions in 2035.

During multiple-dry years in 2035, without the Project, the City's water demand is projected to exceed the total supply by approximately 3,412 AFY, which results in a total water supply shortfall of 23.9 percent (Table 12). If the incremental Project demand (37 to 122 AFY) is added to the projected total City demand, the multiple dry year shortfall in 2035 is projected to be between 3,449 and 3,534 AFY. This represents an overall supply shortfall of between 24.1 to 24.6 percent and an incremental impact of approximately 0.20 to 0.64 percent to the without-Project conditions in 2035.

As described in Section 6, in response to anticipated future dry year shortfalls, the City has developed a Water Shortage Contingency Plan that systematically identifies ways in which the City can reduce water demands and augment supplies during dry years. It is expected that, even without the Project, the City would have to rely on implementation of its Water Shortage Contingency Plan during some dry years to reduce demands. Given the small incremental impact of the Project on the shortage projections, it is not expected that the City would have to change its operations or the implementation of its Water Shortage Contingency Plan in response to a drought, even after the Project was completed.

8 CONCLUSIONS

As listed in Water Code §10910(c)(4), the primary purpose of a WSA is to evaluate that sufficient water supply is available to meet all future water demand within the water supplier's service area, including that associated with the Project, during normal and dry hydrologic years for a 20-year time horizon.

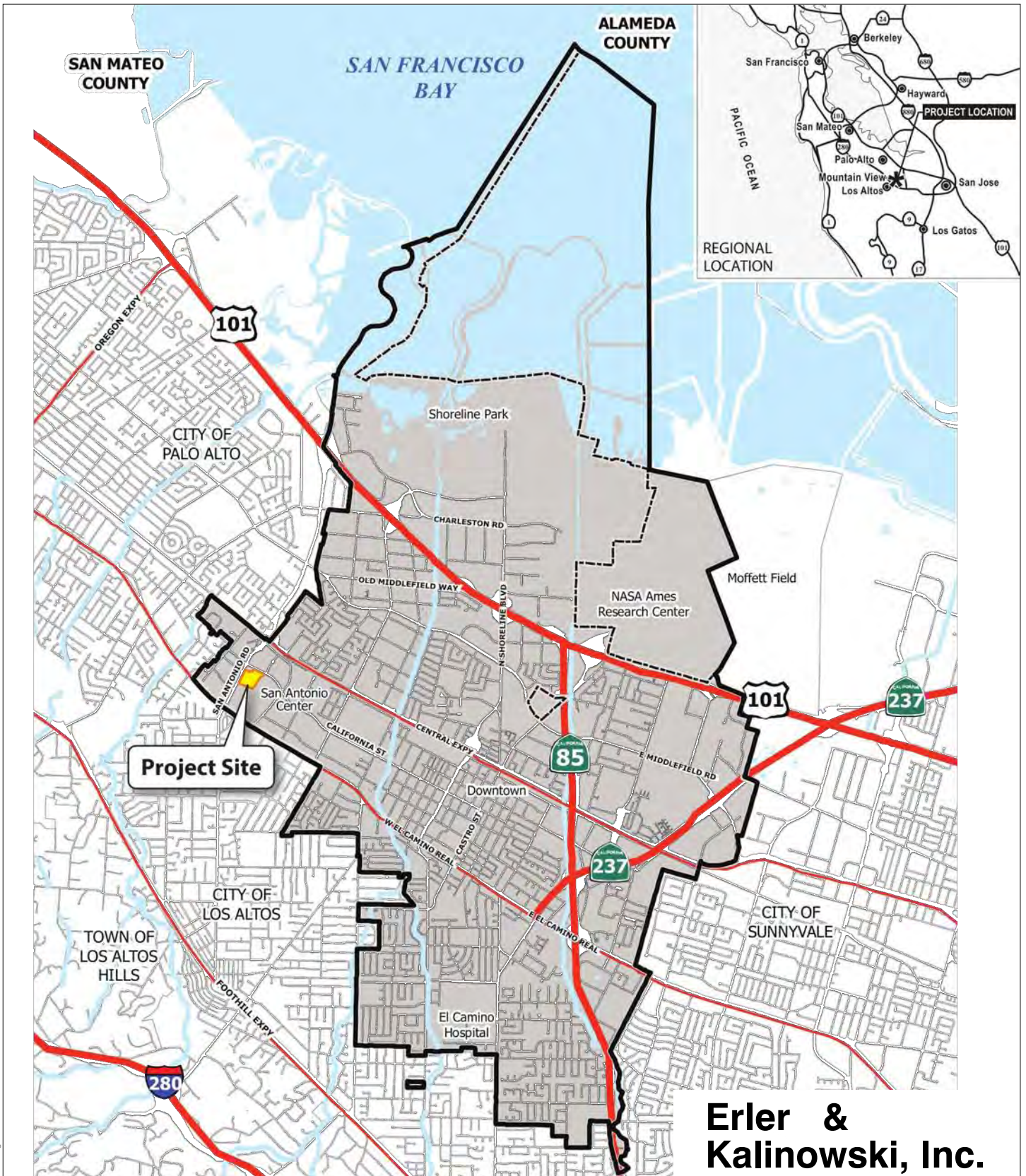
Based on the results of this WSA Study, the City expects to have sufficient water supply to meet its planned demands plus the demands of the Project during normal years through 2035.

During the worst-case drought scenario in 2035 the City projects a water supply shortfall of 23.9 percent, wherein it will implement Stage 2 of its Water Shortage Contingency Plan. Using the City's preferred methodology, build out of the Project is estimated to increase this shortfall by 0.64 percent in 2035, resulting in a total shortage of 24.5 percent. Alternate methodologies result in a lesser increase of 0.20 percent (instead of 0.64 percent) for a City-wide shortage of 24.1 percent.

Therefore, it is concluded that the City of Mountain View has sufficient water supply to meet all future demand within its service area, including that associated with the Project, during normal years for a 20-year time horizon. During dry years the City already expects to experience some supply shortfalls over a 20-year time horizon, and plans to meet these shortfalls through implementation of the first two stages of its Water Shortage Contingency Plan. Build out of the Project is estimated to increase the severity of these shortfalls by between 0.20 to 0.64 percent in the worst-case drought scenario.

9 REFERENCES

- BAWSCA, 2007. *Bay Area Water Supply and Conservation Agency Annual Survey – FY 2005-06*, BAWSCA, March, 2007.
- BAWSCA, 2008. *Bay Area Water Supply and Conservation Agency Annual Survey – FY 2006-07*, BAWSCA, January 2008.
- BAWSCA, 2009. *Bay Area Water Supply and Conservation Agency Annual Survey – FY 2007-08*, BAWSCA, January 2009.
- BAWSCA, 2010. *Bay Area Water Supply and Conservation Agency Annual Survey – FY 2008-09*, BAWSCA, January 2010.
- BAWSCA, 2011. *Bay Area Water Supply and Conservation Agency Annual Survey – FY 2009-10*, BAWSCA, January 2011.
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- DWR, July 2006. *Progress on Incorporating Climate Change into Management of California’s Water Resources*.
- DWR 2003. *California’s Groundwater: Bulletin 118*, prepared by the Department of Water Resources, dated October 2003.
- Mountain View, 2010. *Urban Water Management Plan*, prepared by the City of Mountain View, dated 14 June 2011.
- Mountain View, 2010. *Water System Master Plan*, June 2010.
- Mountain View, 2011a. *General Plan Update Utility Impact Study*, October 2011.
- Mountain View, 2011b. *Department of Water Resources Public Water System Statistics*, 2011.
- Mountain View, 2012. *Department of Water Resources Public Water System Statistics*, 2012.
- Mountain View, 2013. *Draft Guidance: Preparation of a Water Supply Assessment*, September 2013.



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Site Location Map

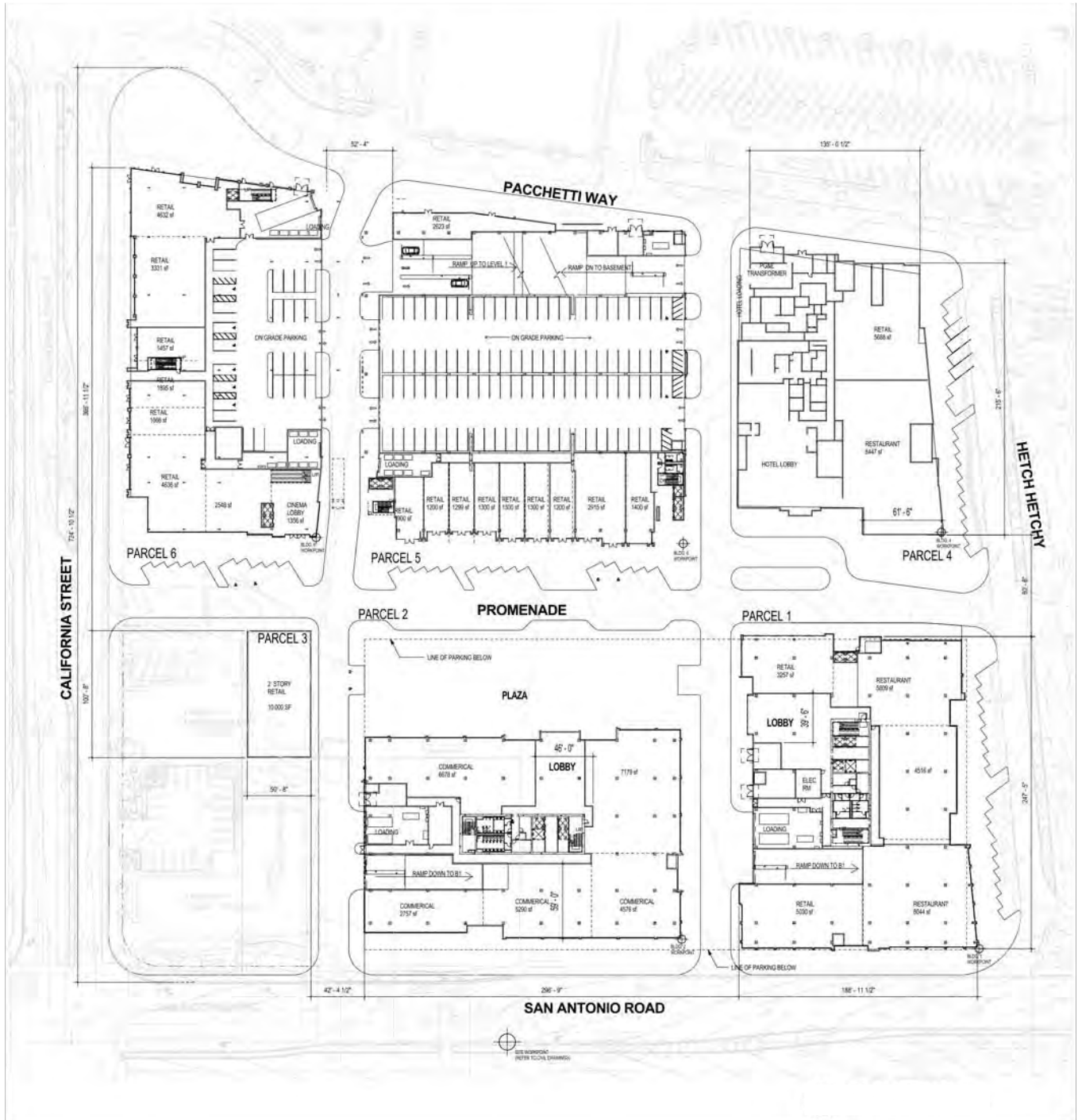
Notes:

1. All locations are approximate.
2. Basemap source: ICF International (October 2013).



Village at San Antonio Center, Phase II
 Mountain View, CA
 February 2014
 EKI B30053.00
Figure 1

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Notes:

1. All locations are approximate.
2. Basemap source: ICF International (October 2013).

Erler & Kalinowski, Inc.

Site Layout

Village at San Antonio Center, Phase II
Mountain View, CA

February 2014
EKI B30053.00

Figure 2



Table 1
Historical Annual Water Consumption
 San Antonio Center Phase II, Mountain View, California

Year	Total Annual Water Use at Subject Property (AFY) (a)
2003	4.81
2004	6.06
2005	5.33
2006	4.22
2007	4.81
2008	5.61
2009	4.66
2010	4.71
2011	3.70
2012	3.11
Average Annual Water Use (2003 - 2012)	4.70

Abbreviations:

"AFY" = acre-feet per year

Notes:

- (a) Total Annual Water Use is based on City of Mountain View monthly metered water use data for properties located at 377, 391, 405, 417, 423, and 455 San Antonio Road, provided to EKI by City of Mountain View staff on 21 October 2013.

Table 2
Summary of Estimated Project Water Demand Using Different Estimation Methods
 San Antonio Center Phase II, Mountain View, California

	[A]	[B]	[C] C = B - A	[D]	[E] E = D - A	[F]	[G] G = D - F
Demand Estimation Method	Actual Annual Demand of Existing Land Uses (AFY) (a)	Estimated Annual Demand of Existing Land Uses (AFY) (b)	Difference Between Actual and Estimated Annual Demand of Existing Land Uses (AFY)	Total Annual Demand for the Proposed Project (AFY) (c)	Incremental Demand of Proposed Project Relative to Existing Water Use (AFY) (d)	Annual Demand of Approved Phase I Project (AFY) (e)	Additional Demand of Proposed Project Beyond Approved Phase I Project (AFY)
Gallons per Employee per Day (f)	4.7	5.0	0.3	62	58	25	37
Mountain View Unit Water Duty Factors (g)	4.7	8.7	4.0	147	143	25	122

Abbreviations:

"AFY" = acre-feet per year

Notes:

- (a) The actual annual demand of existing land uses is based on historical water consumption records (see Table 1).
- (b) The estimated annual demand of existing land uses is calculated using each demand estimation method (see Tables 3 and 4).
- (c) The estimated annual demand for the proposed project is calculated using each demand estimation method (see Tables 3 and 4).
- (d) The incremental water demand relative to existing water use is calculated by subtracting the actual existing water use (Table 1) from the total estimated annual demand for the proposed project.
- (e) The annual demand of the approved San Antonio Center Phase I Project, Northern Retail Parcel is from Reference 1.
- (f) Water demand was calculated based upon the method established in Reference 2. See Table 3 for additional information regarding the estimation of water use using this method.
- (g) Water demand was calculated based upon water use factors obtained from Reference 3. See Table 4 for additional information regarding the estimation of water use using this method.

References:

1. EKI, 2010, *Water Supply Assessment Study, San Antonio Center, Mountain View, California*, November 2010.
2. Pacific Institute, 2003. *Waste Not, Want Not: The Potential for Urban Water Conservation in California*, November 2003.
3. City of Mountain View, 2013, *DRAFT Guidance: Preparation of a Water Supply Assessment*, updated September 2013.

Table 3
Estimated Annual Project Water Demand Utilizing the Gallons per Employee per Day ("GED") Method
 San Antonio Center Phase II, Mountain View, California

	[A]	[B]	[C]	[D]	[E]	[F]	[G]	[H]
			$C = A \times B / 1,000$		$E = C \times D$			$H = E \times F \times (1 - G) / 325,851$
Land Use	Area (sq ft) (a)	Employee Density (emp/1,000 sq ft) (b)	Employees (emp) (c)	Employee Water Use Factor (gpd/emp) (d)	Daily Water Use (gpd) (e)	Days per Year (days) (f)	Conservation Factor (%) (g)	Total Annual Water Demand (AFY) (h)
<i>Existing Facility</i>								
Commercial/Retail	59,655	0.8	48	93	4,474	365	0%	5.0
<i>Proposed Project</i>								
Commercial/Retail	82,688	0.8	66	93	6,202	365	43%	4
Office	392,853	2.3	907	127	115,225	225	46%	43
Restaurant	35,358	1.1	40	163	6,587	365	32%	5
Cinema	67,280	0.8	54	93	5,046	365	43%	3
Hotel	142,084	0.5	69	148	10,146	365	38%	7
Total Project Water Demand								62
Actual Water Use of Existing Land Uses (Table 1)								4.7
Estimated Water Demand for Approved San Antonio Center Phase I Project, Northern Retail Parcel (Reference 3)								25
Additional Project Water Demand Beyond Approved San Antonio Center Phase I Project, Northern Retail Parcel								37

Abbreviations:

- "AFY" = acre-feet per year
- "emp" = employees
- "gpd" = gallons per day
- "sq ft" = square feet

Table 3
Estimated Annual Project Water Demand Utilizing the Gallons per Employee per Day ("GED") Method
San Antonio Center Phase II, Mountain View, California

Notes:

- (a) Areas of proposed land uses are based on information provided by ICF on 9 October 2013.
- (b) Employee density is based on Table B1 of Reference 1. Cinema is assumed to have the same employee density as Commercial/Retail.
- (c) The number of employees was estimated by multiplying the floor area ratio, expressed in 1,000 square feet, by the employees per 1,000 square feet.
- (d) The Employee Indoor Water Use Factors are based on information contained in Appendix E of Reference 2.
- (e) The total average daily water use is estimated by multiplying the number of employees by the employee water use factor.
- (f) Days per year are assumed to be 365 for commercial / retail, restaurant, cinema and hotel land uses, and 225 for office land use, from Reference 2.
- (g) The employee water use factors reported in Reference 2 represent water use in older buildings; they do not incorporate the benefits of more recent water saving technologies or account for the City of Mountain View General Plan's requirement that developments above 25,000 sq ft adhere to LEED Silver guidelines and CalGreen standards. Therefore, to account for reductions in water use associated with the installation of water-efficient plumbing fixtures, appliances, landscaping, and other recent technologies, conservation savings, based on the high end of conservation savings potential estimated in Appendix E of Reference 2, were applied to each land use.
- (h) Total annual water demand, in AFY, is calculated as the product of daily water demand, the days per year, and 100% minus the conservation potential. This product is then divided by the number of gallons per acre-foot (325,851).

References

1. U.S. Energy Information Administration, 2006, *2003 Commercial Buildings Energy Consumption Survey*.
2. Pacific Institute, 2003. *Waste Not, Want Not: The Potential for Urban Water Conservation in California*, November 2003.
3. EKI, 2010, *Water Supply Assessment Study, San Antonio Center, Mountain View, California*, November 2010.

Table 4
Estimated Annual Project Water Demand Utilizing City of Mountain View Water Unit Duty Factors
 San Antonio Center Phase II, Mountain View, California

	[A]	[B]	[C] C = A x B / 1,000	[D]	[E] E = C x D / 325,851
Land Use	Area (sq ft) (a)	Water Unit Duty Factor (gpd/1,000 sq ft) (b)	Daily Water Use (gal)	Days per Year (days) (c)	Total Annual Water Demand (AFY) (d)
<i>Existing Facility</i>					
Commercial/Retail	59,655	130	7,755	365	8.7
<i>Proposed Project</i>					
Commercial/Retail	82,688	130	10,749	365	12
Office	392,853	130	51,071	365	57
Restaurant	35,358	1,200	42,430	365	48
Cinema	67,280	130	8,746	365	10
Hotel	142,084	130	18,471	365	21
Total Project Water Demand					147
Actual Water Use of Existing Land Uses (Table 1)					4.7
Estimated Water Demand of Approved San Antonio Center Phase I Project, Northern Retail Parcel (Reference 3)					25
Additional Project Water Demand Beyond Approved San Antonio Center Phase I Project, Northern Retail Parcel					122

Abbreviations:

"AFY" = acre-feet per year
 "gal" = gallons

"gpd" = gallons per day
 "sq ft" = square feet

Table 4
Estimated Annual Project Water Demand Utilizing City of Mountain View Water Unit Duty Factors
San Antonio Center Phase II, Mountain View, California

Notes:

- (a) Areas of proposed land uses are based on information provided by ICF on 9 October 2013.
- (b) Water Unit Duty Factors are based on values from Table 3-6 of Reference 1, as summarized in Reference 2. The Unit Duty Factor to be used for the Office land use for this project is 130 gpd/sq ft, based on the General Plan Update Utility Impact Study land use category of C-O (personal communication, City of Mountain View staff, 15 October 2013).
- (c) Days per year are assumed to be 365 for commercial/retail, restaurant, cinema, office, and hotel land uses.
- (d) Total annual water demand, in AFY, is calculated as the product of daily water demand and the days per year, divided by the number of gallons per acre-foot (325,851).
- (e) The City of Mountain View Water Unit Duty Factors encompass both indoor and outdoor uses.

References:

- 1. City of Mountain View 2010 *Water Master Plan*.
- 2. City of Mountain View, 2013, *DRAFT Guidance: Preparation of a Water Supply Assessment*, updated September 2013.
- 3. EKI, 2010, *Water Supply Assessment Study, San Antonio Center, Mountain View, California*, November 2010.

Table 5
Historical Water Use for the City of Mountain View
 San Antonio Center Phase II, Mountain View, California

Customer Category	Measured Annual Water Use (AFY) (a)								Percent of Total 2012 Use	Range of Water Use During Recent Years (2005 to 2012) (AFY) (b)
	2005	2006	2007	2008	2009	2010	2011	2012		
Single Family Residential	3,162	3,160	3,269	3,290	3,000	2,885	2,862	3,059	27%	2,862 - 3,290
Multifamily Residential	3,537	3,582	3,700	3,614	3,377	3,232	3,145	3,170	28%	3,145 - 3,700
Commercial/Institutional	1,858	1,867	1,957	1,981	1,832	1,702	1,691	1,708	15%	1,691 - 1,981
Industrial	554	564	579	562	508	449	468	474	4%	449 - 579
Landscape Irrigation (c)	2,706	2,648	2,984	3,099	2,947	2,540	2,512	2,805	25%	2,512 - 3,099
Other (d)	6	5	7	4	6	5	4	22	0.19%	4 - 22
Total Water Use (e)	11,823	11,826	12,496	12,550	11,670	10,813	10,684	11,238	100%	10,664 - 12,671

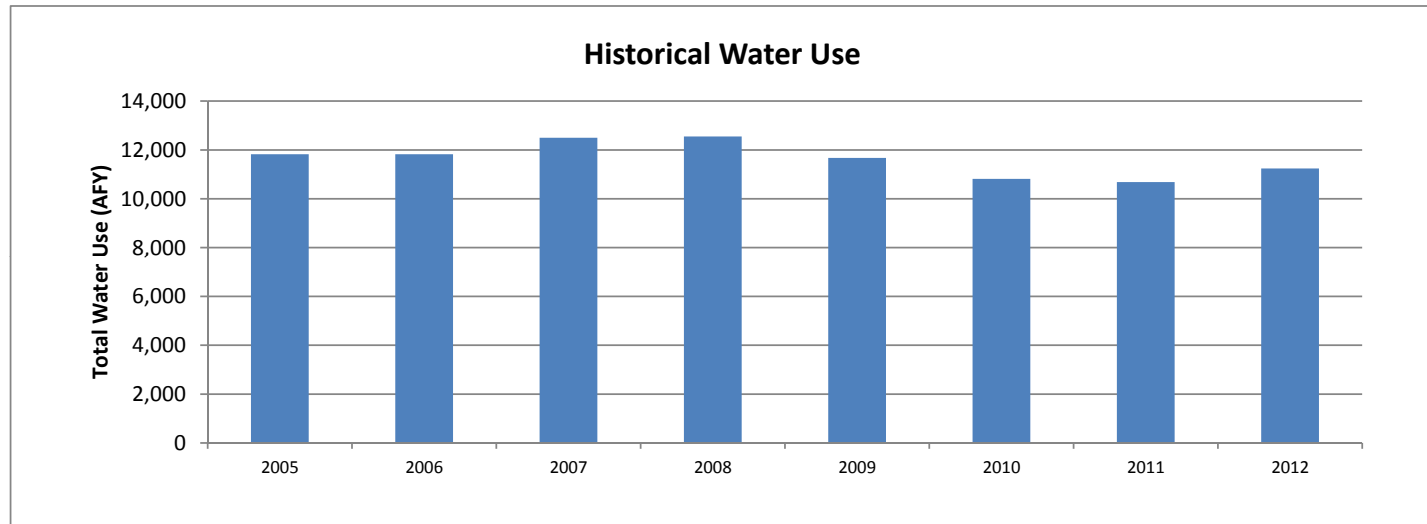


Table 5
Historical Water Use for the City of Mountain View
San Antonio Center Phase II, Mountain View, California

Abbreviations:

"AFY" = acre-feet per year

"UWMP" = Urban Water Management Plan

"DWR" = California Department of Water Resources

Notes:

- (a) The measured annual water use for years 2005 through 2010 is from the City of Mountain View's 2010 UWMP (Reference 1). The annual water use for years 2011 and 2012 are from DWR 38 forms, provided to EKI by City of Mountain View staff on 26 November 2013.
- (b) The range of water use during recent years is based on the measured water uses from 2005 through 2012.
- (c) Landscape irrigation uses a combination of potable water, blended water and recycled water.
- (d) Other water use includes water used for construction projects.
- (e) "Unaccounted for water" is defined herein as the difference between the City's customers' metered use and the City's metered supply. The total water use shown here does not include unaccounted for water.

References:

1. 2010 Urban Water Management Plan, prepared by the City of Mountain View, dated 14 June 2011.
2. Mountain View Department of Water Resources Water System Statistics, 2011 and 2012.

Table 6
Projected Future Water Demands for the City of Mountain View
 San Antonio Center Phase II, Mountain View, California

Customer Category	Current Estimated Baseline Water Use (a) (AFY)	Projected Future Water Demand (b) (AFY)					Projected Increase in Water Demand (Current Baseline to 2035) (AFY) (c)
		2015	2020	2025	2030	2035	
Single Family Residential	3,076	3,510	3,585	3,663	3,755	3,853	777
Multifamily Residential	3,423	3,864	3,916	3,973	4,051	4,136	713
Commercial/Institutional	1,836	1,748	1,825	1,909	1,998	2,089	253
Industrial	514	661	692	726	760	795	281
Landscape Irrigation	2,806	2,890	3,254	3,458	3,662	3,866	1,060
Other (Construction) (d)	13	13	14	14	15	16	3
Total Water Use	11,668	12,686	13,286	13,743	14,241	14,755	3,087
<i>Unaccounted for Water (e)</i>	<i>878</i>	<i>953</i>	<i>999</i>	<i>1,036</i>	<i>1,073</i>	<i>1,111</i>	<i>233</i>
Total Water Demand (f)	12,546	13,639	14,285	14,779	15,314	15,866	3,320

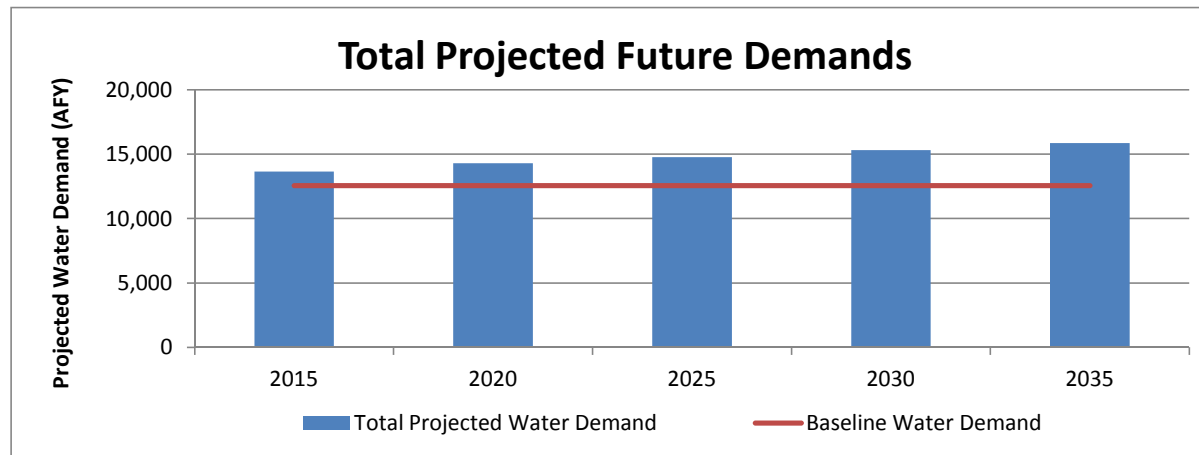


Table 6
Projected Future Water Demands for the City of Mountain View
San Antonio Center Phase II, Mountain View, California

Abbreviations:

"AFY" = acre-feet per year

"UWMP" = Urban Water Management Plan

Notes:

- (a) The current estimated baseline water use is the average of the range of water use during recent years presented in Table 5.
- (b) The projected future water demands were estimated in Table 4-5 of the City of Mountain View's 2010 UWMP.
- (c) The City-wide projected increase in water demand from the current baseline to 2035 is calculated by subtracting the current baseline water demand from the City's 2010 UWMP projected annual water demand for 2035.
- (d) Other water use includes water used for construction projects.
- (e) "Unaccounted for water" is defined herein as the difference between the City's customers' metered use and the City's metered supply. Thus, unaccounted for water includes apparent losses such as customer metering inaccuracies, real losses such as distribution main leakage, and authorized unmetered uses such as fire hydrant flow testing. The baseline value for unaccounted for water is calculated as the product of the total baseline water use and the average percentage of unaccounted for water in the projected future water demands in the City's 2010 UWMP (approximately 7.5%).
- (f) The total water demand is the sum of total water use and unaccounted for water. The projected water demands include savings from plumbing code updates, but do not account additional conservation efforts the City of Mountain View may undertake. The Landscape sector does include both potable and recycled demands.

References:

1. 2010 Urban Water Management Plan, prepared by the City of Mountain View, dated 14 June 2011.

Table 7
Preliminary Water Demand Estimates for Planned Projects within the City of Mountain View (a)
San Antonio Center Phase II, Mountain View, California

Type	Status	Location	Description	Single Family (du)	Multi-family (du)	Commerical/ Mixed Use (sq ft)	Office/R&D (sq ft)	Estimated Water Use (b) (AFY)
Commercial	Approved	1740 El Camino Real	32 room hotel (22,000 sq ft)			22,000		3.20
Commercial	Approved	590 Showers Dr	14,300 sq ft retail			14,300		2.08
Commercial	Under Construction	902 Villa St	21,745 sq ft office				21,745	5.12
Industrial	Approved	625-685 Clyde Ave	385,000 sq ft office				385,000	90.56
Industrial	Under Construction	331 Fairchild Dr	87,500 sq ft office				87,500	20.58
Industrial	Under Construction	871-891 W. Evelyn Ave	65,000 sq ft office				65,000	15.29
Mixed Use	Approved	455 San Antonio Rd	San Antonio Center Phase I		330	134,000		93.78
Mixed Use	Approved	605 Castro St	28,000 sq ft office, 8 unit condominiums		8		28,000	8.39
Mixed Use	Approved	819 N. Rengstorff Ave	48 studios, 1 one-bedroom unit, 1,600 sq ft retail		49	1,600		11.26
Office	Approved	1255 Pear Ave	156,900 sq ft office				156,900	36.91
Office	Under Construction	100-200 W. Evelyn Ave	48,000 sq ft office				48,000	11.29
Office	Under Construction	250 Bryant St	68,000 sq ft office				68,000	16.00
Office	Under Construction	690 E. Middlefield Rd	340,000 sq ft office				340,000	79.98
Residential	Approved	100 Mayfield Ave	Master plan and 42 small-lot homes	42				14.35
Residential	Approved	115 Evandale Ave	6 rowhouses		6			1.35
Residential	Approved	137 Easy St	21 unit rowhouse project		21			4.73
Residential	Approved	1581 El Camino Real	27 units, First Community Housing		27			6.08
Residential	Approved	1720 El Camino Real	169 unit apartment		169			38.03
Residential	Approved	2650 El Camino Real	193 apartment units		193			43.43
Residential	Approved	445 Calderon Ave	19 unit co-housing project		19			4.28
Residential	Approved	525 East Evelyn Ave	70 unit attached rowhouse project		70			15.75
Residential	Approved	865 El Camino Real	150 units, Lennar Apartments		150			33.76
Residential	Permit Issued	1958 Rock St	19 rowhouses		19			4.28
Residential	Permit Issued	948 California St	5 condominium units		5			1.13
Residential	Plan Check	268 Ada Ave	3 small-lot homes	3				1.02
Residential	Under Construction	111 N. Rengstorff Ave	134 unit apartment complex		134			30.15
Residential	Under Construction	135 Ada Ave	59 unit rowhouse project		59			13.28
Residential	Under Construction	2060 Plymouth Ave	14 unit rowhouse development		14			3.15
Residential	Under Construction	209-405 W. Evelyn Ave	65 residential units	6	59			15.33

Table 7
Preliminary Water Demand Estimates for Planned Projects within the City of Mountain View (a)
 San Antonio Center Phase II, Mountain View, California

Type	Status	Location	Description	Single Family (du)	Multi-family (du)	Commerical/ Mixed Use (sq ft)	Office/R&D (sq ft)	Estimated Water Use (b) (AFY)
Residential	Under Construction	2545 - 2585 W. Middlefield Rd	32 rowhouses		32			7.20
Residential	Under Construction	324 Bryant St	7 condominium units		7			1.58
Residential	Under Construction	365 Villa St	12 single family subdivision	12				4.10
Subtotal of Approved Projects (c)				63 du	1371 du	171,900 sq ft	1,200,145 sq ft	--
Preliminary Planning Water Use Factor (d)				138 gpdc	82 gpdc	130 gpd/1,000 sq ft	210 gpd/1,000 sq ft	--
				0.34 AFY/du	0.23 AFY/du	0.00015 AFY/sq ft	0.00024 AFY/sq ft	--
Water Demand for Approved Projects (AFY)				22	309	25	282	637

Abbreviations:

"ac" = acres

"AFY" = acre-feet per year

"du" = dwelling units

"gpdc" = gallons per day per capita

"sq ft" = square feet

Notes:

(a) Projects were identified from the City of Mountain View Community Development Department October 2013 Planning Division Update, dated 4 October 2013.

(b) Water use was estimated for planned projects only where quantitative estimates of the size of the planned projects (e.g., number of housing units or area and type of development) were provided by the City.

(c) Approved projects include projects with statuses of "approved," "awaiting revisions," "permit issued," "plan check," "scheduled," and "under construction."

(d) Preliminary planning water use factors are based upon the City of Mountain View's unit water duty factors from the Draft 2010 Water System Master Plan.

Table 8
Comparison of Incremental Project Water Demand Estimates to City-Wide Demand Projections
 San Antonio Center Phase II, Mountain View, California

Water Demand Estimate (AFY)							
Total Projected Increase in City-wide Water Demand, 2010 - 2035 (a)	3,320						
Water Demand for Other Planned Projects (b)	637						
Remainder of Projected Increase in City-wide Water Demand (c)	2,683						
	Method for Estimating Project Water Demand (AFY) (d)						
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Gallons per Employee per Day Method</th> <th style="text-align: center;">Mountain View Unit Water Duty Factors</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">37</td> <td style="text-align: center;">122</td> </tr> <tr> <td style="text-align: center;">2,646</td> <td style="text-align: center;">2,561</td> </tr> </tbody> </table>	Gallons per Employee per Day Method	Mountain View Unit Water Duty Factors	37	122	2,646	2,561
Gallons per Employee per Day Method	Mountain View Unit Water Duty Factors						
37	122						
2,646	2,561						
Incremental Project Water Demand Relative to the Approved Phase I Project (e)							
Remainder of Projected Increase in City-wide Water Demand after Project and Other Planned Uses (f)							

Abbreviations:

"AFY" = acre-feet per year
 "UWMP" = Urban Water Management Plan

Notes:

- (a) The total projected increase in city-wide water demand between 2010 and 2035 is 3,087 AFY, based on the baseline water use and projections within the City of Mountain View's 2010 UWMP (Reference 1) (see Table 6).
- (b) The total estimated water demand for currently planned projects is 637 AFY (see Table 7).
- (c) The remainder of projected increase in City-wide water use is calculated by subtracting the water use for other planned projects from the total projected increase in City-wide water use.
- (d) See Tables 3 and 4 for additional detail regarding each water demand estimation method.
- (e) The incremental project water demand relative to the approved Phase I project is the difference between the total water demand for the project using each method and the approved water demand for the Northern Retail Parcel of the approved Phase I project, which this Phase II project supercedes (see Tables 3 and 4).
- (f) The remainder of projected increase in City-wide water demand is calculated by subtracting the incremental project water demand and the water demand for other planned projects from the total projected increase in city-wide water demand.

References:

1. 2010 Urban Water Management Plan, prepared by the City of Mountain View, dated 14 June 2011.

Table 9
Historical Water Supply for the City of Mountain View
 San Antonio Center Phase II, Mountain View, California

Water Supply Source	Historical Water Supply Production (AFY) (a)							
	2005	2006	2007	2008	2009	2010	2011	2012
<i>Primary Supply Sources</i>								
SFPUC (b)	11,852	11,138	11,935	11,505	10,696	9,476	10,706	10,889
SCVWD Treated Water	1,168	1,351	1,258	1,330	1,190	1,007		
Groundwater	336	362	551	569	436	476	374	383
Total Potable Water Supply	13,356	12,851	13,744	13,404	12,322	10,959	11,079	11,272
Recycled Water	0	0	0	0	134	389	483	550
Total Water Supply	13,356	12,851	13,744	13,404	12,456	11,348	11,562	11,822

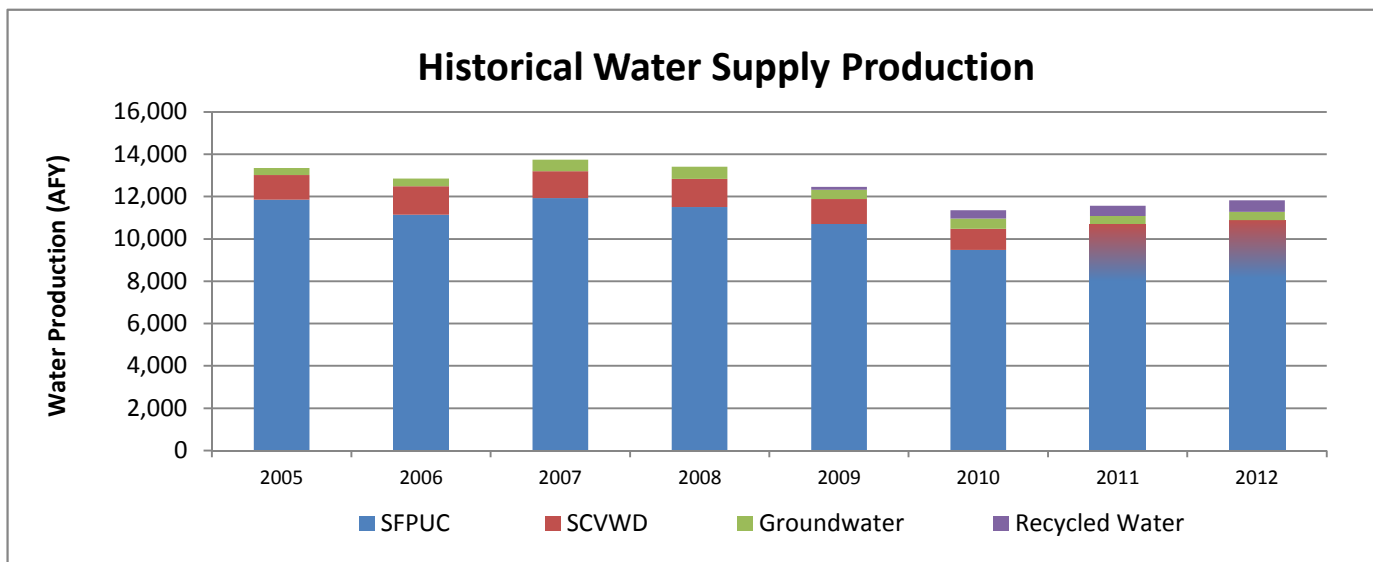


Table 9
Historical Water Supply for the City of Mountain View
San Antonio Center Phase II, Mountain View, California

Abbreviations:

"AFY" = acre-feet per year

"DWR" = California Department of Water Resources

"SCVWD" = Santa Clara Valley Water District

"SFPUC" = San Francisco Public Utilities Commission

Notes:

- (a) The annual water supply production values for 2005 through 2010 are from the City of Mountain View's 2010 UWMP (Reference 1). The annual water supply production values for 2011 and 2012 are from DWR 38 forms provided to EKI by City of Mountain View staff on 26 November 2013. The DWR 38 forms do not distinguish between the two wholesale suppliers, SFPUC and SCVWD.
- (b) The City of Mountain View has a SFPUC supply guarantee of 15,077 AFY.

References:

- 1. 2010 Urban Water Management Plan, prepared by the City of Mountain View, dated 14 June 2011.

Table 10
Projected Future Normal Year Water Supply and Estimated Maximum Supply for the City of Mountain View
 San Antonio Center Phase II, Mountain View, California

Water Supply Source	Projected Normal Year Supply Production (AFY) (a)					Estimated Maximum Supply (AFY)
	2015	2020	2025	2030	2035	
<i>Primary Supply Sources</i>						
SFPUC (b)	11,036	11,097	11,581	12,105	12,645	15,077
SCVWD Treated Water	1,325	1,325	1,325	1,325	1,325	1,325
Groundwater (c)	252	254	263	274	285	1,550
Total Potable Supply	12,613	12,676	13,169	13,704	14,255	17,952
Recycled Water (d)	1,026	1,610	1,610	1,610	1,610	3,361
Total Water Supply (e)	13,639	14,286	14,779	15,314	15,865	21,313

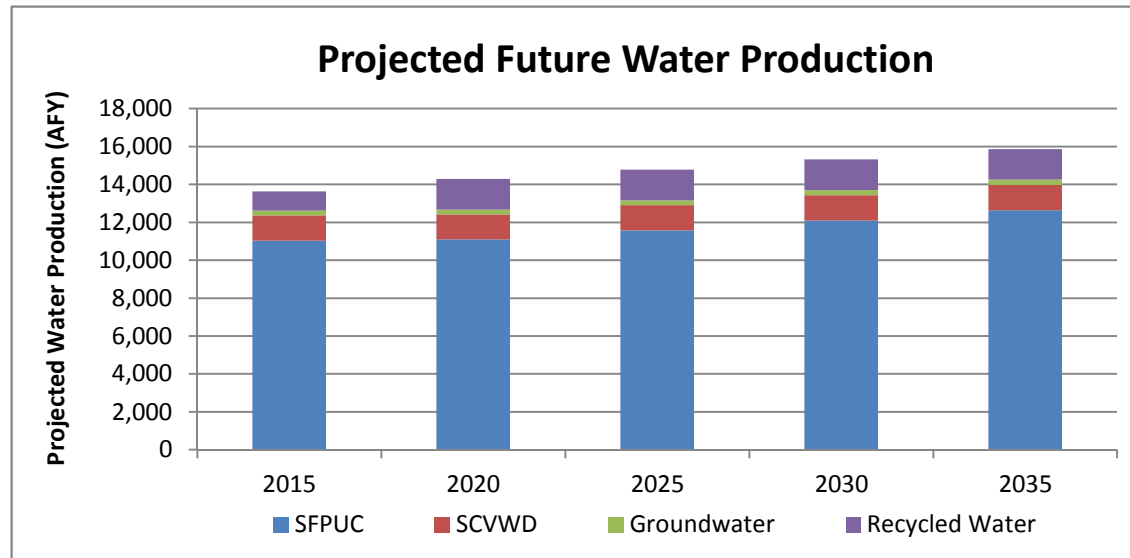


Table 10
Projected Future Normal Year Water Supply and Estimated Maximum Supply for the City of Mountain View

San Antonio Center Phase II, Mountain View, California

Abbreviations:

"AFY" = acre-feet per year

"SCVWD" = Santa Clara Valley Water District

"SFPUC" = San Francisco Public Utilities Commission

"UWMP" = Urban Water Management Plan

Notes:

- (a) The City of Mountain View's 2010 UWMP (Reference 1) reports projected supplies to the extent that they are needed to meet demand. Excess available supplies are not reported.
- (b) The City of Mountain View has a SFPUC supply guarantee of 15,077 AFY.
- (c) The estimated maximum groundwater supply is equivalent to the historical maximum amount of groundwater produced by the City.
- (d) The estimated maximum recycled water supply is based on capacity ownership in the Regional Water Quality Control Plant (Reference 1).
- (e) Total supply is the sum of the potable and recycled water supplies.

References:

- (1) 2010 Urban Water Management Plan, prepared by the City of Mountain View, dated 14 June 2011.

Table 11
Comparison of Single Dry Year Water Supply and Demand for the City of Mountain View

San Antonio Center Phase II, Mountain View, California

Water Supply Source	Projected Water Supply and Demand (AFY)				
	2015	2020	2025	2030	2035
<i>Primary Supply Sources (a)</i>					
SFPUC	10,938	10,938	10,938	10,938	10,938
SCVWD Treated Water	1,060	1,060	1,060	1,060	1,060
Groundwater	252	254	263	274	285
Total Potable Supply	12,251	12,252	12,262	12,272	12,283
Potable Demand in 2010 UWMP (b)	12,613	12,675	13,169	13,704	14,255
Difference (% demand reduction)	2.9%	3.3%	6.9%	10.4%	13.8%
Recycled Supply	1,026	1,610	1,610	1,610	1,610
Recycled Demand	1,026	1,610	1,610	1,610	1,610
Difference (% demand reduction)	0%	0%	0%	0%	0%

Abbreviations:

- "AFY" = acre-feet per year
- "SCVWD" = Santa Clara Valley Water District
- "SFPUC" = San Francisco Public Utilities Commission
- "UWMP" = Urban Water Management Plan

Notes:

- (a) Projected available water supplies during single dry years are from the City of Mountain View's 2010 UWMP (Reference 1).
- (b) Values for projected water demand are from Table 6. The sum of the Potable Demand and the Recycled Demand in this table is equal to the Total Water Demand in Table 6.

References:

1. 2010 Urban Water Management Plan, prepared by the City of Mountain View, dated 14 June 2011.

Table 12
Comparison of Single and Multiple Dry Year Water Supply and Demand for the City of Mountain View
 San Antonio Center Phase II, Mountain View, California

Supply Source	Projected Water Supply and Demand (AFY)														
	2015			2020			2025			2030			2035		
	Years 1 & 2	Years 3 & 4	Year 5	Years 1 & 2	Years 3 & 4	Year 5	Years 1 & 2	Years 3 & 4	Year 5	Years 1 & 2	Years 3 & 4	Year 5	Years 1 & 2	Years 3 & 4	Year 5
<i>Primary Supply Sources (a)</i>															
SFPUC	11,036	10,938	9,498	11,097	10,938	9,498	11,581	10,938	9,498	12,105	10,938	9,498	12,645	10,938	9,498
SCVWD Treated Water	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060
Groundwater	252	252	252	254	254	254	263	263	263	274	274	274	285	285	285
Total Potable Supply	12,348	12,251	10,810	12,410	12,252	10,811	12,904	12,262	10,821	13,439	12,272	10,832	13,990	12,283	10,843
Potable Demand in 2010 UWMP (b)	12,613	12,613	12,613	12,675	12,675	12,675	13,169	13,169	13,169	13,704	13,704	13,704	14,255	14,255	14,255
Difference (% demand reduction)	2.1%	2.9%	14.3%	2.1%	3.3%	14.7%	2.0%	6.9%	17.8%	1.9%	10.4%	21.0%	1.9%	13.8%	23.9%
Recycled Supply	1,026	1,026	1,026	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610
Recycled Demand	1,026	1,026	1,026	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610	1,610
Difference (% demand reduction)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Abbreviations:

"AFY" = acre-feet per year

"SCVWD" = Santa Clara Valley Water District

"SFPUC" = San Francisco Public Utilities Commission

"UWMP" = Urban Water Management Plan

Notes:

(a) Projected available water supplies during multiple dry years are from Table 6-4 of the City of Mountain View 2010 UWMP (Reference 1).

(b) Values for projected water demand are from Table 6. The sum of the Potable Demand and the Recycled Demand in this table is equal to the Total Water Demand in Table 6.

References:

1. 2010 Urban Water Management Plan, prepared by the City of Mountain View, dated 14 June 2011.

Table 13
Incremental Impact of the Project on Mountain View's Water Supply and Demand in Normal and Dry Years
 San Antonio Center Phase II, Mountain View, California

Year		Total Potable Supply (AFY) (a)	Without Project		With Project - Gallons per Employee per Day Method			With Project - Mountain View Water Unit Duty Factor Method			
			Potable Demand in 2010 UWMP (AFY) (b)	Difference (% demand reduction)	Potable Demand With Project (AFY)	Difference (% demand reduction)	Incremental Shortage	Potable Demand With Project (AFY)	Difference (% demand reduction)	Incremental Shortage	
2015	Normal (c)	12,613	12,613	0.0%	12,650	0.0%	0.0%	12,735	0.0%	0.0%	
	SDY	12,251	12,613	2.9%	12,650	3.2%	0.28%	12,735	3.8%	0.93%	
	MDY	Years 1 & 2	12,348	12,613	2.1%	12,650	2.4%	0.28%	12,735	3.0%	0.94%
		Years 3 & 4	12,251	12,613	2.9%	12,650	3.2%	0.28%	12,735	3.8%	0.93%
		Year 5	10,810	12,613	14.3%	12,650	14.5%	0.25%	12,735	15.1%	0.82%
2020	Normal (c)	12,676	12,675	0.0%	12,712	0.0%	0.0%	12,797	0.0%	0.0%	
	SDY	12,252	12,675	3.3%	12,712	3.6%	0.28%	12,797	4.3%	0.92%	
	MDY	Years 1 & 2	12,410	12,675	2.1%	12,712	2.4%	0.28%	12,797	3.0%	0.93%
		Years 3 & 4	12,252	12,675	3.3%	12,712	3.6%	0.28%	12,797	4.3%	0.92%
		Year 5	10,811	12,675	14.7%	12,712	15.0%	0.25%	12,797	15.5%	0.81%
2025	Normal (c)	13,169	13,169	0.0%	13,206	0.0%	0.0%	13,291	0.0%	0.0%	
	SDY	12,262	13,169	6.9%	13,206	7.1%	0.26%	13,291	7.7%	0.85%	
	MDY	Years 1 & 2	12,904	13,169	2.0%	13,206	2.3%	0.27%	13,291	2.9%	0.90%
		Years 3 & 4	12,262	13,169	6.9%	13,206	7.1%	0.26%	13,291	7.7%	0.85%
		Year 5	10,821	13,169	17.8%	13,206	18.1%	0.23%	13,291	18.6%	0.75%
2030	Normal (c)	13,704	13,704	0.0%	13,741	0.0%	0.0%	13,826	0.0%	0.0%	
	SDY	12,272	13,704	10.4%	13,741	10.7%	0.24%	13,826	11.2%	0.79%	
	MDY	Years 1 & 2	13,439	13,704	1.9%	13,741	2.2%	0.26%	13,826	2.8%	0.86%
		Years 3 & 4	12,272	13,704	10.4%	13,741	10.7%	0.24%	13,826	11.2%	0.79%
		Year 5	10,832	13,704	21.0%	13,741	21.2%	0.21%	13,826	21.7%	0.70%
2035	Normal (c)	14,255	14,255	0.0%	14,292	0.0%	0.0%	14,377	0.0%	0.0%	
	SDY	12,283	14,255	13.8%	14,292	14.1%	0.22%	14,377	14.6%	0.73%	
	MDY	Years 1 & 2	13,990	14,255	1.9%	14,292	2.1%	0.25%	14,377	2.7%	0.83%
		Years 3 & 4	12,283	14,255	13.8%	14,292	14.1%	0.22%	14,377	14.6%	0.73%
		Year 5	10,843	14,255	23.9%	14,292	24.1%	0.20%	14,377	24.6%	0.64%

Abbreviations:

"AFY" = acre-feet per year
 "MDY" = Multiple Dry Year

"SDY" = Single Dry Year
 "UWMP" = Urban Water Management Plan

Table 13
Incremental Impact of the Project on Mountain View's Water Supply and Demand in Normal and Dry Years
San Antonio Center Phase II, Mountain View, California

Notes:

- (a) Projected available water supplies during normal, single dry and multiple dry years are from the City of Mountain View 2010 UWMP (Reference 1), and are documented in Tables 10, 11 and 12.
- (b) Values for projected water demand are from Table 6.
- (c) Total available potable supply is 17,952 AFY in normal years (Table 10); therefore there is no normal year shortage, even accounting for the Project demands.

References:

1. 2010 Urban Water Management Plan, prepared by the City of Mountain View, dated 14 June 2011.

Appendix L
**Water and Sewer Hydraulic Capacity Study for
San Antonio Center Phase II Project**

ICF INTERNATIONAL
WATER AND SEWER HYDRAULIC
CAPACITY STUDY FOR SAN ANTONIO CENTER PHASE II PROJECT

Date: February 5, 2014 – **DRAFT**

Subject: WATER AND SEWER HYDRAULIC CAPACITY STUDY FOR SAN ANTONIO CENTER PHASE II PROJECT

Prepared By: Jiajia Huang, E.I.T.
Reviewed By: Scott Humphrey, P.E. (C64206)

EXECUTIVE SUMMARY

ICF International (ICF) has requested Infrastructure Engineering Corporation (IEC) complete an analysis of the San Antonio Center Phase II (SACII) project as it pertains to the utilities of water and sanitary sewer.

IEC completed a General Plan Update Utility Impact Study (GPUUIS) for the City of Mountain View (City) in October 2011 that analyzed the impact that the Updated General Plan will have on the City's utility systems. In addition, the project site is within the San Antonio Change Area of the City, where sewage is discharged to the Los Altos' San Antonio interceptor sewer. The City has an agreement with the City of Los Altos limiting the amount of sewer flow allowable to the Los Altos' San Antonio interceptor sewer. The City has requested that the GPUUIS and the Los Altos 1970 Sewer Agreement be examined as part of this study. The purposes of this study are to analyze the hydraulic capacity of the City's water and sewer systems based upon the proposed ultimate incremental flow increase of the SACII project, and impact of proposed project on the contractual limitation of sewage to the Los Altos' San Antonio interceptor sewer.

Based upon the fire flow requirements, there is no additional impact on the water system beyond the recommended improvements in the GPUUIS.

A summary of the total 2030 average dry weather flow (ADWF) and total 2030 peak wet weather flow (PWWF) of Alma Recorder Area to the Los Altos' San Antonio Interceptor Sewer with and without the SACII project is shown in Table 8. The report analyzed the development flows and assessed the potential impact to the existing and ultimate sanitary sewer mains downstream of the development and assessed the pipes for hydraulic capacity. The comparison of the ultimate peak wet weather flow (PWWF), both including and excluding the project, can be seen in Table 13. Pipes recommended for upsizing are indicated in red font.

Table ES-1 shows that 11 pipes with their existing diameters fail to meet the City's design criteria. Eight pipe segments have been recommended for upsizing in GPUUIS and three additional pipe segments are recommended for upsizing as they will be 100% full capacity according to the design criteria. It also shows the total ultimate (2030) flow in the affected pipes with the SACII project



and the percentage of contribution flow each agency is responsible for. The SACII project will only be accountable for its incremental flow increase, as the existing flow on the parcels has been accounted for in the City's GPUUIS.

The proportionate share of flow in the ultimate facilities is based on Ultimate (2030) ADWF per "industry standard" cost sharing methodologies. ADWF is commonly used in the wastewater industry to calculate capacity share within sewer facilities because peak factors curves are not accurate at low flow rates and it becomes difficult to agree on the exact flow rate to use for calculating the proportionate share. ADWF, on the other hand, is more easily calculated and accurate. ADWF is typically used in wastewater capacity agreements and is the basis for determining treatment capacity with the City of Palo Alto.



Table ES-1 - Recommended Diameters and Percentage of Contributed Flow

Sewer Main ID	Upstream MH ID	Downstream MH ID	Length (ft.)	Slope (%)	Existing Diameter (in.)	Proposed Diameter without SACII Project (in.)	Proposed Diameter with SACII Project (in.)	Total Ultimate (2030) ADWF Flow with Redevelopment (mgd)	San Antonio Center Phase II Project Incremental Contribution		City of Mountain View Contribution	
									ADWF Flow (mgd)	Percentage of Total Redevelopment Flow (%)	ADWF Flow (mgd)	Percentage of Total Redevelopment Flow (%)
No.754	F2-284	F2-282	95.8	2.01	8.0	8.0	10.0	0.303	0.0426	14.1%	0.260	85.9%
No.3737	F2-272	F2-284	107.9	0.69	8.0	8.0	10.0	0.303	0.0426	14.1%	0.260	85.9%
No.3744*	F2-282	F2-276	25.0	12.63	8.0	12.0	12.0	0.303	0.0426	14.1%	0.260	85.9%
No.785	F2-104	F2-272	18.9	2.18	8.0	8.0	10.0	0.303	0.0426	14.1%	0.260	85.9%
No.686*	F1-034	F1-028	259.0	0.02	10.0	15.0	15.0	0.801	0.0426	5.3%	0.758	94.7%
No.725*	F2-276	F1-034	268.6	0.36	10.0	15.0	15.0	0.768	0.0426	5.5%	0.726	94.5%
No.659*	F1-110	F1-108	23.2	0.52	10.0	15.0	15.0	0.802	0.0426	5.3%	0.759	94.7%
No.618*	F1-018	F1-012	311.9	0.29	10.0	15.0	15.0	0.803	0.0426	5.3%	0.760	94.7%
No.3717*	F1-028	F1-110	17.2	6.21	10.0	12.0	15.0	0.801	0.0426	5.3%	0.759	94.7%
No.3746*	F1-108	F1-018	260.7	0.32	10.0	15.0	15.0	0.802	0.0426	5.3%	0.759	94.7%
No.599*	F1-016	F1-012	100.2	0.81	12.0	15.0	15.0	0.572	0.0620	10.8%	0.510	89.2%

Sewer Mains indicated in **red** are hydraulically deficient in 2030 model scenario with inclusion of the SACII project.

* Sewer Mains were recommended for upsizing in the City's General Plan Update Utility Impact Study

Ultimate (2030) ADWF with redevelopment was analyzed with the City's sewer system CIP

Remaining diameter increases recommended for continuity purposes.



BACKGROUND

The proposed project is located at 391/377/405 San Antonio Road, on Assessor's Parcel Numbers (APN) 148-22-002, -003, -004, and -008, southeast of the intersection of California Avenue and San Antonio Road at the San Antonio Shopping Center in City of Mountain View, Santa Clara County, California. The project, which is the second phase of the San Antonio Village Center Project, proposed mixed-use development including office, commercial, retail, hotel, cinema, restaurant, and parking on a 9.9-acre site at the existing San Antonio Shopping Center. The project proposed to develop 392,855 square feet [sq. ft.] of office use space, 82,690 sq. ft. of commercial and retail use space, 142,085 sq. ft. with 167 rooms of hotel use space, 35,360 sq. ft. of restaurant use space, and 67,280 sq. ft. with 1,710 seats of cinema use space. The site area is shown on Figure 1.

As the proposed project may potentially impact the water and sewer facilities in the area, ICF International has requested that IEC prepare a water and sewer utility impact study for the project parcels that evaluates the incremental impact on the recently developed Capital Improvement Program (CIP) for the City of Mountain View, previously developed by IEC during the General Plan Update Utility Impact Study (GPUUIS) in October 2011.

This technical memorandum analyzes the water and sanitary sewer impacts of the SACII project in detail. This analysis requires an examination of the infrastructure, fire-flow requirements and sanitary sewer flows from the project area downstream through the gravity sewer system to the Los Altos wastewater collection system.



WATER SYSTEM IMPACT

This report assumes that fire, domestic and irrigation services for the SACII project parcels are currently served by 10” water line in California Ave and 12” water line in San Antonio Road. The incremental difference in water demand with the SACII project is 0.1488 mgd greater than the existing (2010) water demand and 0.1297 mgd greater than the 2030 GPUUIS projections. Tables 1 and 2 show the existing (2010) water demands on the project parcels and the projected ultimate (2030) demands given the GPUUIS (without the proposed project), respectively. The ultimate water demand with the proposed development is shown in Table 3 along with the incremental differences.

Water demands for the parcels are based upon the increase in non-residential density, however, domestic water demands rarely drive the sizing of a water distribution system, as fire flow requirements are typically 30 to 40 times average and peak domestic water demands. Consequently, the parcel’s fire flow was analyzed to detect impacts to the water system. The project parcels’ existing zoning of Planned Community (P) with General Plan land use designation of Mixed Use Center (C/R-C) requires fire flow rate of 5,000 gpm. There is no change in the project parcels’ zoning with redevelopment, therefore, there will be no change in fire flow and therefore no incremental impact of the City’s current water system CIP.



Table 1. Existing (2010) Water Demand For San Antonio Center Phase II Project Parcels

Address	APN	Lot Area (acre)	Zoning Land Use	Non-Residential Water Unit Duty Factor (gpd/acre)	Demand (gpd)	Demand (mgd)
SAN ANTONIO RD	148-22-002	5.13	Planned Community (P- San Antonio)	1650	8468.9	0.00847
391 SAN ANTONIO RD	148-22-003	0.38	Planned Community (P- San Antonio)	1650	634.2	0.00063
377 SAN ANTONIO RD	148-22-004	0.25	Planned Community (P- San Antonio)	1650	404.3	0.00040
405 S SAN ANTONIO RD	148-22-008	3.61	Planned Community (P- San Antonio)	1650	5954.7	0.00595
Total		9.37	-	-	15462.2	0.01546

* Flows based on the *Sewer Master Plan of City of Mountain View* , Table 3-2

Table 2. Projected General Plan Updated (2030) Water Demand for San Antonio Center Phase II Project Parcels with Proposed General Plan Zoning

Address	APN	Non-Residential Area (sq. ft.)	General Plan Land Use Description	Non-Residential Water Unit Duty Factor (gpd/1000 sq. ft.)	Demand (gpd)	Demand (mgd)
SAN ANTONIO RD	148-22-002	170,000	Commercial Mixed Use (C/R-C)	130	22100.0	0.02210
391 SAN ANTONIO RD	148-22-003	6,700	Commercial Mixed Use (C/R-C)	130	871.0	0.00087
377 SAN ANTONIO RD	148-22-004	3,600	Commercial Mixed Use (C/R-C)	130	468.0	0.00047
405 S SAN ANTONIO RD	148-22-008	85,000	Commercial Mixed Use (C/R-C)	130	11050.0	0.01105
Total		265,300	-	-	34489.0	0.03449

* Flows based on *GPUUIS* Table 2-1



Table 3. Ultimate (2030) Water Demand for San Antonio Center Phase II Project Parcels with Proposed Development and Zoning

Address	APN	Non-Residential Area (sq. ft.)	Proposed Zoning Land Use	Individual Use Type	Area of Each Use (sq. ft.)	Unit Water Demand (gpd/unit)	Proposed Demand (gpd)	Proposed Demand (mgd)	2010 Incremental Demand Increase (mgd)	2030 Incremental Demand Increase (mgd)
SAN ANTONIO RD	148-22-002	720,270	Planned Community (P- San Antonio)	Office	392,855	210/1000 sq. ft.	82499.6	0.0825	-	-
391 SAN ANTONIO RD	148-22-003			Commercial and Retail	82,690	130/ 1000 sq. ft.	10749.7	0.0107	-	-
377 SAN ANTONIO RD	148-22-004			Hotel ¹	142,085 (167 rms)	130/rm	21710.0	0.0217	-	-
405 S SAN ANTONIO RD	148-22-008			Restaurant ²	35,360	1200/1000 sq. ft.	42432.0	0.0424	-	-
				Cinema ³	67,280 (1710 seats)	4/seat	6840.0	0.0068	-	-
Total		720,270	-	-	-	-	164231.3	0.1642	0.1488	0.1297

* Flows based on GPUUIS Table 2-1

1. Hotel unit water demand based on *The L.A. Thresholds Guide* Exhibit. M2-12 with assumption of return-to-sewer ratio (RTS) of 100%
2. Restaurant unit water demand based on the *Water Master Plan of City of Mountain View* Table 3-9
3. Cinema unit water demand based on *The L.A. Thresholds Guide* Exhibit. M2-12 with assumption of return-to-sewer ratio (RTS) of 100%



SANITARY SEWER STUDY AREA

The specific area of concern is the gravity sewer system from the SACII project area, downstream to an outfall to the Los Altos sewer main and the potential impact of sewage discharge on the contractual limitation per the Los Altos 1970 Sewer Agreement. In order to accurately calculate sanitary sewer flows in this study, the SACII project and the flows contributed from surrounding parcels to Alma Recorder are chosen as the study area. This report assumes the developer of the SACII project will connect to existing manholes F1-056 on California Ave with installation of new sewer laterals and sewer main, and F1-019 on San Antonio Road with replacement of existing sewer laterals. Since the preliminary utility plan has not yet been approved, the study may need to be amended if the design changes. All sanitary sewer mains examined for the study area can be seen in Figure 1 and Figure 4.

HYDRAULIC MODEL

As part of the City's Sewer System Master Plan (SSMP) preformed in August 2010, IEC developed an InfoSWMM sewer system hydraulic model from the sewer system GIS database. This platform combines a fully dynamic hydraulic modeling engine developed and approved by the Environmental Protection Agency (EPA) with the GIS interface that can take advantage of the data that the City has built into its sewer system GIS database.

SANITARY SEWER FLOWS

The calculation of the impacts to the sanitary sewer flows from the SACII project requires the establishment of baseline sewer flows and hydraulic capacities in the sanitary sewer system. Flow for the SACII project was calculated as defined in the City's GPUUIS and added to the GPUUIS baseline sewer flows for comparison. For the purposes of this study, existing and ultimate average dry weather sewer flows (ADWF) for the sanitary sewer were calculated per the methods described in the City's GPUUIS. Peak dry weather sewer flow (PDWF) and peak wet weather sewer flow (PWWF) were calculated by application of the peak curves developed in the SSMP as well.

ADWF Before Developments

Existing ADWF was calculated using parcel-level existing sewer flows as described in the SSMP and includes constant base infiltration (BI). Ultimate sewer flows were calculated by applying parcel-level duty factors to all parcels in the system as described in the GPUUIS.

PDWF Before Developments

PDWF for the study area was calculated by applying either the Residential or Non-Residential Diurnal Demand Curve, from the SSMP, to the respective categorized flows. These curves can be seen in Figure 2 and Figure 3. Constant BI sewer flows were included in the PDWF.



PWWF Before Developments

The PWWF for the study area was calculated by applying either the Residential or Non-Residential Diurnal Demand Curve from the SSMP to the respective categorized sewer flows. These curves can be seen in Figure 2 and Figure 3. BI and rain dependent infiltration/inflow (RDI/I) sewer flows were also included, but not peaked per the SSMP.

ADWF Including Developments

ADWF for the SACII project was calculated per the methods described in the GPUUIS. Table 4 shows the existing (2010) sewer flow at the project parcels using sewer generation rates from Table 3-2 of the *Sewer Master Plan of City of Mountain View*. ICF provided that the project will consist of 392,855 sq. ft. office use space, 82,690 sq. ft. commercial and retail use space, 142,085 sq. ft. with 167 rooms of hotel use space, 35,360 sq. ft. of restaurant use space, and 67,280 sq. ft. with 1,710 seats of cinema use space. The ultimate flow based on the original GPUUIS zoning using sewer generation rates of Table 2-2 of GPUUIS can be seen in Table 5. Sewer generation rates from Table 2-2 of GPUUIS and Exhibit. M2-12 of the *L.A. Thresholds Guide* were used to calculate the ultimate flow with proposed project, which can be seen in Table 6 with incremental differences. Assuming sewer flow from the two westerly buildings of the proposed project is directed into manhole F1-019 on San Antonio Road, the rest is directed into manhole F1-056 on California Ave. sewer flows would increase 0.1203 mgd from the existing 2010 sewer flows and 0.1046 mgd from the 2030 GPUUIS projections.

PDWF Including Developments

PDWF for the study area, including the SACII project, was calculated by applying either the Residential or Non-Residential Diurnal Demand Curve, from the SSMP, to the respective categorized flows. These curves can be seen in Figure 2 and Figure 3. Constant BI sewer flows were included in the PDWF.

PWWF Including Developments

The PWWF including the SACII project was calculated by applying either the Residential or Non-Residential Diurnal Demand Curve from the SSMP to the respective categorized flows. These curves can be seen in Figure 2 and Figure 3. BI and RDI/I sewer flows were also included, but not peaked per the SSMP.

LOS ALTOS 1970 SEWER AGREEMENT

According to the Los Altos 1970 Sewer Agreement, City of Los Altos agrees to receive two million gallons per day of maximum peak flow rate of sanitary sewage from the City at a portion of Los Altos' San Antonio Interceptor Sewer between Central Expressway (formally Alma Street) and the Joint System metering station. Parcels which sewer connects to Los Altos' San Antonio Interceptor Sewer between Central Expressway and the Joint System metering station are defined



as the Alma Recorder Area, as shown in Figure 5. ADWF and PWWF of Alma Recorder Area with and without the SACII project are compared with the flow contractual limitation. ADWF is calculated using parcel-level sewer flows within the Alma Recorder Area with or without SACII project, and PWWF is calculated by applying either residential or non-residential diurnal demand curve to the respective categorized ADWF within inclusion of BI and rain dependent infiltration/inflow.

Table 7 shows the sewer generation factors used in the calculation and Table 8 shows the total ADWF and PWWF of Alma Recorder Area with and without SACII project. Under all scenarios, sewer flow contributed from the Alma Recorder Area with and without SACII project are below the contractual limitation of two million gallons per day of PWWF. There are 3% and 1% of sewer capacity remaining to Los Altos' San Antonio Interceptor Sewer for ultimate (2030) flow with and without proposed project, respectively.



Table 4. Existing (2010) Sewer Flow for San Antonio Center Phase II Project Parcels

Address	APN	Lot Area (acre)	Zoning Land Use	Non-Residential Sewer Generation Factor (gpd/acre)	Demand (gpd)	Demand (mgd)
SAN ANTONIO RD	148-22-002	5.13	Planned Community (P- San Antonio)	1155	5928.2	0.0059
391 SAN ANTONIO RD	148-22-003	0.38	Planned Community (P- San Antonio)	1155	444.0	0.0004
377 SAN ANTONIO RD	148-22-004	0.25	Planned Community (P- San Antonio)	1155	283.0	0.0003
405 S SAN ANTONIO RD	148-22-008	3.61	Planned Community (P- San Antonio)	1155	4168.3	0.0042
Total		9.37	-	-	10823.5	0.0108

* Flows based on the *Sewer Master Plan of City of Mountain View* , Table 3-2

Table 5. Projected General Plan Updated (2030) Sewer Flow for San Antonio Center Phase II Project Parcels with Proposed Zoning

Address	APN	Non-Residential Area (sq. ft.)	General Plan Land Use Description	Non-Residential Sewer Generation Factor (gpd/1000sq. ft.)	Demand (gpd)	Demand (mgd)
SAN ANTONIO RD	148-22-002	170,000	Commercial Mixed Use (C/R-C)	100	17000.0	0.0170
391 SAN ANTONIO RD	148-22-003	6,700	Commercial Mixed Use (C/R-C)	100	670.0	0.0007
377 SAN ANTONIO RD	148-22-004	3,600	Commercial Mixed Use (C/R-C)	100	360.0	0.0004
405 S SAN ANTONIO RD	148-22-008	85,000	Commercial Mixed Use (C/R-C)	100	8500.0	0.0085
Total		265,300	-	-	26530.0	0.0265

* Flows based on *GPUUIS* Table 2-2



Table 6. Projected General Plan Updated (2030) Sewer Flow for San Antonio Center Phase II Project Parcels with Proposed Zoning

Address	APN	Non-Residential Area (sq. ft.)	Proposed Zoning Land Use	Individual Use Type	Area of Each Use (sq. ft.)	Sewer Generation Factor (gpd/unit)	Proposed Demand (gpd)	Proposed Demand (mgd)	2010 Incremental Flow Increase (mgd)	2030 Incremental Flow Increase (mgd)
SAN ANTONIO RD	148-22-002	720,270	Planned Community (P- San Antonio)	Office	392,855	150/1000 sq. ft.	58928.3	0.0589	-	-
391 SAN ANTONIO RD	148-22-003			Commercial and Retail	82,690	100/ 1000 sq. ft.	8269.0	0.0083	-	-
377 SAN ANTONIO RD	148-22-004			Hotel ⁴	142,085 (167 rms)	130/rm	21710.0	0.0217	-	-
405 S SAN ANTONIO RD	148-22-008			Restaurant ⁵	35,360	1000/1000 sq. ft.	35360.0	0.0354	-	-
				Cinema ⁶	67,280 (1710 seats)	4/seat	6840.0	0.0068	-	-
Total		720,270	-	-	-	-	131107.3	0.1311	0.1203	0.1046

* Flows based on GPUUIS Table 2-2

4. Hotel sewer flow based on *The L.A. Thresholds Guide* Exhibit. M2-12 with assumption of return-to-sewer ratio (RTS) of 100%

5. Restaurant sewer flow based on the *Water Master Plan of City of Mountain View* Table 3-3

6. Cinema sewer flow based on *The L.A. Thresholds Guide* Exhibit. M2-12 with assumption of return-to-sewer ratio (RTS) of 100%



Table 7. Sewer Generation Factors from Residential and Non-Residential Sources

General Plan Update Land Use	General Plan Update Land Use Description	2010 Master Plan Description ¹	Residential Sewer Generation Factors Per Dwelling Unit (gpd/DU)	Non-Residential Sewer Generation Factors (gpd/1000 sq. ft.)
-	Various Residential Land Uses	Single Family Residential	200	-
-	Various Residential Land Uses	Multi-Family Residential	150	-
C/I	Commercial/Industrial	Mixed Use	150/200 ²	100
C/R-C	Mixed Use Center			
C/R-ECR	Commercial/Residential - El Camino Real			
C/R-H	High Intensity Mixed Use			
C/R-M	General Mixed Use			
C/R-NBS	North Bayshore Mixed Use			
CD-CM	Downtown Commercial - (Awaiting Input from City)	Commercial	150/200 ²	100
CD-G	Downtown Commercial - (Awaiting Input from City)			
CD-H	Downtown Commercial - (Awaiting Input from City)			
CD-J	Downtown Commercial - (Awaiting Input from City)			
C-G	General Commercial	Commercial	150/200 ²	100
C-N	Neighborhood Commercial			
C-O	Office Commercial			
I	General Industrial	Industrial	-	60
OFF	Office	Office	150/200 ²	150

¹ Referenced in Table 3-3 of the *August 2010 Sewer Master Plan*

² Residential component of the Sewer Generation Factor was calculated from actual single-family units and/or multi-family units provided by the City.



Table 8. Sewer Flow to Los Altos Sewer Main with/ without Proposed Project

Flow Scenario		SACII	Alma Recorder Area	Contractual Limitation (gpd)	Capacity Remaining of Flow to Los Altos Main
Flow to Los Altos sewer main without Proposed Project	Existing (2010) ADWF (gpd)	10,824	934,459	2,000,000	53%
	Ultimate (2030) ADWF (gpd)	26,530	1,251,942	2,000,000	37%
	*Existing (2010) PWWF (gpd)	17,628	1,521,910	2,000,000	24%
	*Ultimate (2030) PWWF (gpd)	41,280	1,947,990	2,000,000	3%
Flow to Los Altos sewer main with Proposed Project	Existing (2010) ADWF (gpd)	131,107	1,054,743	2,000,000	47%
	Ultimate (2030) ADWF (gpd)	131,107	1,356,519	2,000,000	32%
	*Existing (2010) PWWF (gpd)	199,171	1,602,310	2,000,000	20%
	*Ultimate (2030) PWWF (gpd)	199,171	1,987,210	2,000,000	1%

*PWWF is calculated by application of InfoSWMM with peak curve developed in SSMP

Figure 2 - Residential Diurnal Demand Curve

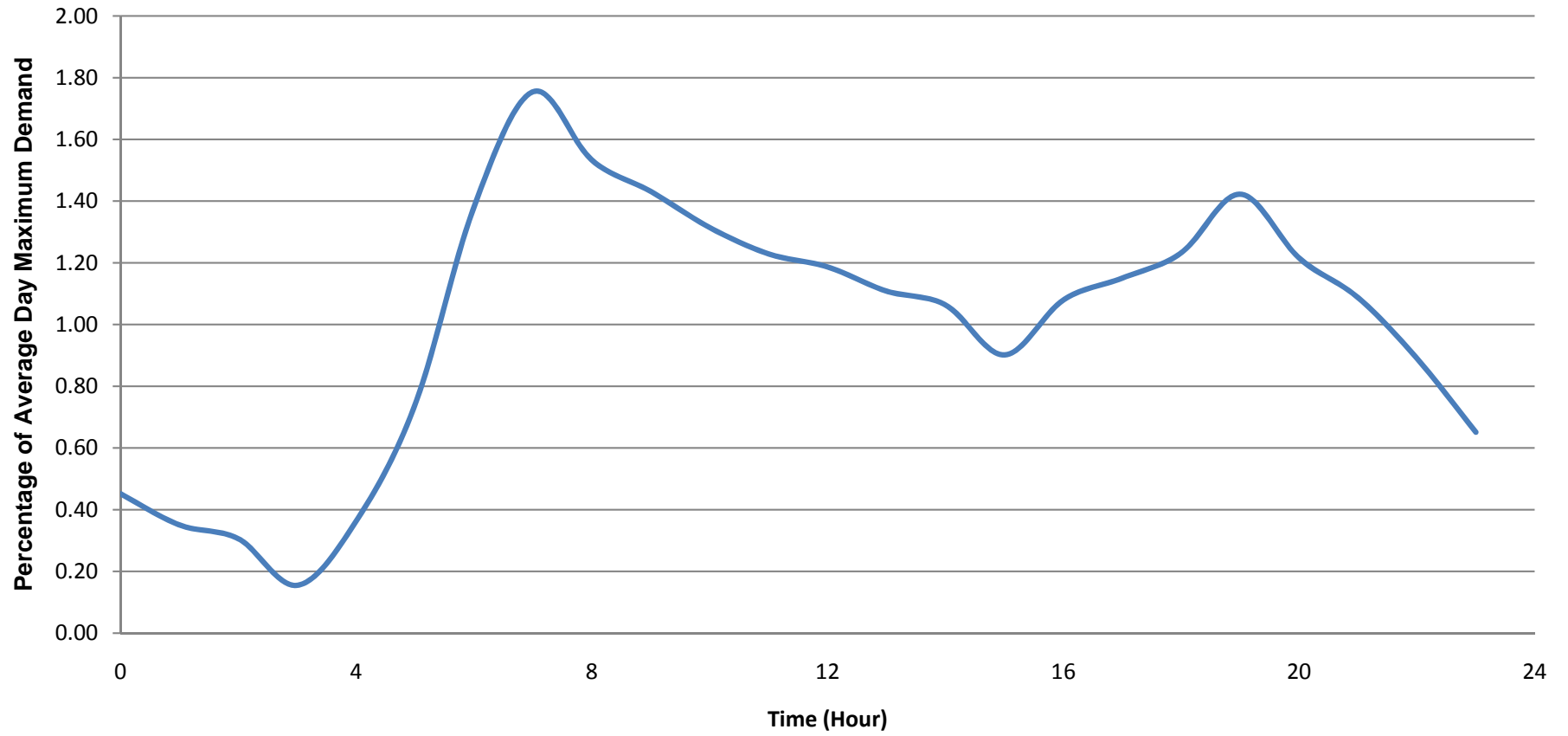
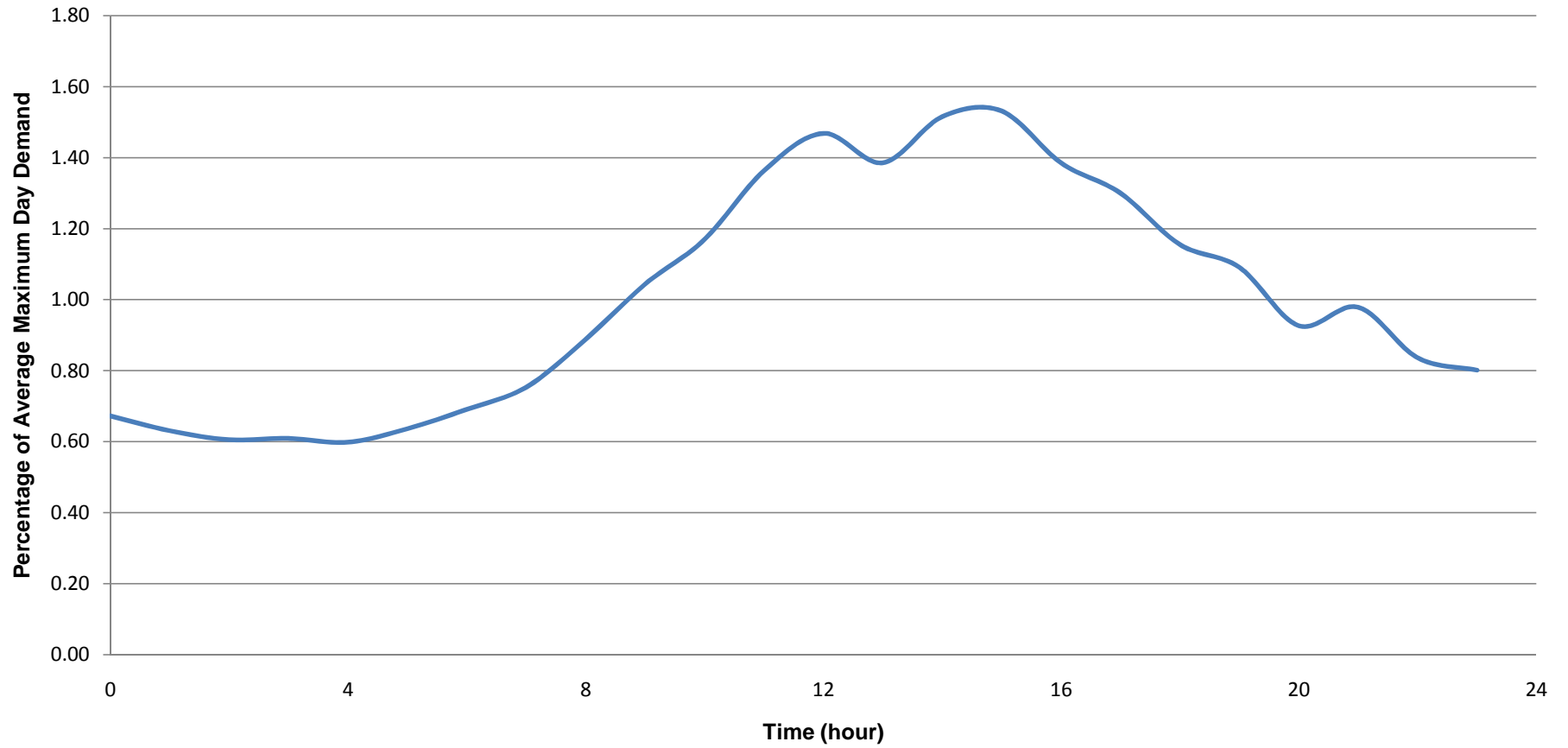








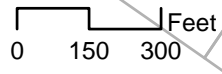
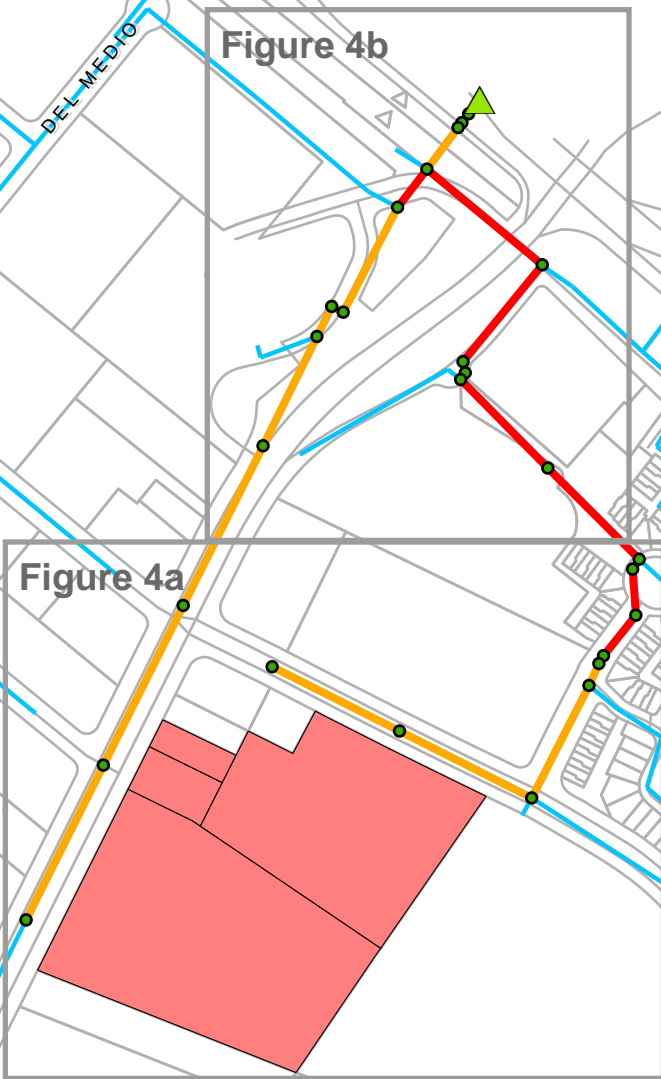


Figure 3 - Non-Residential Diurnal Demand Curve



Legend

-  Outfall
-  City of Mountain View Manhole
-  Affected Sanitary Sewer Main
-  Pipe Recommended for Upsizing
-  City of Mountain View Sanitary Sewer Main
-  Main Roads
-  San Antonio Center Phase II Project Parcels
-  City of Mountain View Parcels



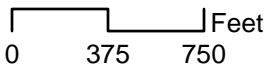
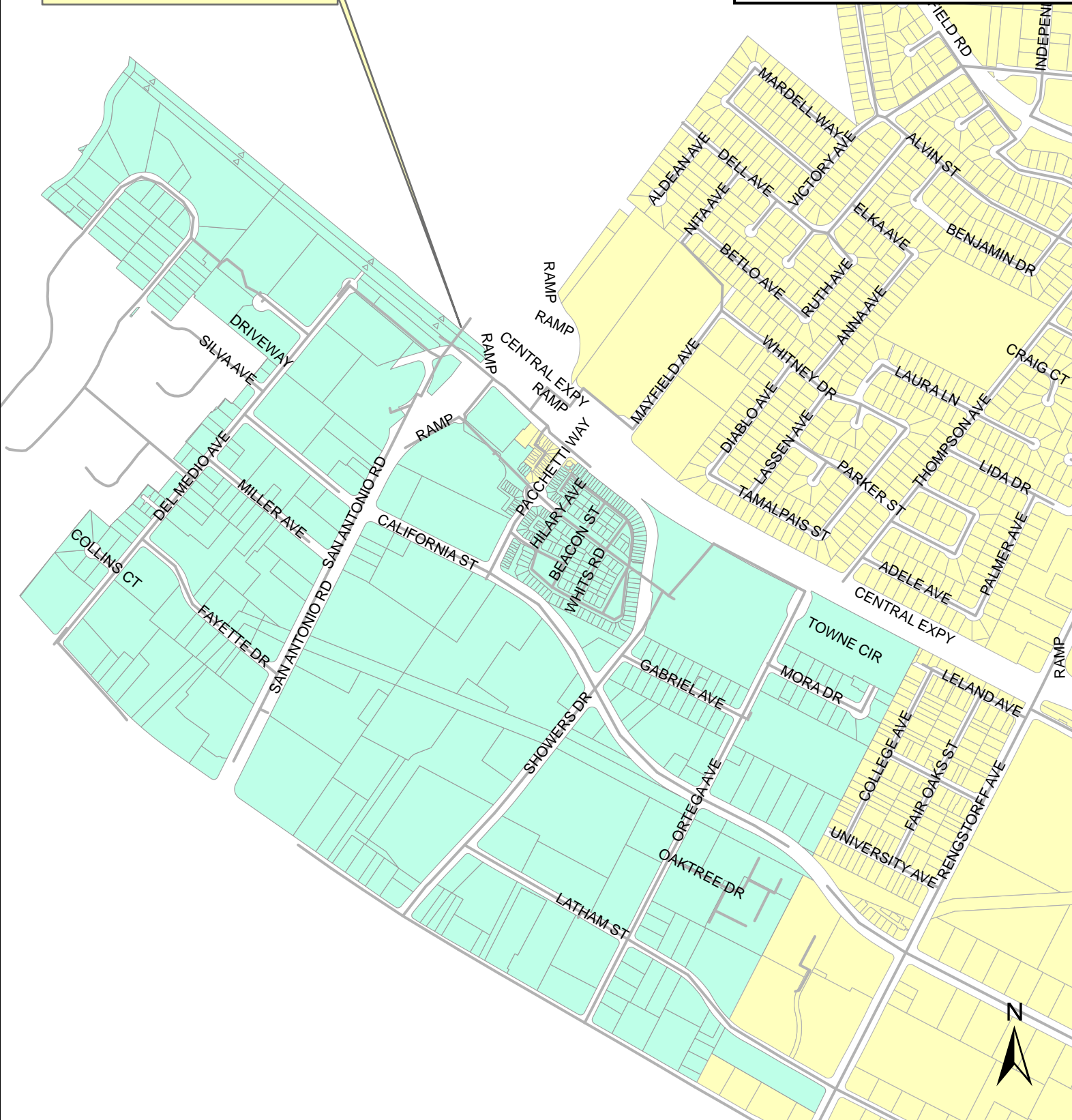
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Figure 4
Affected Pipes

February 2014

**"Alma" Recorder
San Antonio Rd @ Alma St**

- City of Mountain View Parcels
- Alma (Sewer Flow to Los Altos System)
- City of Mountain View Sewer Main




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Water and Sewer Utility Impact Study
for San Antonio Center Phase II
Figure 5
Alma Recorder Area
February 2014



SANITARY SEWER HYDRAULIC MODEL

Design Criteria

The following design criteria, as described in the GPUUIS, were used in this analysis:

- Pipes 12-inches in diameter and smaller: $\frac{1}{2}$ full at peak wet weather flow
- Pipes over 12-inches in diameter: $\frac{3}{4}$ full at peak wet weather flow
- Minimum velocity: 2 feet per second (1/2 full or full)
- Maximum velocity: 10 feet per second
- Manning's n: .013

Model Results

The SACII project will contribute an incremental flow of 0.1046 mgd, as the existing flow on the parcels has been accounted for in the City's GPUUIS. With this incremental increase, 11 pipes require upsizing for hydraulic and continuity criteria. Table 9 through Table 12 show the maximum flow in each pipeline of the study area, for Existing flow (2010) without and with SACII project contribution, and Ultimate (2030) flow without and with SACII project contribution. Hydraulic model for existing flow conditions are calibrated using sewer monitoring data in 2007 as described in 2010 SMP. Model for existing flow conditions runs with existing diameter, and model for future flow conditions runs with diameters proposed in GPUUIS.

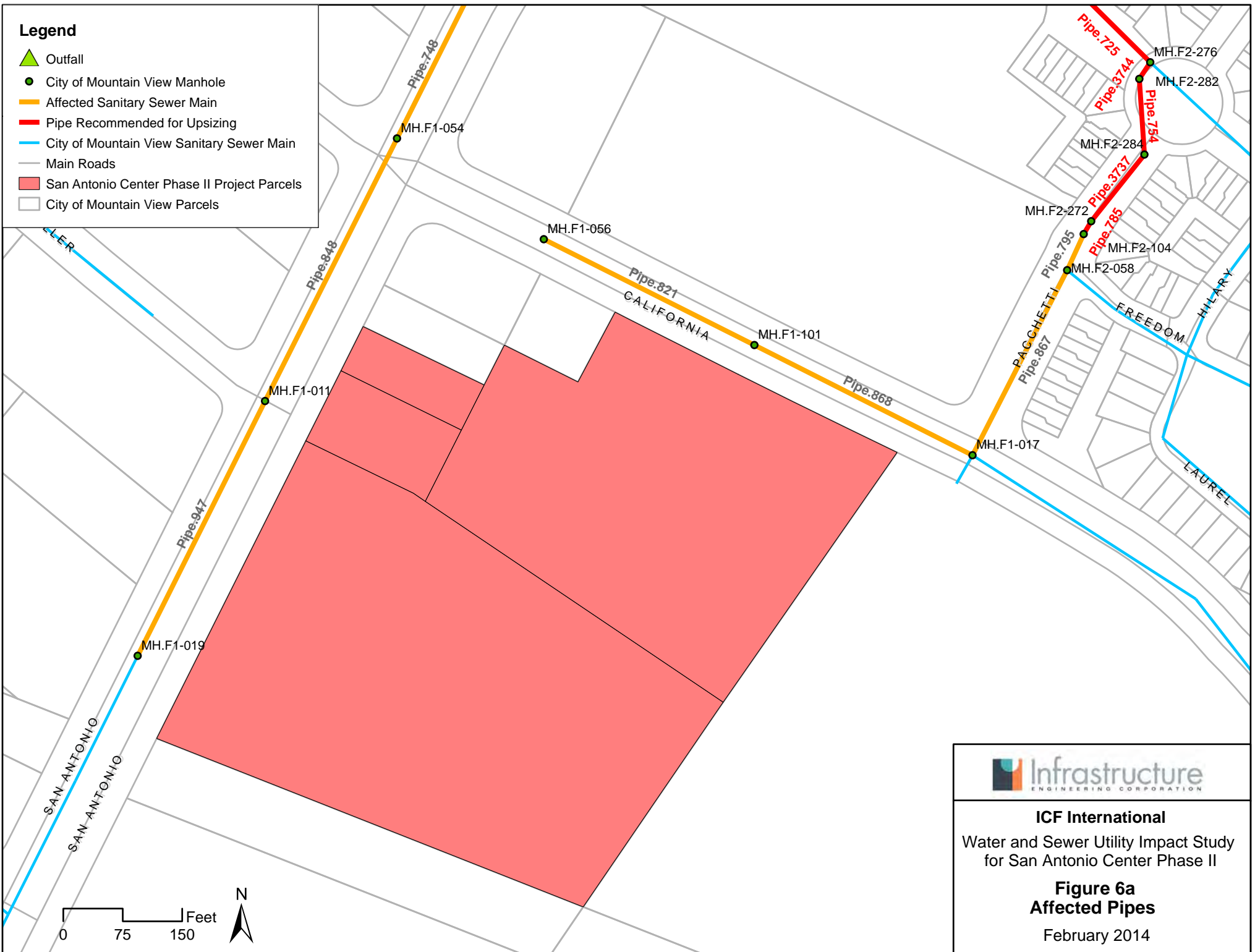
Because the City's design criteria are based upon PWWF, the comparison of PWWF results for all scenarios can be seen in Table 13. Table ES-1 shows the pipes that failed to meet the City's hydraulic and continuity criteria with recommended diameter increases and the percentage of contributed flow each agency is responsible for. There are 11 pipe segments that are currently or will exceed capacity according to the City's design criteria. Three pipe segments are recommended for upsizing in order to meet the hydraulic and continuity criteria in addition to the eight pipes which have been recommended for upsizing in GPUUIS. Recommended diameter increase of pipe No. 3717 in GPUUIS is not sufficient with the proposed project, so larger diameter increase is recommended.

The proportionate share of flow in the ultimate facilities is based on Ultimate (2030) ADWF per "industry standard" cost sharing methodologies. ADWF is commonly used in the wastewater industry to calculate capacity share within sewer facilities because peak factors curves are not accurate at low flow rates and it becomes difficult to agree on the exact flow rate to use for calculating the proportionate share. ADWF, on the other hand, is more easily calculated and accurate. ADWF is typically used in wastewater capacity agreements and is the basis for determining treatment capacity with the City of Palo Alto.

Figure 6a-6b show the pipeline analyzed.

Legend

- ▲ Outfall
- City of Mountain View Manhole
- Affected Sanitary Sewer Main
- Pipe Recommended for Upsizing
- City of Mountain View Sanitary Sewer Main
- Main Roads
- San Antonio Center Phase II Project Parcels
- City of Mountain View Parcels



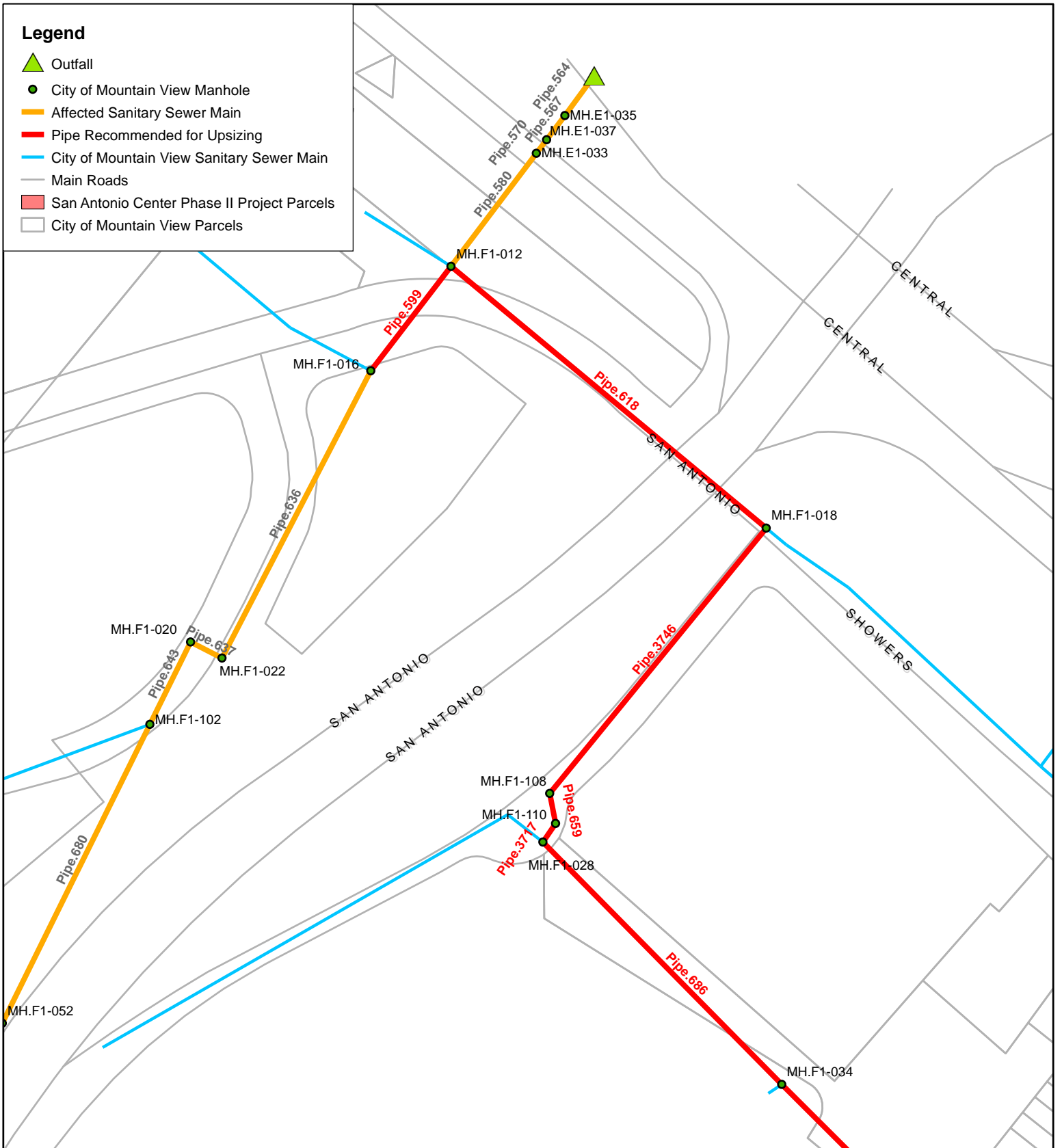
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Figure 6a
Affected Pipes

February 2014

Legend

- ▲ Outfall
- City of Mountain View Manhole
- Affected Sanitary Sewer Main
- Pipe Recommended for Upsizing
- City of Mountain View Sanitary Sewer Main
- Main Roads
- San Antonio Center Phase II Project Parcels
- City of Mountain View Parcels



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Water and Sewer Utility Impact Study
for San Antonio Center Phase II

Figure 6b
Affected Pipes
February 2014



Table 9 - Model Results for Existing (2010) Flows without the San Antonio Center Phase II Project Contribution

Sewer Main ID	Upstream MH ID	Downstream MH ID	Existing Diameter (in.)	Length (ft.)	Slope (%)	ADWF		PDWF		PWWF		
						Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.821	F1-056	F1-101	8	297.5	0.35	0.011	0.103	0.018	0.132	0.019	0.137	73%
No.748	F1-054	F1-052	8	371.5	0.68	0.117	0.284	0.154	0.328	0.162	0.337	33%
No.754	F2-284	F2-282	8	95.8	2.01	0.159	0.219	0.231	0.264	0.252	0.276	45%
No.947	F1-019	F1-011	8	360.0	0.63	0.102	0.268	0.133	0.309	0.138	0.315	37%
No.867	F1-017	F2-058	8	262.8	0.69	0.149	0.292	0.215	0.353	0.232	0.369	26%
No.868	F1-101	F1-017	8	308.5	0.46	0.011	0.220	0.018	0.270	0.020	0.283	43%
No.3737	F2-272	F2-284	8	107.9	0.69	0.158	0.309	0.230	0.376	0.251	0.394	21%
No.3744	F2-282	F2-276	8	25.0	12.63	0.159	0.441	0.231	0.597	0.252	0.602	-20%
No.785	F2-104	F2-272	8	18.9	2.18	0.156	0.296	0.227	0.360	0.247	0.377	25%
No.795	F2-058	F2-104	8	50.0	2.42	0.156	0.245	0.227	0.296	0.247	0.310	38%
No.848	F1-011	F1-054	8	371.5	0.93	0.112	0.276	0.148	0.319	0.154	0.326	35%
No.680	F1-052	F1-102	10	253.6	0.59	0.117	0.235	0.155	0.269	0.163	0.276	45%
No.686	F1-034	F1-028	10	259.0	0.02	0.543	0.634	0.823	0.666	0.899	0.684	-37%
No.725	F2-276	F1-034	10	268.6	0.36	0.532	0.788	0.803	1.000	0.879	1.000	-100%
No.643	F1-102	F1-020	10	69.9	0.58	0.128	0.168	0.168	0.190	0.177	0.195	61%
No.659	F1-110	F1-108	10	23.2	0.52	0.554	0.584	0.837	0.862	0.920	1.000	-100%
No.618	F1-018	F1-012	10	311.9	0.29	0.556	0.608	0.838	0.824	0.924	0.857	-71%
No.3717	F1-028	F1-110	10	17.2	6.21	0.554	0.413	0.837	0.579	0.920	0.684	-37%
No.3746	F1-108	F1-018	10	260.7	0.32	0.555	0.639	0.837	0.935	0.921	1.000	-100%
No.636	F1-022	F1-016	12	246.1	0.43	0.130	0.242	0.170	0.287	0.181	0.299	40%
No.637	F1-020	F1-022	12	26.9	28.33	0.128	0.135	0.168	0.154	0.177	0.159	68%
No.599	F1-016	F1-012	12	100.2	0.81	0.370	0.372	0.542	0.456	0.594	0.481	4%



Table 9 - Model Results for Existing (2010) Flows without the San Antonio Center Phase II Project Contribution

Sewer Main ID	Upstream MH ID	Downstream MH ID	Existing Diameter (in.)	Length (ft.)	Slope (%)	ADWF		PDWF		PWWF		
						Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.567	E1-037	E1-035	15	23.0	2.17	0.928	0.234	1.382	0.284	1.521	0.298	60%
No.570	E1-033	E1-037	15	13.0	2.79	0.927	0.256	1.382	0.313	1.521	0.329	56%
No.580	F1-012	E1-033	15	107.8	0.63	0.927	0.307	1.381	0.377	1.520	0.398	47%
No.564	E1-035	-	30	37.8	2.65	0.928	0.103	1.382	0.122	1.522	0.128	83%

Existing flows are analyzed with existing diameters.



Table 10 - Model Results for Existing (2010) Flows with the San Antonio Center Phase II Project Contribution

Sewer Main ID	Upstream MH ID	Downstream MH ID	Existing Diameter (in.)	Length (ft.)	Slope (%)	ADWF		PDWF		PWWF		
						Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.821	F1-056	F1-101	8	297.5	0.35	0.064	0.246	0.093	0.297	0.094	0.300	40%
No.748	F1-054	F1-052	8	371.5	0.68	0.173	0.348	0.236	0.411	0.244	0.418	16%
No.754	F2-284	F2-282	8	95.8	2.01	0.212	0.253	0.278	0.290	0.299	0.301	40%
No.947	F1-019	F1-011	8	360.0	0.63	0.165	0.339	0.227	0.402	0.231	0.407	19%
No.867	F1-017	F2-058	8	262.8	0.69	0.202	0.341	0.266	0.396	0.284	0.410	18%
No.868	F1-101	F1-017	8	308.5	0.46	0.064	0.319	0.093	0.374	0.095	0.385	23%
No.3737	F2-272	F2-284	8	107.9	0.69	0.212	0.360	0.277	0.415	0.298	0.432	14%
No.3744	F2-282	F2-276	8	25.0	12.63	0.212	0.500	0.278	0.607	0.299	0.611	-22%
No.785	F2-104	F2-272	8	18.9	2.18	0.210	0.345	0.275	0.398	0.295	0.414	17%
No.795	F2-058	F2-104	8	50.0	2.42	0.210	0.285	0.275	0.328	0.295	0.340	32%
No.848	F1-011	F1-054	8	371.5	0.93	0.168	0.339	0.230	0.402	0.236	0.408	18%
No.680	F1-052	F1-102	10	253.6	0.59	0.173	0.283	0.237	0.330	0.246	0.336	33%
No.686	F1-034	F1-028	10	259.0	0.02	0.596	0.640	0.858	0.670	0.939	0.741	-48%
No.725	F2-276	F1-034	10	268.6	0.36	0.586	0.825	0.839	1.000	0.920	1.000	-100%
No.643	F1-102	F1-020	10	69.9	0.58	0.184	0.199	0.250	0.230	0.259	0.234	53%
No.659	F1-110	F1-108	10	23.2	0.52	0.608	0.622	0.878	1.000	0.959	1.000	-100%
No.618	F1-018	F1-012	10	311.9	0.29	0.609	0.647	0.878	0.850	0.963	0.868	-74%
No.3717	F1-028	F1-110	10	17.2	6.21	0.608	0.438	0.877	0.670	0.958	0.741	-48%
No.3746	F1-108	F1-018	10	260.7	0.32	0.608	0.681	0.878	1.000	0.960	1.000	-100%
No.636	F1-022	F1-016	12	246.1	0.43	0.186	0.272	0.252	0.313	0.263	0.325	35%
No.637	F1-020	F1-022	12	26.9	28.33	0.184	0.161	0.250	0.188	0.259	0.192	62%
No.599	F1-016	F1-012	12	100.2	0.81	0.425	0.396	0.584	0.473	0.636	0.497	1%



Table 10 - Model Results for Existing (2010) Flows with the San Antonio Center Phase II Project Contribution

Sewer Main ID	Upstream MH ID	Downstream MH ID	Existing Diameter (in.)	Length (ft.)	Slope (%)	ADWF		PDWF		PWWF		
						Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.567	E1-037	E1-035	15	23.0	2.17	1.037	0.246	1.464	0.292	1.602	0.306	59%
No.570	E1-033	E1-037	15	13.0	2.79	1.037	0.271	1.464	0.323	1.601	0.338	55%
No.580	F1-012	E1-033	15	107.8	0.63	1.036	0.325	1.464	0.390	1.600	0.410	45%
No.564	E1-035	-	30	37.8	2.65	1.037	0.109	1.465	0.126	1.602	0.132	82%

Existing flows are analyzed with existing diameters.



Table 11 - Model Results for Ultimate (2030) Flows without the San Antonio Center Phase II Project Contribution

Sewer Main ID	Upstream MH ID	Downstream MH ID	Diameter Recommended in GPUUIS (in.)	Length (ft.)	Slope (%)	ADWF		PDWF		PWWF		
						Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.821	F1-056	F1-101	8	297.5	0.35	0.01	0.167	0.016	0.192	0.017	0.196	61%
No.748	F1-054	F1-052	8	371.5	0.68	0.14	0.315	0.190	0.367	0.198	0.375	25%
No.754	F2-284	F2-282	8	95.8	2.01	0.27	0.277	0.356	0.319	0.375	0.328	34%
No.947	F1-019	F1-011	8	360.0	0.63	0.14	0.309	0.184	0.361	0.189	0.366	27%
No.867	F1-017	F2-058	8	262.8	0.69	0.25	0.384	0.329	0.449	0.345	0.461	8%
No.868	F1-101	F1-017	8	308.5	0.46	0.06	0.334	0.077	0.392	0.079	0.401	20%
No.3737	F2-272	F2-284	8	107.9	0.69	0.27	0.412	0.356	0.480	0.374	0.494	1%
No.785	F2-104	F2-272	8	18.9	2.18	0.27	0.393	0.356	0.460	0.374	0.474	5%
No.795	F2-058	F2-104	8	50.0	2.42	0.27	0.325	0.356	0.378	0.374	0.389	22%
No.848	F1-011	F1-054	8	371.5	0.93	0.14	0.307	0.190	0.359	0.196	0.366	27%
No.680	F1-052	F1-102	10	253.6	0.59	0.15	0.267	0.195	0.308	0.204	0.314	37%
No.643	F1-102	F1-020	10	69.9	0.58	0.17	0.193	0.228	0.221	0.238	0.225	55%
No.636	F1-022	F1-016	12	246.1	0.43	0.17	0.273	0.229	0.321	0.240	0.331	34%
No.637	F1-020	F1-022	12	26.9	28.33	0.17	0.156	0.228	0.179	0.238	0.183	63%
No.3717	F1-028	F1-110	12	17.2	6.21	0.77	0.350	1.051	0.416	1.137	0.435	13%
No.3744	F2-282	F2-276	12	25.0	12.63	0.27	0.295	0.356	0.345	0.375	0.359	28%
No.686	F1-034	F1-028	15	259.0	0.02	0.77	0.407	1.051	0.468	1.135	0.487	35%
No.725	F2-276	F1-034	15	268.6	0.36	0.74	0.494	1.004	0.573	1.087	0.597	20%
No.567	E1-037	E1-035	15	23.0	2.17	1.30	0.275	1.833	0.328	1.976	0.341	55%
No.570	E1-033	E1-037	15	13.0	2.79	1.30	0.303	1.833	0.364	1.975	0.379	50%
No.580	F1-012	E1-033	15	107.8	0.63	1.30	0.365	1.833	0.443	1.975	0.463	38%
No.659	F1-110	F1-108	15	23.2	0.52	0.77	0.377	1.051	0.450	1.137	0.471	37%



Table 11 - Model Results for Ultimate (2030) Flows without the San Antonio Center Phase II Project Contribution

Sewer Main ID	Upstream MH ID	Downstream MH ID	Diameter Recommended in GPUUIS (in.)	Length (ft.)	Slope (%)	ADWF		PDWF		PWWF		
						Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.599	F1-016	F1-012	15	100.2	0.81	0.53	0.344	0.781	0.421	0.832	0.438	42%
No.618	F1-018	F1-012	15	311.9	0.29	0.77	0.420	1.052	0.507	1.142	0.532	29%
No.3746	F1-108	F1-018	15	260.7	0.32	0.77	0.398	1.051	0.474	1.139	0.497	34%
No.564	E1-035	-	30	37.8	2.65	1.30	0.119	1.833	0.140	1.976	0.146	81%

Ultimate flows are analyzed with the City's sewer system CIP proposed in GPUUIS.



Table 12 - Model Results for Ultimate (2030) Flows with the San Antonio Center Phase II Project Contribution

Sewer Main ID	Upstream MH ID	Downstream MH ID	Diameter Recommended in GPUUIS (in.)	Length (ft.)	Slope (%)	ADWF		PDWF		PWWF		
						Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.821	F1-056	F1-101	8	297.5	0.35	0.065	0.266	0.096	0.321	0.097	0.323	35%
No.748	F1-054	F1-052	8	371.5	0.68	0.187	0.363	0.259	0.433	0.267	0.440	12%
No.754	F2-284	F2-282	8	95.8	2.01	0.303	0.294	0.406	0.342	0.424	0.350	30%
No.947	F1-019	F1-011	8	360.0	0.63	0.186	0.360	0.258	0.431	0.263	0.436	13%
No.867	F1-017	F2-058	8	262.8	0.69	0.280	0.410	0.379	0.486	0.394	0.497	1%
No.868	F1-101	F1-017	8	308.5	0.46	0.090	0.379	0.126	0.453	0.129	0.461	8%
No.3737	F2-272	F2-284	8	107.9	0.69	0.303	0.438	0.406	0.518	0.424	0.531	-6%
No.785	F2-104	F2-272	8	18.9	2.18	0.303	0.419	0.406	0.498	0.423	0.511	-2%
No.795	F2-058	F2-104	8	50.0	2.42	0.303	0.345	0.406	0.408	0.423	0.418	16%
No.848	F1-011	F1-054	8	371.5	0.93	0.186	0.355	0.259	0.425	0.265	0.431	14%
No.680	F1-052	F1-102	10	253.6	0.59	0.191	0.302	0.264	0.354	0.273	0.360	28%
No.643	F1-102	F1-020	10	69.9	0.58	0.218	0.216	0.297	0.251	0.307	0.254	49%
No.636	F1-022	F1-016	12	246.1	0.43	0.218	0.294	0.298	0.338	0.309	0.347	31%
No.637	F1-020	F1-022	12	26.9	28.33	0.218	0.175	0.297	0.205	0.307	0.208	58%
No.3717	F1-028	F1-110	12	17.2	6.21	0.801	0.358	1.071	0.420	1.156	0.439	12%
No.3744	F2-282	F2-276	12	25.0	12.63	0.303	0.304	0.406	0.350	0.424	0.365	27%
No.686	F1-034	F1-028	15	259.0	0.02	0.801	0.414	1.070	0.473	1.154	0.491	35%
No.725	F2-276	F1-034	15	268.6	0.36	0.768	0.504	1.023	0.579	1.106	0.603	20%
No.567	E1-037	E1-035	15	23.0	2.17	1.375	0.283	1.879	0.332	2.021	0.345	54%
No.570	E1-033	E1-037	15	13.0	2.79	1.375	0.312	1.879	0.369	2.021	0.384	49%
No.580	F1-012	E1-033	15	107.8	0.63	1.375	0.377	1.879	0.449	2.021	0.469	37%
No.659	F1-110	F1-108	15	23.2	0.52	0.802	0.386	1.071	0.455	1.157	0.476	37%



Table 12 - Model Results for Ultimate (2030) Flows with the San Antonio Center Phase II Project Contribution

Sewer Main ID	Upstream MH ID	Downstream MH ID	Diameter Recommended in GPUUIS (in.)	Length (ft.)	Slope (%)	ADWF		PDWF		PWWF		
						Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.599	F1-016	F1-012	15	100.2	0.81	0.572	0.357	0.807	0.427	0.858	0.445	41%
No.618	F1-018	F1-012	15	311.9	0.29	0.803	0.432	1.072	0.514	1.161	0.538	28%
No.3746	F1-108	F1-018	15	260.7	0.32	0.802	0.407	1.071	0.479	1.158	0.502	33%
No.564	E1-035	-	30	37.8	2.65	1.376	0.122	1.879	0.142	2.022	0.147	80%

Ultimate flows are analyzed with the City's sewer system CIP proposed in GPUUIS.



Table 13 - Comparison of PWWF Results

Sewer Main ID	Upstream MH ID	Downstream MH ID	Existing Diameter (in.)	Diameter Recommended in GPUUIS (in.)	Length (ft.)	Slope (%)	Existing (2010) PWWF w/o Redevelopment		Ultimate (2030) PWWF w/o Redevelopment*		Ultimate (2030) PWWF w/ Redevelopment*		
							Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.821	F1-056	F1-101	8	8	297.5	0.35	0.019	0.137	0.017	0.196	0.097	0.323	35%
No.748	F1-054	F1-052	8	8	371.5	0.68	0.162	0.337	0.198	0.375	0.267	0.440	12%
No.754	F2-284	F2-282	8	8	95.8	2.01	0.252	0.276	0.375	0.328	0.424	0.350	30%
No.947	F1-019	F1-011	8	8	360.0	0.63	0.138	0.315	0.189	0.366	0.263	0.436	13%
No.867	F1-017	F2-058	8	8	262.8	0.69	0.232	0.369	0.345	0.461	0.394	0.497	1%
No.868	F1-101	F1-017	8	8	308.5	0.46	0.020	0.283	0.079	0.401	0.129	0.461	8%
No.3737	F2-272	F2-284	8	8	107.9	0.69	0.251	0.394	0.374	0.494	0.424	0.531	-6%
No.3744	F2-282	F2-276	8	12	25.0	12.63	0.252	0.602	0.375	0.359	0.424	0.365	27%
No.785	F2-104	F2-272	8	8	18.9	2.18	0.247	0.377	0.374	0.474	0.423	0.511	-2%
No.795	F2-058	F2-104	8	8	50.0	2.42	0.247	0.310	0.374	0.389	0.423	0.418	16%
No.848	F1-011	F1-054	8	8	371.5	0.93	0.154	0.326	0.196	0.366	0.265	0.431	14%
No.680	F1-052	F1-102	10	10	253.6	0.59	0.163	0.276	0.204	0.314	0.273	0.360	28%
No.686	F1-034	F1-028	10	15	259.0	0.02	0.899	0.684	1.135	0.487	1.154	0.491	35%
No.725	F2-276	F1-034	10	15	268.6	0.36	0.879	1.000	1.087	0.597	1.106	0.603	20%
No.643	F1-102	F1-020	10	10	69.9	0.58	0.177	0.195	0.238	0.225	0.307	0.254	49%
No.659	F1-110	F1-108	10	15	23.2	0.52	0.920	1.000	1.137	0.471	1.157	0.476	37%
No.618	F1-018	F1-012	10	15	311.9	0.29	0.924	0.857	1.142	0.532	1.161	0.538	28%
No.3717	F1-028	F1-110	10	12	17.2	6.21	0.920	0.684	1.137	0.435	1.156	0.439	12%
No.3746	F1-108	F1-018	10	15	260.7	0.32	0.921	1.000	1.139	0.497	1.158	0.502	33%
No.636	F1-022	F1-016	12	12	246.1	0.43	0.181	0.299	0.240	0.331	0.309	0.347	31%
No.637	F1-020	F1-022	12	12	26.9	28.33	0.177	0.159	0.238	0.183	0.307	0.208	58%



Table 13 - Comparison of PWWF Results

Sewer Main ID	Upstream MH ID	Downstream MH ID	Existing Diameter (in.)	Diameter Recommended in GPUUIS (in.)	Length (ft.)	Slope (%)	Existing (2010) PWWF w/o Redevelopment		Ultimate (2030) PWWF w/o Redevelopment*		Ultimate (2030) PWWF w/ Redevelopment*		
							Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Maximum Flow (mgd)	d/D	Capacity Remaining in Pipe (% of allowed d/D)
No.599	F1-016	F1-012	12	15	100.2	0.81	0.594	0.481	0.832	0.438	0.858	0.445	41%
No.567	E1-037	E1-035	15	15	23.0	2.17	1.521	0.298	1.976	0.341	2.021	0.345	54%
No.570	E1-033	E1-037	15	15	13.0	2.79	1.521	0.329	1.975	0.379	2.021	0.384	49%
No.580	F1-012	E1-033	15	15	107.8	0.63	1.520	0.398	1.975	0.463	2.021	0.469	37%
No.564	E1-035	-	30	30	37.8	2.65	1.522	0.128	1.976	0.146	2.022	0.147	80%

Appendix M
Conditions of Approval

City of Mountain View

Conditions of Approval

The Village at San Antonio Center Phase II Project

PL-85 [NOISE]

CONSTRUCTION NOISE REDUCTION: The following noise reduction measures shall be incorporated into construction plans and contractor specifications to reduce the impact of temporary construction-related noise on nearby properties: (a) comply with manufacturer's muffler requirements on all construction equipment engines; (b) turn off construction equipment when not in use, where applicable; (c) locate stationary equipment as far as practical from receiving properties; (d) use temporary sound barriers or sound curtains around loud stationary equipment if the other noise reduction methods are not effective or possible; and (e) shroud or shield impact tools and use electric-powered rather than diesel-powered construction equipment.

PL-86 [NOISE]

SITE-SPECIFIC BUILDING ACOUSTICAL ANALYSIS: A qualified acoustical consultant will review final site plans, building elevations, and floor plans prior to construction to calculate expected interior noise levels as required by State noise regulations. Project-specific acoustical analyses are required by the California Building Code to confirm that the design results in interior noise levels reduced to 45 dBAL_{dn} or lower. The specific determination of what noise insulation treatments are necessary will be completed on a unit-by-unit basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans, and approved prior to issuance of a building permit. Building sound insulation requirements will include the provision of forced-air mechanical ventilation for all residential units as recommended by the qualified acoustical consultant, so that windows can be kept closed at the occupant's discretion to control noise.

Special building techniques (e.g., sound-rated windows and building facade treatments) will be implemented as recommended by the qualified acoustical consultant, to maintain interior noise levels at or below acceptable levels. These treatments will include, but are not limited to, sound-rated windows and doors, sound-rated wall construction, acoustical caulking, protected ventilation openings, etc.

PL-94 [CONSTRUCTION PRACTICES AND NOTICING]

BASIC AIR QUALITY CONSTRUCTION MEASURES: The applicant shall require all construction contractors to implement the basic construction mitigation measures recommended by the BAAQMD to reduce fugitive dust emissions. Emission reduction measures will include, at a minimum, the following measures. Additional measures may be identified by the BAAQMD or contractor as appropriate: (a) all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) will be watered two times per day; (b) all haul trucks transporting soil, sand, or other loose material offsite will be covered; (c) all visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited; (d) all vehicle speeds on unpaved roads will be limited to 15 mph; (e) all roadways, driveways, and sidewalks to be paved will be completed as soon as possible. Building pads will be laid as soon as possible after grading unless seeding or soil binders are used; and (f) post a publicly visible sign with the telephone number and person

to contact at the lead agency regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD's phone number will also be visible to ensure compliance with applicable regulations.

PL-95 [CONSTRUCTION PRACTICES AND NOTICING]

DISCOVERY OF CONTAMINATED SOILS: If contaminated soils are discovered, the applicant will ensure the contractor employs engineering controls and Best Management Practices (BMPs) to minimize human exposure to potential contaminants. Engineering controls and construction BMPs will include, but not be limited to, the following: (a) contractor employees working on-site will be certified in OSHA's 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training; (b) contractor will stockpile soil during redevelopment activities to allow for proper characterization and evaluation of disposal options; (c) contractor will monitor area around construction site for fugitive vapor emissions with appropriate field screening instrumentation; (d) contractor will water/mist soil as it is being excavated and loaded onto transportation trucks; (e) contractor will place any stockpiled soil in areas shielded from prevailing winds; and (f) contractor will cover the bottom of excavated areas with sheeting when work is not being performed.

PL-96 [CONSTRUCTION PRACTICES AND NOTICING]

DISCOVERY OF ARCHAEOLOGICAL RESOURCES: If prehistoric or historic-period cultural materials are unearthed during ground-disturbing activities, it is recommended that all work within 100' of the find be halted until a qualified archaeologist and Native American representative can assess the significance of the find. Prehistoric materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks and artifacts; stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered-stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, will develop a treatment plan that could include site avoidance, capping, or data recovery.

PL-97 [CONSTRUCTION PRACTICES AND NOTICING]

DISCOVERY OF HUMAN REMAINS: In the event of the discovery of human remains during construction or demolition, there shall be no further excavation or disturbance of the site within a 50' radius of the location of such discovery, or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his/her authority, he/she shall notify the Native American Heritage Commission, which shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance. A final report shall be submitted to the City's Community Development Director prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and its results, including a description of the monitoring and testing resources analysis methodology and conclusions, and a description of the disposition/curation of the resources. The report shall verify completion of the mitigation program to the satisfaction of the City's Community Development Director.

PL-98 [CONSTRUCTION PRACTICES AND NOTICING]

PRECONSTRUCTION NESTING BIRD SURVEY: To the extent practicable, vegetation removal and construction activities shall be performed from September 1 through January 31 to avoid the general nesting period for birds. If construction or vegetation removal cannot be performed during this period, preconstruction surveys will be performed no more than two days prior to construction activities to locate any active nests as follows.

The applicant shall be responsible for the retention of a qualified biologist to conduct a survey of the project site and surrounding 500' or active nests-with particular emphasis on nests of migratory birds if construction (including site preparation) will begin during the bird nesting season, from February 1 through August 31. If active nests are observed on either the project site or the surrounding area, the project applicant, in coordination with the appropriate City staff, shall establish no-disturbance buffer zones around the nests, with the size to be determined in consultation with the California Department of Fish and Game (usually 100' for perching birds and 300' for raptors). The no-disturbance buffer will remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more and then resumes during the nesting season, an additional survey will be necessary to avoid impacts on active bird nests that may be present.

PL-99 [TECHNICAL REPORTS]

GEOTECHNICAL REPORT: The applicant shall have a design-level geotechnical investigation prepared which includes recommendations to address and mitigate geologic hazards in accordance with the specifications of CGS Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards, and the requirements of the Seismic Hazards Mapping Act. The report will be submitted to the City prior to the issuance of building permits, and the recommendations made in the geotechnical report will be implemented as part of the project. Recommendations may include considerations for design of permanent below-grade walls to resist static lateral earth pressures, lateral pressures caused by seismic activity, and traffic loads; method for backdraining walls to prevent the buildup of hydrostatic pressure; considerations for design of excavation shoring system; excavation monitoring; and seismic design.

