State Route 1/Calera Parkway/ Highway 1 Widening Project (from South of Fassler Avenue to North of Reina Del Mar Avenue in the City of Pacifica)

San Mateo County, California

04-SM-1
PM 41.7/43.0
EA: 04-254600
Project ID: 0400000715
State Clearinghouse Number 2010022042

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT

VOLUME III

Appendix K- Part 1

Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

August 2013

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93	Rosalyn Dean	10-12-11
94	Laura Herold	10-12-11
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112	Elizabeth Monticue	10-19-11
113	Judy Borland	10-19-11
114	Ellen Burgoyne	10-20-11
115	Laurie Goldberg	10-20-11
116	Ebhlaw@localnet.com	10-20-11

117	Peggy Lucas	10-20-11
118	Denise Kendall	10-20-11
119	Maurie Martin	10-21-11
120	Mark Stechbart	10-21-11
121	Michael Northrop	10-21-11
122	Sarah Northrop	10-21-11
123	Kathy Meeh	10-21-11
124	Erika Dyquisto	10-21-11
125	Remi Tan	10-22-11
126	Mary Keitelman	10-22-11
127	Mitch Reid	10-22-11
128	Julie Maykel	10-22-11
129	Margaret Goodale	10-22-11
130	Laura Bevington	10-22-11
131	Mike Callan	10-22-11
132	Celeste Langille	10-22-11
133	Jka80@juno.com	10-22-11
134	Casey Weber	10-22-11
135	April Vargas	10-22-11
136	Stan Zeavin	10-22-11
137	Richard Campbell	10-22-11
138	Kathleen McGuire	--
139	Bettie Montague	10-22-11
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147	Deborah Runne	10-14-11
148	Spence Yoes	10-14-11
149	Pete Yoes	10-14-11

150	Reena Cimellae	10-11-11
151	Taryn Smith	--
152	Victoria Gangi	--
153	Sue Vaterlaus	
154	Richard Clark	10-11-11
155	1412 Crespi Drive	--
156	Marilyn St. Germain-Hall	--
157	Frank Vella	--
158	O'Neill	--
159	Pete	--
160	Serzan Gerhell-Wallace	--
161	Neil Sofia	--
162	Mike Ervin	--
163	Mary T. Brown	9-1-11 & 10-4-11
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166	Wanda Kirvin	9-28-11
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Response Comment No.	Commenter	Date
Government Agencies		
Federal		
1	National Park Service	10-7-11
2	Native American Heritage Commission	8-17-11

<Brian_Aviles@nps.gov>
10/07/2011 04:50 PM

To <thomas_rosevear@dot.ca.gov>
cc <Liz_Varnhagen@nps.gov>, <Steve_Ortega@nps.gov>, <Nancy_Hornor@nps.gov>
bcc
Subject NPS comments re Calera Parkway DEIR/EA

Please see attached.

(See attached file: NPS re Calera Parkway DEIR-EA.pdf)

Brian A. Aviles, Acting Chief of Planning
National Park Service - Golden Gate National Recreation Area
Building 201, Fort Mason, San Francisco, CA 94123
(415) 561-4942 - desk
(415) 561-4939 - fax
(415) 624-9685 - mobile

NPS re Calera Parkway DEIR-EA.pdf

United States Department of the Interior

NATIONAL PARK SERVICE
Golden Gate National Recreation Area
Fort Mason, Building 201
San Francisco, California 94123

IN REPLY REFER TO

A7627 (GOGA-PLAN)

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Re: Calera Parkway/Highway 1 Widening Project Draft EIR/EA

Dear Ms. Rivas:

National Park Service (NPS) at the Golden Gate National Recreation Area (GGNRA) have reviewed the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the Calera Parkway/Highway 1 Widening Project in Pacifica, California.

1.1

NPS owns and manages property adjacent both sides of the project area, at Mori Point to the west, and Shelldance Nursery/Sweeney Ridge to the east. Because of the project's proximity to these two important parts of the Golden Gate National Recreation Area, we offer the following comments, articulated in the attachment to this letter. Several of the scoping comments from our letter dated March 18, 2010 addressed to the San Mateo County Transportation Authority and copied to Caltrans, were not addressed in the DEIR/EA and are mentioned here. NPS areas of concern described here include the following: identification of NPS as owner of adjacent lands, restoring habitat connectivity, habitat mitigation, multi-modal access, context-sensitive design, access and signage to NPS land, construction lighting, and revegetation.

We appreciate having the opportunity to comment on this important project. If you have questions and for future correspondence with NPS on this project, please contact Steve Ortega at 415-561-2841, *steve_ortega@nps.gov.*

Sincerely,

Nancy Hornor ACTING
Chief of Planning

Attachment: NPS Comments

NPS Comments on the Calera Parkway/Highway 1 Widening Project, October 2011

1.2

NPS, an Adjacent Property Owner

NPS owns and manages property adjacent both sides of the project area at Mori Point to the west, and Shelldance Nursery/Sweeney Ridge to the east. Figures in the DEIR/EA only label our property to the west and not show the Sweeney Ridge land east of the project. Also, the document does not identify the NPS as owners and managers of GGNRA property. Further, NPS is not listed in Chapter 6 among the Federal Agencies that will participate in the review and planning of this project.

1.3

Habitat Connectivity

The DEIS/EA states that the proposed project would not have an adverse effect on wildlife dispersal because the existing roadway already serves as a barrier to east-west migrations and therefore no mitigation is needed. GGNRA lands support wildlife and listed species habitat on both sides of the project corridor. NPS is concerned about barriers to natural small scale migrations of the California red-legged frog and the San Francisco garter snake, which is important to supporting genetic vigor and sustaining healthy populations. The proposed substantial widening of the highway corridor offers an opportunity for Caltrans to rectify the blockage that was caused from past construction. We urge Caltrans to consider enlarging and enhancing the culverts underneath the highway to enable animal passage, and/or to consider constructing an overcrossing.

Caltrans and UC Davis have prepared guidance on how to address wildlife crossings in relation to transportation decisions in California. The "Caltrans Wildlife Crossings Guidance Manual" is an excellent resource to inform the project team on ways to minimize road crossing impacts to wildlife. The manual describes methods to identify wildlife crossing conflicts, choose an effective avoidance, minimization, or compensatory mitigation strategy, and evaluate the results of mitigation actions. NPS staff contacted Amy Pettler, Senior Endangered Species Coordinator and Biologist with Caltrans Division of Environmental Analysis who urges the planning team to visit their interactive wildlife crossing website that is available to agencies and the conservation/wildlife community at *http://www.dot.ca.gov/hq/env/bio/wildlife_crossings/*.

The Wildlife Crossings website facilitates agency and stakeholder participation in an interactive information environment to promote a common understanding of available information and strategies for addressing wildlife crossing in project evaluation and design. The website also allows participants to comment, edit, revise, or add additional information regarding wildlife crossing projects, issues, publications, and case studies. The NPS urges Calera Parkway Project team to consult with Ms. Pettler and Caltrans Division of Environmental Analysis in order that they understand and are aware of the latest designs and concepts in order to mitigate potential wildlife crossing impacts from this project.

We hope through careful analysis, and using the resources named above, that effective crossing solutions will still be incorporated into this project not only for these very sensitive species but for all wildlife species inhabiting the area.

Mitigation for Unavoidable Impacts to Threatened and Endangered Species

Referencing mitigation, the DEIR/EA poorly explains what is meant by habitat enhancement or preservation. It is difficult for reviewers, including NPS staff, to understand how adverse impacts to wildlife and listed species from permanent habitat loss would be adequately compensated with so little detail about the mitigation.

1.4 Page 168 of the DEIR/EA notes that GGNRA staff has "*approved,*" in concept, the proposal to mitigate loss of dispersal habitat for the California red-legged frog and the San Francisco garter snake, on our land at Mori Point. While we have been exploring opportunities with Caltrans and SMCTA to offset unavoidable adverse impacts to these species on NPS land, we would prefer the document say that NPS staff "*agree in concept.*" No options have been approved by NPS at this time.

NPS requests that Caltrans/Federal Highway Administration be sure to include NPS in the Section 7 Consultation with the U.S. Fish and Wildlife Service (USFWS) over the California red-legged frog (CRLF) and the San Francisco garter snake SFGS). Our participation will be integral to offsetting incidental take from the project, and we will also need approval from USFWS to have work performed in habitat suitable for these listed species.

Multi-modal Access

1.5 NPS urges Caltrans, SMCTA and City of Pacifica to explore more opportunities to create a connection for pedestrians via an overpass between Mori Point and Mori Ridge. We urge Caltrans to incorporate pedestrian and bicycle paths throughout the project corridor as practicable. The NPS feels a priority area along the corridor where a multi-use path needs to be incorporated is between Mori Point and the quarry property. Such a route would help complete and complement the California Coastal Trail, benefit wildlife migration, and create new opportunities for recreation and alternative transportation in Pacifica. We request Caltrans look into safe pedestrian/bicycle access across the roadway in the vicinity of Mori Point and the Sweeney Ridge access road.

Context Sensitive Design

1.6 The project would result in a substantially wider, more impervious highway travel corridor and would likely result in higher speeds of vehicular travel. The DEIR/EA should describe how the proposed new 6-lane-wide Highway 1 would apply Caltrans context sensitive design as a rustic coastal roadway. NPS is concerned that the proposed improvements do not support the rustic character that attracts travelers to Highway 1 and is valued by the community. Given the area's proximity to NPS lands, the ocean, and a coastal community which values open space and rural values, the NPS requests Caltrans incorporate context sensitive design as part of the project. Caltrans has a number of policies that encourage designers to respond to community values where state highways serve as main streets.

Also, the Visual Impacts Analysis in the DEIR/EA did not assess the view of the proposed substantially wider highway corridor from GGNRA vantages, where the public enjoys panoramic views of the coastline. NPS is concerned that the proposed project will be an even more distinct manmade feature on the landscape.

Access and Signage to NPS Lands

1.7 The preliminary maps show an improved exit for Mori Point. We support this improvement. However, we do not see the same type of improvements proposed at the access road to the Sweeney Ridge trailhead, which is also the entrance to Shelldance Nursery. The existing configuration does not have a deceleration or turning lane and exiting the site is difficult due to poor sight lines. Traffic to the site has been growing with increased public visitation and increased NPS use for restoration projects in the area, like Mori Point. This can be expected to increase in the future. We request the project team incorporate an improved design for the access road to Sweeney Ridge, i.e. provide for safe ingress and egress. Use of the undeveloped 2-acre parcel immediately north of the existing entrance, which was obtained by the NPS to enable such access improvements, should be considered in the parkway design. Also, wayfinding is an issue for recreational visitors trying to find their way to Mori Point and Sweeney Ridge lands. We request the project team work with the NPS to place appropriate signage directing people to these locations.

Construction Lighting

1.8 Among NPS Management Policies (2006) is guidance to protect dark night skies. NPS requests that Caltrans minimize night time construction to the greatest extent practicable, and if not avoidable, direct all construction lighting away from NPS land (include in 2.7.4.1). We note that the DEIR/EA includes a mitigation measure on p. 89 to minimize night time construction, but it is vague and general.

Revegetation and other Assorted Comments.

1.9 NPS recognizes that the details of how much of the habitat and natural resources mitigations have not yet been developed. For clarity in planning and as guidance, we offer the following comments,

- Distinguish between temporarily and permanently impacted area in terms of treatment and effects. What activities are associated with the permanent and the temporary impacts?
- 1.10 Recreating habitat of equal value to that lost (as stated on p. xli), may not be realistic within the anticipated one-year time frame, particularly when starting with seeds. A five year time frame is more realistic. (pg. 166)
- 1.11 The DEIR/EA indicates that locally collected seeds will be used for revegetation, and Caltrans plans to use a seed mix that is clear of California noxious weeds. NPS supports the use of locally collected seeds from the same watershed adjacent to GGNRA land.
- 1.12 If using seed mixes, please ensure that no species are on the Cal-IPC weed list in addition to the state noxious weed list. Given the proximity of NPS lands to the Project area, NPS would be please to help review and comment on the proposed planting palate so we might be able to flag potentially invasive plants that might escape from the median or project margins and compromise the vegetation management efforts on GGNRA land.
- 1.13 Follow-up maintenance should occur for a minimum of 5 years.
- 1.14 Polygons on map show areas that include Monterey Pine and Monterey Cypress adjacent to Mori Point. Land managers of this area encourage this project to fund removing these

1.14 cont.

trees, especially those with signs of pitch pine canker. This will facilitate native conversion.

1.15

- Table 2.16 - Please include scientific names in addition to common names to facilitate accuracy.

1.16

- Table 2.17 - CRLF habitat description should include foraging; SFGS habitat description should include adjacent grasslands with rodent burrows.

1.17

- Pg. 55 - "*This subspecies was also recorded at Mori Point in 1990.*" is out of date. It has been seen multiple times per year at Mori Point since 2006.

1.18

- Pg. 163 - The document states that "most of the aquatic habitat north of the ridgeline is generally ephemeral except water features on the active golf course and Calera Creek and associated ponds." This information is out of date. Mori Point has 4 ponds, all of which have supported breeding of California red legged frogs and hold water throughout the CRLF breeding season in normal rain year.

1.19

- Pg. 163 - The enhancements will include "depressions to collect water." Please clarify if they are intended to be permanent or ephemeral water sources? Furthermore, what mitigation measures are required for their construction?

1.20

- Pg. 167 - Provide a timeline, budget, and responsible party for monitoring described for the Habitat Monitoring and Mitigation Plan.

1.21

- Sec. 2.20.2, pg. 169 - Define "noxious"--who determined this list? Also, include scientific names. (Pampas grass should read jubata grass *(Cortaderia jubata)*; prickly ox tongue should read bristly ox tongue, (*Picris echiodes*).

1.22

- Pg. 170 -Verify presence of yellow star thistle. If it's there, we would like to know specific locations so we can follow up and determine areas of potential invasion.

1.23

- Pg. 170 - AM INV-4 Two years in insufficient—NPS recommends 5.

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

August 17, 2011

Yolanda Rivas
California Department of Transportation, District 4
Div of Environmental Planning & Engineering
111 Grand Avenue
Oakland, CA 94623

RE: SCH# 201022042 Highway 1/Calera Parkway Widening Project; San Mateo County.

Dear Ms. Rivas:

2.1

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. . **USGS 7.5 minute quadrangle name, township, range and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez

Katy Sanchez
Program Analyst
(916) 653-4040

cc: State Clearinghouse

Native American Contact List
San Mateo County
August 17, 2011

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister , CA 95024
ams@indiancanyon.org
831-637-4238
Ohlone/Costanoan

Amah/Mutsun Tribal Band
Joseph Mondragon, Tribal Administrator
882 Bay view Avenue
Pacific Grove, CA 94062
831-372-9015
831-372-7078 - fax
Ohlone/Costanoan

Jakki Kehl
720 North 2nd Street
Patterson , CA 95363
jakki@bigvalley.net
(209) 892-1060
Ohlone/Costanoan

Amah/Mutsun Tribal Band
Melvin Ketchum III, Environmental Coordinator
7273 Rosanna Street
Gilroy , CA 95020
408-842-3220
Ohlone/Costanoan

Trina Marine Ruano Family
Ramona Garibay, Representative
30940 Watkins Street
Union City , CA 94587
soaprootmo@msn.com
510-972-0645-home
209-688-4753-cell
Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Muwekma Ohlone Indian Tribe of the SF Bay Area
Rosemary Cambra, Chairperson
2574 Seaboard Avenue
San Jose , CA 95131
muwekma@muwekma.org
408-205-9714
510-581-5194
Ohlone / Costanoan

Amah/MutsunTribal Band
Irene Zwierlein, Chairperson
789 Canada Road
Woodside , CA 94062
amah_mutsun@yahoo.com
(650) 851-7747 - Home
(650) 851-7489 - Fax
Ohlone/Costanoan

Amah/MutsunTribal Band
Jean-Marie Feyling
19350 Hunter Court
Redding , CA 96003
jmfgmc@sbcglobal.net
530-243-1633
Ohlone/Costanoan

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

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

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2010022042 Highway 1/Calera Parkway Widening Project; San Mateo County..

Native American Contact List
San Mateo County
August 17, 2011

The Ohlone Indian Tribe
Andrew Galvan
PO Box 3152
Fremont , CA 94539
chochenyo@AOL.com
(510) 882-0527 - Cell
(510) 687-9393 - Fax

Ohlone/Costanoan
Bay Miwok
Plains Miwok
Patwin

Linda G. Yamane
1585 Mira Mar Ave
Seaside , CA 93955
rumsien123@yahoo.com
831-394-5915

Ohlone/Costanaon

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	State	
3	Jerry Hill - California State Assembly Member, 19th District	10-5-11
4	California State Clearinghouse	10-10-11
5A	Coastal Commission	9-21-11
5B	Coastal Commission	10-21-11

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0019
(916) 319-2019
FAX (916) 319-2119

DISTRICT OFFICE
1528 SOUTH EL CAMINO REAL SUITE 502
SAN MATEO, CA 94402
(650) 349-1900
FAX (650) 341-4676

Assembly
California Legislature

JERRY HILL
ASSEMBLYMEMBER, NINETEENTH DISTRICT
CHAIR, ASSEMBLY DEMOCRATIC CAUCUS

COMMITTEES
AGRICULTURE
BUSINESS AND PROFESSIONS
GOVERNMENTAL ORGANIZATION
NATURAL RESOURCES
PUBLIC SAFETY

SELECT COMMITTEES
CHAIR, BIOTECHNOLOGY
IMPROVING STATE GOVERNMENT
RENEWABLE ENERGY

October 5, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation, District 4
Attn: Thomas Rosevear
111 Grand Ave.
Oakland, CA 94623

Via Facsimile: 510-286-5600

Re: Calera Creek section of Highway 1

Dear Ms. Rivas:

I write to you regarding the improvements being discussed for the Calera Creek section of Highway 1 through Pacifica in my district. I have heard from a number of constituents who have requested further study and public vetting of the plan before the San Mateo County Transportation Authority.

3.1 The Draft Environmental Impact Report for this project maintains that improved bus service in this area would not enhance transit ridership; however the DEIR does not provide support for that position. Current bus service in Pacifica is sporadic and limited. It would be important to know whether improved or modified bus service would have an effect on Highway 1 traffic and how the cost of that new service would compare to the cost of physical improvements to the highway.

I would also appreciate your review of steps that can be taken or have been taken to improve traffic flow on the highway through adjustments of the traffic signals.

3.2 The proposal for the Calera Creek Highway 1 improvements has been met with strong reaction from the community, both in support and opposition to the plan. Before a plan is adopted it is critical that the community is assured that the concerns of the motoring public and the needs of those who live in the adjacent area have all been fully addressed and that the best possible route has been followed.

I look forward to your response to this request.

Very truly yours,

Jerry Hill
Assembly member, 19th District

Printed on Recycled Paper

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

October 10, 2011

Yolanda Rivas
California Department of Transportation, District 4
Div. of Env. Planning & Engineering
111 Grand Avenue
Oakland, CA 94623

Subject: Highway 1/Calera Parkway Widening Project
SCH#: 2010022042

Dear Yolanda Rivas:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 7, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

4.1

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

4.2

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010022042
Project Title Highway 1/Calera Parkway Widening Project
Lead Agency Caltrans #4

Type EIR Draft EIR

Description Note: Review per lead

The project proposes to widen this segment of SR 1 from four lanes to six lanes (three lanes in each travel direction). The project also proposes improvements at two intersections located within the project area, one at the north end of the site (SR 1 and Reina Del Mar Avenue) and one at the south end of the site (SR 1 and Fassler Avenue/Rockaway Beach Avenue) including additional lane capacity and signal timing improvements. It is anticipated that the proposed project would require acquisition of right-of-way and/or temporary easements from parcels on both sides of SR 1.

Lead Agency Contact

Name Yolanda Rivas
Agency California Department of Transportation, District 4
Phone 510 286 6216 **Fax**
email
Address Div. of Env. Planning & Engineering
111 Grand Avenue
City Oakland **State** CA **Zip** 94623

Project Location

County San Mateo
City Pacifica
Region
Lat / Long
Cross Streets Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways SR 1
Airports
Railways
Waterways Pacific Ocean, Calera Creek
Schools Vallemar, Cabrillo
Land Use

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual; Wetland/Riparian

---

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

---

Date Received 08/03/2011 **Start of Review** 08/03/2011 **End of Review** 10/07/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax

August 17, 2011

CHRR
10/7/11
e

RECEIVED
AUG 23 2011
STATE CLEARING HOUSE

Yolanda Rivas
California Department of Transportation, District 4
Div of Environmental Planning & Engineering
111 Grand Avenue
Oakland, CA 94623

RE: SCH# 2010022042 Highway 1/Calera Parkway Widening Project; San Mateo County.

Dear Ms. Rivas:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. . **USGS 7.5 minute quadrangle name, township, range and section required.**
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez
Program Analyst
(916) 653-4040

cc: State Clearinghouse

Renee Ananda
<rananda@coastal.ca.gov>
09/21/2011 03:19 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc Ruby Pap <rpap@coastal.ca.gov>, Tami Grove <tgrove@coastal.ca.gov>
bcc
Subject RE: State Route 1 Calera Parkway Widening

Hello Tom,

5A.1

Thank you for responding. As we discussed, Coastal Commission staff need additional time to complete review of the DEIR/EA for the proposed State Route 1/Calera Parkway Widening Project. We expect to submit comments on the document to you by October 21, 2011. I understand that you will accept comments from the Coastal Commission, as another State agency, after the public review period deadline and that this email is sufficient notification. Again, thank you for your time! RTA

-----Original Message-----
From: Thomas Rosevear [mailto:thomas_rosevear@dot.ca.gov]
Sent: Wednesday, September 21, 2011 2:09 PM
To: Renee Ananda
Subject: Re: State Route 1 Calera Parkway Widening

Hi Renee:

I just left you a voice mail message. My phone # is 510-286-5360 or you can ask me your question via email. What is your question regarding the public comment period? (in case we keep missing each other).

Thank you,
Tom Rosevear
California Department of Transportation.

Renee Ananda
<rananda@coastal.ca.gov>
09/21/2011 01:53 PM

To <thomas_rosevear@dot.ca.gov>
cc
Subject State Route 1 Calera Parkway Widening

Hello Thomas,

I would like to speak with you briefly regarding the DEIR/EA public comment period for the subject project. Will you please call me at 415-904-5267 or

send me your phone number in a reply to this message?

Thank you. RTA

Renée Ananda, Coastal Program Analyst
California Coastal Commission
North Central Coast District
45 Fremont Street - Suite 2000
San Francisco, CA 94105

Phone - 415-90-5267
rananda@coastal.ca.gov

CALIFORNIA COASTAL COMMISSION
CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
FAX: (831) 427-4877

October 21, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
CA Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Subject: **Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the Calera Parkway Widening Project, SCH #2010022042**

Dear Ms. Rivas:

5B.1

Thank you for forwarding the DEIR/EA for the Calera Parkway Widening to our attention for input and comment. The proposed project would widen a 1.3-mile stretch of Highway 1 within the City of Pacifica from four lanes to six lanes to reduce existing, and future, peak-hour traffic congestion. As we have previously stated, the proposed project raises significant issues related to coastal resources and the site is constrained by sensitive habitat and important public views. We appreciate the effort Caltrans and the San Mateo County Transportation Authority (SMCTA) have put into early coordination with Commission staff, and the additional information that has been provided to us will be helpful in evaluating the proposed project during the coastal development permit (CDP) process. However, the DEIR/EA falls short of providing all of the information necessary to evaluate the project for consistency with the City's certified local coastal program (LCP) and the Coastal Act. We urge you to address the following comments in the final EIR/EA or a re-circulated EIR/EA to allow for a more streamlined review of the project during the CDP process.

5B.2

The project site is located in both the City's CDP jurisdiction and the Commission's retained CDP jurisdiction. The Commission has retained jurisdiction on the former quarry property just west of the project location, which includes portions of the widened roadway that would be located outside of the existing Caltrans right-of-way as well as any proposed mitigation on the former quarry property that meets the Coastal Act definition of development. Although a consolidated permit review process is possible in this case, it could only occur with the agreement of the Commission, the City and the applicant, and the fact that the majority of the project lies within the City's jurisdiction would weigh heavily into any consideration of potentially consolidating the permit review. The standard of review for those portions of the project in the City's jurisdiction is the Pacifica LCP and the public access policies of the Coastal Act, and the standard of review for those portions of the project in the Commission's jurisdiction is the Coastal Act. For a consolidated CDP review of the whole project, the standard of review would be the Coastal Act, with the City's LCP providing non-binding guidance. Please note that the DEIR/EA, on page 41, erroneously states that an "encroachment permit" is required for work extending onto the Commission's jurisdiction; it is actually a CDP that would be required.

5B.3 In summary, the DEIR/EA does not provide all of the necessary information to evaluate the project for consistency with the Coastal Act and the certified LCP. First, the EIR/EA should fully evaluate a range of alternatives that could meet the purpose and need of the project, including

5B.4 alternatives that would reduce traffic congestion, but would not result in significant adverse impacts on coastal resources. In addition, the EIR/EA should provide all of the information necessary to fully evaluate the proposed alternatives' impacts on biological resources, including

5B.5 on wetlands buffers, sensitive species habitat and native vegetation. The document must also analyze a range of feasible measures to avoid, minimize and mitigate such impacts. Finally, the EIR/EA should include detailed information about measures that would help reduce negative

5B.6 impacts on public views, including open and articulated designs for bridges and railings, landscaping, and aesthetic treatments for medians and retaining walls that would help them blend with the surrounding environment.

5B.7 Moreover, given the standards of review described above, we strongly recommend that the project's EIR/EA include a table identifying the Coastal Act policies and LCP standards applicable to the project. Such a table should include a preliminary evaluation of the project's conformance with each of the applicable policies and standards.[1] Please consider the following:

Alternatives Analysis

5B.8 As described in the DEIR/EA, and in this letter, the proposed project could cause adverse impacts to coastal resources, including biological and archaeological resources, public views and water quality. The EIR/EA should fully evaluate project alternatives that avoid these coastal resource impacts as much as possible, while implementing measures to reduce traffic congestion to acceptable levels. The DEIR/EA provides an analysis of three alternatives: (1) the proposed widening project with a narrow median alternative; (2) the proposed widening project with a wide, landscaped median, and; (3) a no project alternative. The two 'build' alternatives both reduce traffic congestion substantially, but appear to result in significant adverse impacts to coastal resources, while the no build alternative would not incorporate any measures to reduce traffic congestion, and would not cause coastal resource impacts. The DEIR/EA also includes a cursory analysis of various alternatives that were considered but rejected without further study because they were determined to be infeasible or ineffective. The EIR/EA should include the studies and analysis that were used to determine these alternatives were infeasible or ineffective as an appendix to the document. In addition, although the rejected alternatives may not be effective enough on their own to make their implementation useful, it appears possible that some combination of the rejected alternatives might be used to create a project that adequately reduces traffic congestion while avoiding coastal resource impacts. Specifically, the following alternatives or combinations of them may be used under a no-build or reduced project alternative: Concept D, the partial widening at Reina Del Mar Avenue; Concept H, signal timing improvements; Concept I, increased or modified public transit service; and Concept J, increased

[1] For an example of a previous table that met this purpose, see the 2006 IS/MND/EA for the Salinas Road Interchange Project, prepared by the U.S. Department of Transportation, the Federal Highway Administration, and Caltrans, which can be accessed here: http://www.dot.ca.gov/dist05/projects/salinas_rd/env_doc.pdf.

5B.8 cont.

school bus service. The EIR/EA should explore the potential to consolidate these or other alternatives into a no-build or reduced project alternative that could utilize various measures to reduce traffic congestion while completely avoiding or substantially reducing impacts on coastal resources.[2]

Biological Resources

A primary focus of the California Coastal Act (including Public Resources Code sections 30230-30231) and the Pacifica LCP is to protect coastal wetlands. In addition, Section 30240 of the Coastal Act prohibits non resource-dependent development in environmentally sensitive habitat areas (ESHAs) and prohibits resource-dependent development in ESHA that would significantly disrupt habitat values, and Section 30250 requires that new development be located where it would not have significant adverse effects, individually or cumulatively, on coastal resources. Comparable policies are included in the Pacifica LCP.

5B.9

There is an existing creek with wetlands directly west of the project site that contains aquatic habitat for the California red-legged frog (CRLF), and although the currently proposed alternatives would have no direct impacts on these wetlands, the project would be constructed within 100 feet of them. In addition, the proposed project would result in the loss of 1.27 acres of northern coastal scrub habitat as well as the loss of 4.13 acres of ruderal grassland and .95 acres of non-native/landscaped trees that may provide habitat for various sensitive species. The EIR/EA should provide a detailed description of the project's impacts to these biological resources, as well as proposed measures to avoid, minimize and mitigate them.

First, the EIR/EA should describe the impacts caused by the project due to development within 100 feet of the wetlands and CRLF habitat, including CRLF dispersal corridors, and it should include mitigation measures that could be used to reduce the significance of such impacts. For example, one mitigation measure would be the construction of the proposed retaining wall designed to prevent CRLF from entering the roadway. The EIR/EA should describe other potential mitigation, such as reduced scale project components and theremoval of invasive species and restoration of the area with native vegetation, and explain how such measures would enhance habitat values and minimize the impacts of developing in close proximity to these resources.

5B.10

In addition, the DEIR/EA indicates that the proposed project would impact potentially suitable nesting habitat for four special status bird species – loggerhead shrike, yellow warbler, San Francisco common yellowthroat and white-tailed kite. However, the DEIR/EA lacks any surveys for these species, and therefore, it is not clear what the habitat impacts would be. The EIR/EA should include surveys, performed during applicable breeding periods, to determine the extent to which the project area is used by these species. The EIR/EA should also include an explanation

[2] Public comments have suggested the possibility of pursuing a staggered school schedule to reduce traffic congestion, and the EIR/EA should evaluate this alternative, and any other feasible traffic reduction measures raised through public comment, in addition to those listed above.

5B.10 cont.

of avoidance, minimization and mitigation measures designed to protect these species, which may include limiting construction to specific windows of time, delaying construction if active nests are identified in close proximity to the project site, providing appropriate buffers between active nests and construction activities, restoring habitat that is temporarily impacted, and mitigating for any permanent loss of habitat. At a minimum, the measures should include installing or restoring native vegetation in all areas subject to temporary impacts and mitigating for the permanent loss of native vegetation at least at a 2:1 ratio.

5B.11

Finally, with regard to the proposed mitigation for the loss of dispersal habitat for CRLF, San Francisco Garter Snake and Western Pond Turtle, the EIR/EA should include detailed information detailing the impacts (including through maps and supporting survey data), and identifying why the mitigation is adequate to address the project's impacts and how the mitigation would work, including how the property would be protected, what entities would be responsible for ongoing implementation of the mitigation, how maintenance would be conducted, and what performance criteria would be used to ensure the habitat functions as proposed.

Visual Resources

Coastal Act section 30251 requires that new development be sited and designed to protect views to and along the ocean and scenic coastal areas. New development must also be visually compatible with the character of surrounding areas. Consistent with this policy, the Pacifica LCP contains comparable standards to protect visual resources.

5B.12

Highway 1 at this location has views of the former quarry open space property to the west and urban development to the east. Although views of the ocean on the southern end of the project site are partially obstructed by a row of cypress trees, and at the northern end of the project site, views of the ocean are blocked by the topography, the entire Highway 1 corridor is an important public viewshed unto its own. The proposed project would negatively impact visual resources by expanding paved roadway into an undeveloped area, adding new roadside development such as barriers and retaining walls, and removing existing trees and other vegetation. As previously requested, the EIR/EA should include an evaluation of potential measures to reduce visual impacts, including potential bridge and railing designs that are articulated and open so that public views may be maintained. The EIR/EA should also analyze potential bridge and wall alternatives for consistency with policies protecting both views and biological resources. The DEIR/EA shows several visual simulations that use a plain concrete barrier with a railing that is not articulated. The EIR/EA should evaluate alternative designs that are more aesthetically pleasing, while providing a barrier to prevent sensitive species from entering the roadway, in order to protect biological resources, consistent with the Coastal Act and the City's LCP. If possible, the EIR/EA should also provide information about the proposed railing for the nearby San Pedro Bridge, and evaluate the potential for creating a uniform appearance along this stretch of Highway 1. In addition, the EIR/EA should evaluate aesthetic treatments for other highway features, including above grade retaining walls and median barriers, that blend with the

5B.12 cont.

surrounding coastal setting. In all cases, landscaping must be provided that addresses biological concerns and viewshed issues, including by providing screening, mottling, and softening of view impacts associated with the development.

Water Quality

Coastal Act sections 30230 and 30231 provide for protection of marine resources and water quality, and City LCP policies mimic these requirements. The proposed project has the potential to impact water quality through construction activity and through increasing the area of impervious surface that drains to the creek and out to the ocean.

5B.13

The DEIR/EA identifies biofiltration strips or swales as the most feasible water quality BMP for the project and describes six locations within the project area that are suitable for their development. However, the DEIR/EA does not identify which of the potential swale locations would be utilized and fails to analyze the effect they would have on water quality, and their capacity to retain stormwater. The EIR/EA should evaluate proposed water quality BMPs in terms of feasibility and effectiveness, including determining where swales should be located and how they should be designed to ensure water quality is protected and peak wet weather flows are accommodated.

Conclusion

The proposed project raises significant coastal resource issues, especially biological and visual resource issues, that have not been adequately addressed in the DEIR/EA. We strongly recommend that these issues be more thoroughly discussed and analyzed in the final EIR/EA or a revised and re-circulated DEIR/EA to allow for a complete analysis of the proposed project for consistency with the certified LCP and the Coastal Act. It will be particularly critical for the applicant to identify and analyze potential alternatives to the project, including permutations and combinations of alternatives that can achieve project needs and objectives at the same time as limiting coastal resource impacts as much as possible. If you have any questions or would like to discuss these issues further, please contact me at (831) 427-4863.

5B.14

Sincerely,

Madeline Cavalieri
Coastal Planner

Response Comment No.	Commenter	Date
Government Agencies		
	Local	
6	City of Pacifica	9-27-11
7	Sue Digre – City of Pacifica Council Member	9-19-11
8	Karyl Matsumoto - South San Francisco City Council and SMCTA Board Member	9-5-11
9	Courtney Conlon, CEO - Pacifica Chamber of Commerce	8-25-11
10	Chris Porter, President - Pacifica Chamber of Commerce	9-29-11
11	Half Moon Bay Coastside Chamber of Commerce	10-21-11
12	North Coast County Water District	10-19-11

Yolanda Rivas/D04/Caltrans/CAGov
09/29/2011 04:54 PM

To Thomas Rosevear/D04/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Letter of extension

FYI.

Thanks for your help!
Yolanda Rivas
Branch Chief, Environmental Planning
(510) 286-6216
---- Forwarded by Yolanda Rivas/D04/Caltrans/CAGov on 09/29/2011 04:54 PM ----

<ocampov@ci.pacifica.ca.us>
09/29/2011 04:17 PM

To <yolanda_rivas@dot.ca.gov>, <ron_moriguchi@dot.ca.gov>
cc <HurleyJ@samtrans.com>
Subject Letter of extension

Hi Yolanda,

As I have mentioned during our debriefing meeting for Calera Parkway, our City Council approved a motion to send a letter to Caltrans requesting for a 15 day extension of the comment period for the DEIR.

Please find attached, a pdf copy of the said letter, the original was mailed out of City Hall last Tuesday.

Thank you,

Van

Van Dominic Ocampo, P. E.
Director of Public Works/City Engineer
City of Pacifica

Creating the space for the community to build and grow

SKMBT_C65011092916070.pdf

CITY of PACIFICA
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Scenic Pacifica

CITY HALL
170 Santa Maria Avenue • Pacifica, California 94044-2506
www.cityofpacifica.org

MAYOR
Mary Ann Nihart

MAYOR PRO TEM
Peter DeJarnatt

COUNCIL
Sue Digre
James M. Vreeland, Jr.
Len Stone

CITY MANAGER'S OFFICE
TEL. (650) 738-7301
FAX (650) 359-6038
CITY ATTORNEY
TEL. (650) 738-7409
FAX (650) 359-8947
CITY CLERK
TEL. (650) 738-7307
FAX (650) 359-6038
CITY COUNCIL
TEL. (650) 738-7301
FAX (650) 359-6038
FINANCE
TEL. (650) 738-73
FAX (650) 738-74
FIRE ADMINISTRATION
TEL. (650) 991-8138
FAX (650) 991-8090
HUMAN RESOURCES
TEL. (650) 738-7303
FAX (650) 359-6038
PARKS, BEACHES & RECREATION
TEL. (650) 738-7381
FAX (650) 738-2165
PLANNING
TEL. (650) 738-7341
FAX (650) 359-5807
• Building
TEL. (650) 738-7344
• Code Enforcement
TEL. (650) 738-7341
POLICE DEPARTMENT
TEL. (650) 738-7314
FAX (650) 355-1172
PUBLIC WORKS
TEL. (650) 738-3760
FAX (650) 738-9747
• Engineering
TEL. (650) 738-3767
FAX (650) 738-3003
• Field Services
TEL. (650) 738-3760
FAX (650) 738-9747

6.1

September 27, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation, District 4
111 Grand Avenue
Oakland, Ca 94623

Subject: Calera Parkway Project

Dear Ms. Rivas,

First, I would like to thank you and the rest of your team for all your efforts towards the Calera Parkway Project. I want to commend all of you on the way you organized and facilitated last Thursday's public meeting on the Draft Environmental Impact Report (DEIR).

As you have witnessed during the meeting, there is tremendous interest from the public regarding this project. People are truly involved and want to make sure their comments, opinions and suggestions are heard. Even after the meeting, the public continued to approach us, their elected city officials, for assistance in seeking additional time to review and comment on the DEIR.

Certainly there is no doubt about the existence of high level community concerns regarding this project, especially with regards to its environmental impacts. These concerns should be included and addressed in the Final EIR. It is also important that members of the community, whose lives will be directly affected by this project, be provided ample opportunity to review and submit comments about the DEIR. It is for these reasons that the City Council would like to ask Caltrans for a fifteen (15) day extension on the comment period for the DEIR.

We are aware of the environmental process and its limitations. However, we firmly believe that ample opportunity for public input should be provided as a part of the process. Therefore, on behalf of the City Council, I would like to ask Caltrans to consider this request for a fifteen day extension of the public comment period.

Sincerely,

Mary Ann Nihart
Mayor
City of Pacifica

CC: City Council
City Manager
Director of Public Works
Caltrans District IV Director
Director SMCTA

"Hurley, Joseph"
<hurleyj@samtrans.com>
09/19/2011 02:52 PM

To 'Thomas Rosevear' <thomas_rosevear@dot.ca.gov>
cc 'Yolanda Rivas' <yolanda_rivas@dot.ca.gov>, "Hernandez, Irma" <hernandezi@samtrans.com>
bcc
Subject FW: RE:Misleading Wording FYI - Complaint from Pacifica Councilwoman Digre About TA's Official News Release

History: This message has been replied to.

Tom,

Please add this comment to your list.

Thanks

Joseph M. Hurley, P.E.
Director, San Mateo County Transportation Authority Program
1250 San Carlos Avenue
San Carlos, California 94070
Tel: (650) 508-7942
Fax: (650) 508-7938

From: Barbara Arietta [mailto:barietta@hotmail.com]
Sent: Monday, September 19, 2011 1:07 PM
To: Sue Digre
Cc: Hurley, Joseph; Barbara Arietta
Subject: RE:Misleading Wording FYI - Complaint from Pacifica Councilwoman Digre About TA's Official News Release

Dear Councilwoman Digre,

Thank you for your recent email denying that the City of Pacifica is a Co-Sponsor of the Environmental Assessment for the State Route 1/Calera Parkway Widening Project and demanding that some other "proper" wording be used describing Pacifica's participation or lack of participation in this matter.

As you can see, from the original news release to the news outlets, issued by Christine Dunn of the San Mateo County Transportation Authority, it has been stated that the City of Pacifica is a Co-Sponsor, along with the San Mateo County Transportation Authority. The original SMCTA news release also names Caltrans as the Lead Agency.

I am forwarding your complaint and clarification demand to Mr. Joe Hurley, Program Director of the San Mateo County Transportation Authority. He is best equipped to answer your questions and concerns.

Sincerely,

Barbara Arietta
Chair, San Mateo County Transportation Authority/CAC
415-246-0775

Date: Mon, 19 Sep 2011 11:03:24 -0700
Subject: Misleading wording FYI

From: suedigre@gmail.com
To: barietta@hotmail.com

7.1

Hi
I am being demanding on proper wording regarding the highway 1 widening
Pacifica is listed as a sponsor.
We are not. For 9 years straight I ask in a city council meeting on clarification..
Response we have not voted on the widening,neither yay or nay .
It is misleading when,we are portrayed as a co sponsor
I am sure the English language can be used to clarify things appropriately.
Anyway I am pursuing this language issue until I feel it is not misleading the public etc

NEWS

Media Contact: Christine Dunn, 650-508-6238

Public Meeting for State Route 1/Calera Parkway Environmental Report to be Held Sept. 22

The public is invited to a meeting to discuss the Draft Environmental Impact Report/Environmental Assessment for State Route 1/Calera Parkway Widening Project. The meeting will be held at 6:30 p.m., Thursday, Sept. 22 at the Pacifica Community Center, 540 Crespi Drive.

The purpose of the proposed project is to reduce congestion on the segment of State Route 1 that extends approximately 2,300 feet north of Reina Del Mar Avenue to approximately 1,500 feet south of Fassler and Rockaway Beach avenues.

All documents for the project can be reviewed on the TA website, www.smcta.com. The documents also are available at the Sanchez Library, the Sharp Park Library, the Pacifica City Hall and the Pacifica Community Center, as well as at other locations.

Verbal or written comments on the Draft EIR/EA can be submitted at the public meeting or at any time during the review period, which ends Oct. 7, 2011 at 5 p.m. Comments can be submitted via U.S. mail, fax, or e-mail to:

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Ave., Oakland, CA 94623

Fax: 510-286-5600

E-mail: thomas_rosevear@dot.ca.gov

The California Department of Transportation is the lead agency on the proposed

project; the San Mateo County Transportation Authority and the City of Pacifica are co-sponsors.

"Hernandez, Irma"
<hernandezi@samtrans.com
>
09/19/2011 03:15 PM

To "yolanda_rivas@dot.ca.gov" <yolanda_rivas@dot.ca.gov>,
Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject FW: Noticing

Additional comments

Irma

-----Original Message-----
From: Martinez, Martha
Sent: Tuesday, September 06, 2011 7:29 AM
To: Matsumoto, Karyl
Cc: Harvey, Chuck; Hurley, Joseph
Subject: RE: Noticing

Karyl,
I've copied Chuck and Joe on this email for one of them to get back to you on this.
Thanks.
Martha Martinez

From: Matsumoto, Karyl [Karyl.Matsumoto@ssf.net]
Sent: Monday, September 05, 2011 11:45 PM
To: Martinez, Martha
Subject: Noticing

Martha

8.1

At City Council we are always accused of not properly noticing so since there are so few impacted, I think it would be good public policy if we resent the flyer. Who do I talk to? I'm not suggesting that we send a certified letter or stating that their property would be taken if the highway is widened.

Karyl

From: Bill C [mailto:94116bc@gmail.com]
Sent: Monday, September 05, 2011 8:24 AM
To: Matsumoto, Karyl
Subject: from Bill Collins

Karyl -

Friday I spoke with several business owners whose business would be impacted by the widening of Highway 1.

Each denied having rec'd the yellow TA mailing/flyer and each thought the construction/widening would occur only on the west side!

The TA should send a certified letter to each (there's not a lot of them) telling them that their property would be taken for the widening. The yellow flyer reads so dryly it's no wonder if people tossed them. It gives no clue as to what's at stake.

Bill

Courtney Conlon
<courtney@pacificachamber.com>
08/25/2011 07:38 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject re: Pacifica Chamber of Commerce Supports the State Route 1/Calera Parkway/Highway 1 Widening Project

Hello Thomas:

On behalf of the Pacifica Chamber of Commerce Board of Directors, attached is our letter in support of the proposed State Route 1/Calera Parkway/Highway 1 Widening Project, from South of Fassler Avenue to North of Reina Del Mar Avenue in the City of Pacifica.

Thank you.

Sincerely,

Courtney Conlon, CEO
Pacifica Chamber of Commerce
225 Rockaway Beach Blvd. #1
Pacifica, CA 94044
650.355.4122

State Route 1_Calera Creek_Highway 1 Widening Project.pdf

PACIFICA
CHAMBER of COMMERCE
& VISITOR CENTER
A Pretty Cool Place

August 25, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Dear Ms. Rivas:

I am writing to strongly encourage you to complete the State Route 1/Calera Parkway/Highway 1 Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

9.1

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop at various businesses.

Pacifica and surrounding communities deserve better. As Highway 1 is our only north/south transit corridor, this is a regional issue that affects residential commuters, tourism and Coastside businesses. If we can widen State Route1/Calera Parkway/Highway 1, it will help Pacifica's economic vitality and contribute to our quality of life here.

On behalf of the Pacifica Chamber of Commerce Board of Directors, we strongly urge you to proceed with this project.

Sincerely,

Courtney Conlon, CEO
Pacifica Chamber of Commerce

650.355.4122 · Info@PacificaChamber.com · www.PacificaChamber.com
225 Rockaway Beach Ave. Suite #1 · Pacifica, CA 94044

PACIFICA
CHAMBER of COMMERCE
& VISITOR CENTER
A Pretty Cool Place

August 25, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Dear Ms. Rivas:

I am writing to strongly encourage you to complete the State Route 1/Calera Parkway/Highway 1 Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

9.1

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop at various businesses.

Pacifica and surrounding communities deserve better. As Highway 1 is our only north/south transit corridor, this is a regional issue that affects residential commuters, tourism and Coastside businesses. If we can widen State Route1/Calera Parkway/Highway 1, it will help Pacifica's economic vitality and contribute to our quality of life here.

On behalf of the Pacifica Chamber of Commerce Board of Directors, we strongly urge you to proceed with this project.

Sincerely,

Courtney Conlon, CEO
Pacifica Chamber of Commerce

650.355.4122 · Info@PacificaChamber.com · www.PacificaChamber.com
225 Rockaway Beach Ave. Suite #1 · Pacifica, CA 94044

Yolanda Rivas/D04/Caltrans/CAGov
09/29/2011 04:57 PM

To Thomas Rosevear/D04/Caltrans/CAGov@DOT
cc
bcc
Subject Fw: Calera parkway widening project, comment extension

Thanks for your help!
Yolanda Rivas
Branch Chief, Environmental Planning
(510) 286-6216
----- Forwarded by Yolanda Rivas/D04/Caltrans/CAGov on 09/29/2011 04:57 PM -----

Debbie Wydler <debbie@pacificachamber .com>
09/29/2011 03:47 PM

To <yolanda_rivas@dot.ca.gov>
cc
Subject Calera parkway widening project, comment extension

Subject: Calera parkway widening project, comment extension.

The Pacifica Chamber of Commerce opposes any extension of the already generous comment period pertaining to this project.

Extending the 60 days comment period by another 15 days will not generate any enhanced public attention or comment. After twenty years of discussion, it is time to move this project forward into the final EIR process.

Notice of this project and the actual DEIR have been commented on or made available in the following forums for two months:

10.1

1. Pacific Tribune weekly newspaper: in stories, official notices and letters to the editor. The Chamber had a front page story Re the project plus several mentions in the Chamber column contained in the paper.

2. Pacifica Patch, an AOL owned blog.

3. Pacifica libraries, city hall, various city departments.

4. two widely read local blogs: Fix Pacifica and Pacifica riptide.

5. an op/ed in the HMB Review, newspaper.

6. a CalTrans postcard community meeting mailer

7. City website has the DEIR DOT link posted.

Here is a representative sample of a notice.

September 28, 2011

Highway 1 Widening: Public Comments Open Until October 7

Public comment for the Draft Environmental Impact Report and Environmental Assessment (Draft EIR/EA) for State Route 1/Calera Parkway Widening Project in Pacifica is open until October 7. The purpose of the proposed project is to reduce congestion on the segment of State Route 1 that extends approximately 2,300 feet north of Reina Del Mar Avenue to approximately 1,500 feet south of Fassler and Rockaway Beach avenues. All project documents are at www.smcta.com and at Sanchez Library, Sharp Park Library, Pacifica City Hall, Pacifica Community Center, and other locations. Comments can be submitted anytime during the review period, which ends October 7 at 5 p.m. Submit comments by U.S. mail, fax, or email to:

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Ave., Oakland, CA 94623
Fax: 510-286-5600
Email: thomas_rosevear@dot.ca.gov

10.1 cont.

The Sept 22 DEIR community meeting was well attended. Anyone attending that meeting has ample time to read the DEIR and make a comment. As you know, the majority of those attending the Sept 22 meeting did not speak and presumably were learning about this issue. They too have ample time to jot a quick email with their thoughts.

The City has not made a case for any extenuating circumstances. Using email, residents can comment up to the very last minute of the comment period.

When this extension request was debated at city council on Sept.26, eleven people spoke in favor of an extension. The majority of the extensions speakers were either at the Sept. 22 meeting or already on record regarding the DEIR.

Regardless of the City's assertions of the need for wider input in its Sept 27 letter to you, recent City actions tell a slightly different story. The City Planning Commission had scheduled a Oct 3 meeting to take community input regarding the DEIR. The City public works staff were to attend to fully explain the project and the city involvement. A component of this Oct 3 meeting would have been to solicit comments to you. This public DEIR meeting has been canceled on Sept. 28 by the Planning Director without any explanation.

In conclusion, an extension will be an artificial delay in a very important project already 20 years in the making. No extenuating circumstances have been shown. The DEIR has been extensively circulated and debated. The City has canceled its own Oct 3 Planning Commission meeting which would have informed the public and generated comments.

Let's move on to the final EIR phase of this critical project and implement a solution to this unnecessary commute and safety bottleneck.

Sincerely,

Chris Porter
Pacifica Chamber of Commerce
President

image004.emz

HALF MOON BAY COASTSIDE
CHAMBER OF COMMERCE & VISITORS' BUREAU
It's your connection

235 Main Street
Half Moon Bay, CA 94019
(650) 726-8380
fax (650) 726-8389

www.hmbchamber.com
www.halfmoonbaycoastourism.com

October 21, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Dear Ms. Rivas:

The Half Moon Bay Coastside Chamber of Commerce & Visitors' Bureau strongly encourages you to complete the State Route 1/Calera Parkway/Highway 1 Widening Project in Pacifica, California

This project has been needed for years; Pacifica is a gateway to Half Moon Bay and the San Mateo County Coast. The construction of the tunnel at Devil's Slide will hardly improve the access if visitors and residents can't make it through Pacifica in a safe and timely manner. At no time is that stretch of road open and easily navigable.

11.1

The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. The cars have nowhere to get out of the way of emergency vehicles.

All Coastside businesses have been impacted by the Pacifica traffic bottleneck. Pacifica and surrounding communities deserve better. As Highway 1 is our only north/south transit corridor, this is a regional issue that affects residential commuters, tourism and Coastside businesses. If we can widen State Route1/Calera Parkway/Highway 1, it will help Pacifica's economic vitality and contribute to our quality of life here.

On behalf of the Half Moon Bay Coastside Chamber of Commerce & Visitors' Bureau Board of Directors, we strongly urge you to proceed with this important and valuable project.

Sincerely,

Sara Watson
Chair of the Board

Charise McHugh, ACE
President/CEO

Half Moon Bay Coastside Chamber of Commerce & Visitors' Bureau

Bert Weiss
<bweiss@nccwd.com>
10/19/2011 12:54 PM

To "thomas_rosevear@dot.ca.gov" <thomas_rosevear@dot.ca.gov>
cc Cari Lemke <clemke@nccwd.com>, Chris Regnart <cregnart@nccwd.com>
bcc
Subject Calera Creek Highway 1 Widening Project Comments from North Coast County Water District

Mr. Rosevear:

The following are the "public comments" from the North Coast County Water District about the Calera Creek Highway 1 Widening Project:

12.1 1. Please note that we have a 18" ductile iron transmission main that runs along the east side of Highway 1 that may be in the proposed widening area. This is the only transmission main that feed the entire south end of Pacifica (and will also serve the Cal Trans Devils Slide Tunnel fire suppression system and OMC building). This line would likely have to be relocated which of course involves new easements and a fairly significant piping job.

12.2 2. Additionally the District also has a recently installed reclaimed water line that runs in the bike trail immediately west of Highway one. This pipe would likely have to be relocated also and it should be noted that the area immediately west of Highway 1 has been designated an extremely sensitive environmental area that may or may not be a habitat for rare and/or endangered species. Relocating this new line may be complicated by that fact.

12.3 3. While this isn't specifically our line there are also some forced sewer mains that run parallel to our reclaimed water line. The sewer lines are owned and operated by the City of Pacifica.

12.4 4. The District would require a reclaimed water line to be installed, crossing Highway 1 and running north and south on the east side of Highway 1 to serve portions of our service area with reclaimed water. It should be noted that Cal Trans would also benefit from the availability of the same reclaimed water for irrigation purposes.

12.5 5. We also have a twelve inch ductile water line that runs in a casing under Highway 1 approximately 300 yards north of the Rockaway area intersection at San Marlo Way. The casing would need to be extended which would involve either a new casing and pipe or splitting a casing and re-welding it over the existing pipe. I'm not sure which would ultimately be cheaper or easier at this time and we also don't know if there are any bends beyond the existing casing that would prevent the casing from being extended.

12.6 6. Finally, there is one additional 12 inch cast iron pipe that crosses Highway 1 at Fassler and serves the Rockaway Beach area. This pipe is also in a casing. The condition of this pipe is likely relatively poor and should probably be replaced to prevent any mishaps in a new section of Highway.

If there are any questions feel free to contact either Chris Regnart, District Project Manager, or me at any time. I can be reached at 650-576-4014 and Chris can be reached at 650-355-3462. Our emails are bweiss@nccwd.com and cregnart@nccwd.com.

Bert Weiss
Assistant General Manager, Operations

North Coast County Water District.

Response Comment No.	Commenter	Date
Organizations		
13	Center for Biological Diversity	10-6-11
14	San Mateo County Economic Development Association	9-20-11
15	San Mateo County Association of Realtors	10-12-11
16	Climate Action Plan Task Force in Pacifica	8-27-11

Jeff Miller
<jmiller@biologicaldiversity .or
g>
10/06/2011 02:47 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject CBD comments on Hwy 1 widening EIR

The Center for Biological Diversity submits the attached comments on the proposed Highway 1 Widening Project Draft EIR. Please provide the notices required pursuant to Public Resources Code sections 21080.4, 21083.9, 21092, 21108, and 21152 to CBD at the below mailing address and email.

****

Jeff Miller
Conservation Advocate
Center for Biological Diversity
(415) 669-7357
351 California Street, Suite 600
San Francisco, CA 94104
www.biologicaldiversity.org

CBD comments on Hwy 1 widening EIR.pdf

CENTER *for* BIOLOGICAL DIVERSITY

October 5, 2011

Via Email

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623
Fax: 510-286-5600
thomas_rosevear@dot.ca.gov

RE: Highway 1 Widening Project Draft EIR

Dear Ms. Rivas,

13.1 The Center for Biological Diversity ("CBD") submits the following comments on the proposed Highway 1 Widening Project Draft EIR. For the reasons stated below the Draft EIR is woefully inadequate. Please provide the notices required pursuant to Public Resources Code sections 21080.4, 21083.9, 21092, 21108, and 21152 to CBD at the below mailing address and email.

13.2 The EIR's Project Description is Inadequate

The Project Description is inadequate. An EIR's project description must include a description of the project's "technical, economic and environmental characteristics, considering the principal engineering proposals if any and supporting public service facilities." (CEQA Guideline 15124(c).) The description of the project's technical and environmental characteristics must be "accurate." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193; CEQA Guideline 15124.) "[A]n accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 655 (*San Joaquin Raptor II*), quoting *County of Inyo*, 71 Cal.App.3d at p. 199.)

13.3 The "Conceptual Plans" for the Landscaped Median Alternative and Narrow Median Alternative at Figures 1.4 and 1.5 are only "preliminary assessments, and should not be used as official records." (EIR p. 11.) Likewise, a corridor design concept is still to be developed. (EIR p. 90.)

13.4 The EIR does not disclose how wide the Narrow Median Alternative or the Landscaped Median Alternative will be. Without this information it is impossible for the EIR to analyze or the public to understand the visual/aesthetic impacts. Further, the EIR does not disclose the width of the proposed highway at all locations along its route. For example, the EIR states that "[u]nder the Landscaped Median Build Alternative, the existing median will be widened from six feet to 22 feet wide," but fails to disclose where. (EIR p. 80.) Likewise, the EIR states that "[r]etaining walls would be constructed to contain portions of the roadway widening within the existing

Jeff Miller, Conservation Advocate • 351 California St., Suite 600 • San Francisco, CA 94104
Phone: 415-669-7357 • Fax: 415-436-9683 • jmiller@biologicaldiversity.org

13.4 cont.

right-of-way (R/W) or to prevent encroachment into environmentally sensitive areas," referencing only Figures 1.4 and 1.5. (*Ibid.*) In the absence of adequate information about the proposed project, the EIR can not adequately analyze the visual/aesthetic impacts and thus has not served its purpose as an information disclosure document.

13.5

The EIR fails to describe the specific locations where the Project will impact residences, businesses, intersections, bus stops, pedestrian and bicycle walkways, natural communities, and sensitive plant and animal species. In addition, the EIR fails to provide any definitive information regarding barriers.

13.6

The EIR states that "[t]emporary impacts would occur in the area between the proposed future edge of pavement and the outer limits of cut and/or fill plus construction staging and access areas" (EIR p. 156), but does not disclose where this "area between" is located.

13.7

<u>The EIR's Environmental Setting is Inadequate.</u>
The EIR fails to adequately analyze the environmental setting. An EIR must present an accurate and complete description of the environmental setting in the vicinity of the project as it existed before commencement of the project. (*San Joaquin Raptor I,* 27 Cal.App.4th at 722.) The environment consists of the "physical conditions which exist within an area which will be affected" by a project. (Pub. Res. Code § 21060.5.) A complete description of the "pre-existing environment" (*San Joaquin Raptor I, supra,* 27 Cal.App.4th at 723) is critical to establish a baseline for analyzing whether the project's impacts are significant. (*County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 952; CEQA Guidelines 15125 & 15126.2(a).) As the *County of Amador* court stated, "the question is whether the EIR contains a sufficient description of the baseline environment to make further analysis possible." (*Id.* at 954.)

It is noteworthy that there is no EIR section entitled "Environmental Setting," and thus the reader is forced to ferret this information out of various sections in an attempt to determine what is the state of the environment in the vicinity of the project before project commencement. Further, the area which might conceivably be the environmental setting is so vague that the reader can not determine what area is included and what is outside the project area. For example, in discussing cultural impacts the EIR states that the project's area of potential effects (APE) "consists of the area within the footprint of the project, as well as those areas directly adjacent to the project where indirect effects could occur." (EIR p. 92.) No further explanation is provided regarding what areas are considered "directly adjacent" and what areas are or are not indirectly affected. Thus, the APE is undefined.

13.8

Likewise, for biological impacts the EIR states that the Biological Study Area ("BSA") "consists of the footprint of the project as well as all areas that may be affected directly or indirectly by the construction activity or action" and "encompasses the same area as the Area for Potential Effect (APE)." (EIR p. 135.) Again, no further explanation is provided in the EIR regarding what areas may or may not be directly/indirectly affected; therefore, the BSA and APE are undefined. In fact the BSA appears to fluctuate in the EIR; Figure 2.5 refers to a Biological Study Areas but Figures 2.6 and 2.7 refer only to *Revised* Biological Study Areas without explanation. Further, the EIR fails to explain how these areas were determined. If the impact being considered is

13.8 cont.

water quality impacts or air impacts, does the APE extend as far as the water flows or the air particulate move? The EIR does not disclose this important information.

13.9

The environmental setting description is inadequate. The EIR states that "[s]easonal wetland/seasonal aquatic habitat types occur in a ditch that parallels SR 1 *outside* of the BSA for either Build Alternative for the *most* part (EIR p. 142), but fails to disclose how much of the seasonal wetland/seasonal aquatic habitat is inside the BSA and how much is outside. This is relevant to the assessment of impacts because the BSA by definition "consists of the footprint of the project as well as all areas that may be affected directly or indirectly by the construction activity." (EIR p. 92.) In addition, "[f]our thickets of shining willow trees were observed growing outside of seasonal wetland areas, seasonal aquatic areas, or the Calera Creek riparian corridor during wetlands surveys," but these trees "were not mapped as wetlands." (EIR p. 142.)

13.10

Further, wetland studies arbitrarily excluded "land privately held on either side of SR 1." Even if the project footprint does not include these private lands (which is doubtful given the proposed acquisitions), the environmental setting must include any wetlands on private land for the EIR to properly assess indirect impacts (e.g. from contaminant runoff or indirect air impacts). Such information is readily available.

13.11

The EIR's environmental setting is internally contradictory in regards to threatened California red legged frogs. The EIR states categorically that "California red-legged frogs are not known in Calera Creek east of SR 1" (EIR p. 155), but then suggests that frogs do disperse across Highway 1 as red-legged frogs "attempt to cross SR 1 in the project area" and that "virtually no east-west dispersal across SR 1 occurs in the BSA" (i.e. some dispersal does occur). (*Ibid.*)

13.12

The EIR states that "California red-legged frogs use portions of the mosaic of habitats in the area west of SR 1 for breeding, foraging and dispersal" (EIR p. 156), but fails to disclose where these habitats are located.

13.13

The EIR's environmental setting is also internally contradictory in regards to the endangered San Francisco Garter Snake. The EIR states that the "presence of San Francisco garter snakes is *unlikely* within the BSA and the project construction area." (EIR p. 159, emphasis added.) In the very next sentence the EIR states that "San Francisco garter snakes *could occur* within the BSA due to past occurrence of the species on the site, the proximity to known established populations, the proximity of suitable foraging habitat in the Pacifica water treatment ponds and Calera Creek, and the suitable dispersal habitat within the western portions of the BSA between Mori Point Road and San Marlo Way." (*Ibid*, emphasis added.)

13.14

The environmental setting is internally contradictory. The EIR states that

> Shining willow riparian forest and perennial aquatic habitat occur within and adjacent to Calera Creek. Isolated seasonal wetland/seasonal aquatic habitat types also occur within the BSA. These habitats are not present within areas that will be directly affected by either project Build Alternative (refer to Figures 2.5, 2.6 and 2.7).

(EIR p. 135.) However, Figure 2.5 shows 0.55 acres of shining willow riparian forest, 0.18 acres of seasonal wetland/seasonal aquatic, and 0.2 acres of perennial aquatic habitat. Given this and that the BSA, by definition, "consists of the footprint of the project as well as all areas that may be affected directly," it is inconsistent for the EIR to state that these habitats are not present.

13.15

Moreover, there is a fundamental conceptual error in this EIR's approach to describing the environmental setting. The purpose of the environmental setting under CEQA is to allow the public and decision makers to understand the proposed project's impacts on that setting. This EIR turns the concept upside down and describes the setting as the area impacted, but doesn't describe the area before it was impacted. Thus, the basic role of the EIR – to determine if impacts are adverse and potentially significant – are seriously impeded by this distorted approach.

Visual/Aesthetic Impacts

13.16

The EIR fails to analyze if impacts will be adverse or significant. In preparing the EIR, "the agency must determine whether any of the possible significant environmental impacts of the project will, in fact, be significant." (*Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1109; CEQA Guideline 15126.) In addition to determining the significance of the impacts, the draft EIR must also include a detailed analysis of how adverse the Project's adverse impacts will be. (*Galante Vineyards v. Monterey Peninsula Water Management Dist.* (1997) 60 Cal.App.4th 1109, 1123, citing *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 831.) Without such analysis, an EIR lacks "a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences." (*See id.*, citing CEQA Guideline 15151.)

The EIR admits that "the project Build Alternatives would alter the visual character of portions of the project alignment" (EIR p. 80), that "[v]isual changes would also occur where existing mature vegetation along the roadway . . . is removed" and could be permanent in some areas " (EIR p. 81), that "removal of trees, screening vegetation, and structures, as well as the excavation into the embankment west of SR 1, would change the motorist's views and diminish the quality of the visual experience (*ibid*), that "introduction of new retaining walls and vehicle barriers as new manufactured visual elements will contrast with the natural features and will change the appearance of these areas" (*ibid*), and that " the project would "increase light and glare." (EIR p. 89.) Despite acknowledgment of these aesthetic and visual changes, the EIR fails to disclose if they will be adverse and/or significant. Instead, the EIR repeatedly limits its analysis to statements that the project "will not substantially affect" views or aesthetics.

13.17

The EIR fails to utilize thresholds of significance to determine project impacts. Thresholds of significance are used by agencies to determine the significance of environmental effects. (CEQA Guideline 15064.7, subd. (a).) A threshold of significance is an identifiable quantitative, qualitative or performance level of a particular environmental effect. (*Ibid.*) Failure to comply with a significance threshold means the effect will normally be determined to be significant, and conversely compliance with a significance threshold means the effect normally will be determined to be less than significant. (*Ibid.*) A "threshold of significance" for a given environmental effect is that level at which the project's effects are normally considered significant. (*Communities for a Better Environment v. California Resources Agency* (2002) 103

13.17 cont.

Cal.App.4th 98, 111.)[1] Because the purpose of an EIR is to determine if identify the project's significant environmental impacts (§21002.1, subd. (a)), thresholds of significance play a role in determining if any of the possible significant environmental impacts will, in fact, be significant." (*Protect the Historic Amador, supra*, 116 Cal.App.4th at1109.)

13.18

The EIR fails to utilize its own stated thresholds of significance to determine the proposed project's visual/aesthetic impacts. For example, the EIR states that the quality of the visual environment was determined using a combination of three criteria: vividness, intactness, and unity. (EIR p. 74.) The EIR concludes that the "Narrow Median or Landscaped Median Build Alternatives will not change the overall intactness or unity of the viewshed" (EIR p. 81), but does not disclose project impacts to "vividness." Likewise, the EIR states that the "level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to oppose the change." (EIR p. 73.) However, the EIR never analyzes project impacts never discusses its own stated criteria of "the degree to which people are likely to oppose the change."

13.19

Further confusing is the EIR's statement that "[i]mplementation of the following [visual/aesthetic] minimization measure guidelines will reduce impacts of the project to non-significant levels." (EIR p. 90). The only reasonable inference here is that project impacts are significant without implementation of the mitigation measures, but the EIR fails to disclose which impacts are significant or why.

13.20

<u>The EIR's Analysis of Growth Impacts is Inadequate</u>

The EIR fails to utilize its own stated thresholds of significance to determine the proposed project's growth impacts. The EIR states that CEQA Guidelines 15126.2(d) requires that environmental documents "…discuss the ways in which the proposed project could *foster* economic or population growth, or the construction of additional housing, either directly or *indirectly*, in the surrounding environment." Despite this clear CEQA requirement and the EIR's use of it as a threshold of significance, the EIR's discussion of growth impacts fails to consider whether the project would "foster" growth or construction of additional housing. Instead, the EIR utilizes different standards of whether the project would "open additional areas to development" or whether "development is tied to the construction." (EIR p. 55.) A project could potentially foster - i.e. further - growth without directly opening additional areas to development or having development as part of the project.

13.21

The EIR fails to adequately analyze growth impacts. CEQA Guideline 15126.2(d) mandates that the EIR discuss the characteristics of the project which "may encourage and facilitate other activities that could significantly affect the environment either individually or cumulatively." However, this EIR studiously avoids this analysis; there is no discussion in the EIR of whether the project may encourage or facilitate other activities that could affect the environment. In

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[1] Use of existing environmental standards in determining the significance of a project's environmental impacts is an effective means of promoting consistency in significance determinations. (*Protect the Historic Amador, supra*, 116 Cal. App. 4th at 1107 citing *Communities for a Better Environment v. California Resources Agency, supra*, 103 Cal.App.4th at p. 111.)

13.21 cont.

addition, EIR's frequently discuss growth impacts in the context of whether the project "will remove an impediment to growth." No such analysis is included in this EIR. The CEQA error is not the EIR's conclusion, but its failure to undertake the required analysis which would inform the public and decision makers of project impacts.[2]

13.22

The EIR's procedural error – omitting required analysis of potentially significant impacts – is particularly egregious as the EIR hints that the project would have "influence on future growth in the region."[3] (EIR p. 55.) The EIR fails to state what this "influence" is, how little it will be, or whether it will be adverse or significant. Likewise, the EIR reveals that "[i]ndirect growth-inducing impacts would be minimal" (*ibid*), but fails to disclose what the indirect impacts will be, and whether such impacts will be adverse or significant.

13.23

<u>The EIR's Water Quality and Storm Water Runoff is Inadequate.</u>
The EIR fails to properly analyze impacts to water quality. The EIR admits that both "Build Alternatives may affect water quality during the short-term (i.e., construction phase) and long-term (i.e., operational phase)." (EIR p. 106.) The EIR fails to disclose what the short-term impacts will be, instead referencing "Section 2.21 Invasive Species of this document." There is no "Section 2.21 Invasive Species" section of the EIR. Reference to the "Construction Impacts" section of the EIR reveals that despite acknowledging that construction excavation and grading "have the potential to degrade water quality in the form of sedimentation, erosion, and fuels/lubricants from equipment" (EIR p. 171), the EIR never discloses if these impacts will be potentially significant.

13.24

In addition, while acknowledging that "because most of the storm drains discharge into the creeks" and that because these creeks support numerous wildlife and plant species, "a short-term degradation of water quality could adversely affect such species" (EIR p. 171), the EIR never discloses what wildlife and plant species will be adversely affected, how they will be adversely affected or if these impacts will be potentially significant.[5]

13.25

The EIR concludes "the project is not expected to cause permanent effects to ground water," but ground water is not part of the environmental setting or "affected environment" described by the EIR. (EIR p. 106.) The EIR environmental setting includes Rockaway Creek, Calera Creek,

---

[2] In addition, the EIR states that the project will not "substantially change" the "overall capacity" of roads, but here too this is not the CEQA standard for analyzing growth impacts.

[3] Elsewhere the EIR states that there will be "anticipated background increase in traffic" (EIR p. 66) and that "traffic is forecasted to increase due to anticipated regional growth and new development" (EIR p. 67), and "potential development in the area." (EIR p. 68.) Nowhere does the EIR discuss whether the proposed project will foster this regional growth and new development or remove an impediment to such growth.

[5] Because construction will last two years, calling these impacts "short term" is unreasonable. Any other EIR that contemplated discharging fuels and lubricants from scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment into wetlands and endangered species habitat would not describe the impacts as "short term."

13.25 cont. Sanchez Creek, Horse Stable Pond, and the Pacific Ocean. The EIR omits any analysis of impacts to these water bodies.

13.26 The EIR's Analysis of Impacts to Natural Communities Is Inadequate.
The EIR fails to adequately analyze environmental impacts. There is no discussion of indirect impacts to natural communities.

There is no discussion of whether impacts to natural communities will be adverse or potentially significant.

13.27 The EIR fails to discuss air impacts from road construction and use directly adjacent to shining willow riparian forest, aquatic, or seasonal wetlands habitat.

13.28 The EIR fails to include any discussion of impacts from the cantilevered bridge foundation to shining willow riparian forest, aquatic, or seasonal wetlands habitat.

13.29 The EIR claims that stormwater runoff BMPs "will avoid indirect impacts to shining willow riparian forest, aquatic, and seasonal wetland habitats in the vicinity of the project" (EIR p. 139), but fails to disclose how it reached this conclusion.

13.30 The EIR's Analysis of Wetlands and Other Waters is Inadequate.

The EIR fails to adequately analyze impacts to wetlands. The EIR claims that "No work or staging of equipment or materials is proposed within areas supporting wetlands or other waters as defined by USACE or coastal wetlands as defined by the CCC." (EIR p. 142.) However, this statement is contradicted at EIR p. 20 and by Figure 1.5. The EIR at p. 20 states that "[t]he proposed construction staging area is located along the west side of SR 1, approximately 600 feet south of Reina Del Mar Avenue, within the state right-of-way."[7] Figure 1.5 shows that there are "existing wetlands" within this very area. The EIR does not include any explanation for this internal contradiction.

13.31 The EIR admits that [i]ndirect impacts on water quality in wetlands, riparian habitat areas, and other waters on-site or offsite *are possible* during and after construction of the project." (EIR p. 143, emphasis added.) However, the EIR fails to disclose what these indirect impacts will be, whether they will be adverse or significant.

13.32 The EIR states that a three-parameter approach is used to classify wetlands for purposes of the Clean Water Act, but then fails to disclose if those 3 parameters are met in the project area. (EIR p. 141)

13.33 The EIR's Analysis of Impacts to Special Status Species is Inadequate.
The EIR fails to state any threshold of significance for evaluating impacts to special status species (EIR p. 151.)

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[7] "Construction equipment used on this project would include scrapers, bulldozers, backhoe loaders, cement trucks, cranes, and asphalt/paving/concrete equipment." (EIR p. 20)

13.34 The EIR acknowledged that there is Western Pond Turtle nesting habitat within the BSA, that there is potential Western Pond Turtle nesting in the BSA (EIR p. 145), and that Western pond turtles could occur within the BSA as dispersing individuals (EIR p. 150). Despite this, the EIR fails to provide any analysis of potential impacts to this species or to its habitat. The EIR only states that avoidance measures for frogs and snakes would reduce potential impacts to individual turtles. A discussion of mitigations does not substitute for the required analysis of potentially significant impacts. In fact, that measures are needed to reduce impacts demonstrates that there are impacts - which the EIR does not describe or discuss.

13.35 The EIR fails to analyze whether impacts to loggerhead shrike, yellow warbler, San Francisco common yellowthroat, or white-tailed kite will be significant, despite acknowledging that disturbance of each of these species "during the breeding season could result in the destruction of active nests, the incidental loss of fertile eggs or nestlings, or the abandonment of nests." (EIR p. 151.)

The EIR concludes that "[l]oss of habitat for these species (loggerhead shrike, yellow warbler, San Francisco common yellowthroat, and white-tailed kite) would not be substantial" (EIR p. 151), but fails to explain how it reach this conclusion.

<u>The EIR's Analysis of Impacts to California Red Legged Frogs is Inadequate.</u>

13.36 The EIR fails to discuss the CEQA standard for impacts to threatened and endangered species. (EIR p. 153.) Also, the EIR improperly equates CEQA's adverse impact solely with "take." Habitat modification may also cause a significant impact to species through, inter alia, population fragmentation even where individual members of the species are not directly harmed.

13.37 The EIR fails to discuss project impacts to California red legged frogs (EIR p. 156) at either the ditch that parallels SR 1 and the Pacifica water treatment ponds or the riparian habitat along Calera Creek or the upland habitat around the water treatment ponds, despite acknowledging observations of the frogs and the existence of foraging habitat in these areas. (EIR p. 155.)

13.38 The EIR fails to provide an adequate analysis of the two-year construction phase impacts to California red legged frogs. (EIR p. 156.) The EIR states that "construction of the proposed project would disturb developed and roadside/ruderal grassland habitat that could be used for foraging and dispersal by frogs" (EIR p. 156), but does not discuss if this will be a significant impact. Likewise, the EIR states that "there could be loss of individual frogs during construction" (EIR p. 157), but fails to state if this loss will be significant or why. Further, the EIR omits any analysis of construction light and noise impacts to species including sensitive and threatened species.

13.39 The EIR fails to disclose if project impacts to California red legged frogs will be significant, despite acknowledging that the "Narrow Median Build Alternative would result in permanent impacts to 6.81 acres of potentially occupied habitat and temporary impacts to 3.75 acres of potentially occupied habitat (see Figure 2.8), and the Landscaped Median Build Alternative would affect approximately 0.27 acres of additional dispersal habitat." (EIR p. 156.)

13.40 The EIR concludes that the "two project Build Alternatives would not result in direct permanent or temporary effects to aquatic, riparian, or wetland habitats used by California red-legged frogs" (EIR p. 156), but fails to offer any explanation of how it reached this conclusion.

13.41 The EIR states that "[t]emporary impacts would occur in the area between the proposed future edge of pavement and the outer limits of cut and/or fill plus construction staging and access areas" (EIR p. 156), but does not disclose what those impacts will be or whether they will be significant. CEQA requires discussion of both short-term and long-term impacts.

13.42 The EIR is internally contradictory regarding effects on frogs. The EIR states that "[n]o project-related increase in traffic mortality is expected," and on the same page states that because "California red-legged frogs can disperse . . .along the roadway," there could be "loss of individual frogs during construction." (EIR p. 159.)

13.43 The EIR fails to analyze indirect project impacts to California red legged frogs. (EIR p. 156.)

<u>The EIR's Analysis of Impacts to San Francisco Garter Snake is Inadequate.</u>

13.44 The EIR fails to disclose if project impacts to San Francisco Garter Snake will be significant, despite acknowledging that 1) "there could be loss of individual snakes during construction," 2) project construction "would disturb" habitat between Mori Point Road and San Marlo Way that "could be used for dispersal by garter snakes, and 3) the Narrow Median Build Alternative would result in *permanent impacts* to 6.81 acres of potentially occupied snake habitat and temporary impacts to 3.75 acres of potentially occupied snake habitat, and 4) the Landscaped Median Build Alternative would result in an additional 0.27 acres of impact to dispersal habitat.. (EIR p. 160.)

13.45 The EIR contains contradictory information about project impacts to San Francisco Garter Snake. The EIR states that "the proposed retaining walls would *not* constitute a new substantial barrier that would affect San Francisco garter snake dispersal." (EIR p. 160, emphasis added.) However, the very next sentence states that the "installation of retaining walls and the permanent barrier along about 1,200 linear feet of the roadway (north of San Marlo Way) *will* add a new barrier at the edge of the road for San Francisco garter snakes attempting to disperse to the east or southeast." (*Ibid*, emphasis added.)

13.46 The EIR fails to analyze indirect project impacts to endangered San Francisco Garter Snake. (EIR p. 160.)

<u>Land Use Impacts</u>

13.47 Several relevant sections of Pacifica's LCP were omitted from the EIR's analysis of land use impacts. Page C-112 of the LCP discusses Highway One and states that improvements to Highway One would include "such things as safety improvements to intersections, widening the shoulders and moving lanes, providing a median strip, signalization and turning lands. The intention of these improvements is *not* to increase the capacity of the roadway." (Emphasis added)

13.47 cont.

The EIR admits that the proposed build alternatives will increase the capacity of the roadway which is inconsistent with the goals and policies of the LCP. The increased capacity and greatly changed appearance of the Highway will adversely impact the unique coastal nature of Pacifica.

13.48

The EIR's Analysis of Mitigations is Inadequate.

The EIR fails to adequately analyze mitigation measures. An EIR must set forth and analyze feasible mitigation measures to eliminate or minimize each significant impact. (§§ 21002, 21002.1(a) & (b); CEQA Guidelines 15126(e), 15126.4. (emphasis added).) CEQA requires that where a lead agency has identified significant impacts of a project on the environment, the agency must continue to identify and adopt mitigation measures or project alternatives to reduce or avoid those impacts so long as the impacts remain significant and further reduction measures are feasible. (Pub. Resources Code, §§ 21002, 21002.1, 21081.) The Supreme Court has used the term "full mitigation" as shorthand for this requirement. (*City of Marina v. Bd. of Trustees of the Cal. State Univ.* (2006) 39 Cal.4th 341, 349 (*City of Marina*).)

13.49

This EIR impermissibly defers formulation of mitigation measures without stating any performance criteria. For example, a corridor design concept will be developed at some undisclosed point in the future. (EIR p. 90.)

13.50

In addition, the EIR fails to disclose mitigation feasibility as required by CEQA despite acknowledging that "*where feasible*, the project design may include down slope retaining walls", and that project "design would also minimize overall height and length of retaining walls to the greatest *extent feasible*." (*Ibid*, emphasis added.)

13.51

The EIR fails to adequately discuss mitigations. The EIR, referencing EIR section 2.10.3, states that the project includes feasible BMPs to treat stormwater runoff and control pollutants in runoff during the construction and post-construction periods, but fails to discuss why the mitigations are feasible.[6] (EIR p. 139.) Also, the EIR does not discuss the feasibility of mitigation AM HAB-1 which appears factually incorrect in stating that "[a]ll temporary staging areas and construction access roads will be located in upland areas or existing developed areas out of wetland, aquatic and riparian habitats."

13.52

The EIR fails to discuss why avoidance and minimization measures for California red-legged frogs and San Francisco garter snakes would reduce the potential for impacts to Western Pond turtles, if such measures are feasible, or if the impacts will be reduced to the level of insignificance.

13.53

The EIR states that "potential nesting substrate (e.g., bushes, trees, grass, and suitable artificial surfaces) will be removed during the non-breeding season (between September 1 and February 1), if feasible, to preclude nesting" (EIR p. 152) but fails to discuss feasibility.

13.54 - 13.55

The EIR includes no discussion of whether mitigations for California red legged frog impacts will reduce impacts to insignificance. There is no discussion of mitigation feasibility despite 1) conditioning mitigations on "the extent practicable" (EIR p. 161) and 2) acknowledging that

[6]EIR section 2.10.3 does not mention BMPs.

13.55 - 13.57

mitigation bank credits for frog and snake habitat are not currently available. (EIR p. 167.) The mitigation formulation is impermissibly deferred by 1) putting off consideration of where the exclusion fencing will be installed, and 2) failing to disclose the "mitigation package" proposed to the GGNRA. (EIR pp. 161, 163.) There is no analysis of whether the impacts expected from mitigation will be significant. (EIR p. 164.)

13.58

There is no analysis of the feasibility of invasive species mitigations (EIR p. 170), despite acknowledging that these species are "very difficult to eradicate." (EIR p. 169.)

13.59

The EIR's Analysis of Cumulative Impacts is Inadequate.

The EIR fails to properly analyze cumulative impacts. CEQA mandates a finding of significance when a project "has possible environmental effects that are individually limited but cumulatively considerable." (CEQA Guideline 15065, subd. (a)(3).) Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. (*Ibid.*)

13.60

The EIR fails to consider the cumulative growth impacts of the proposed project in combination with other past, present and reasonably foreseeable projects. For example, the EIR fails to consider the cumulative impacts of the proposed project with the opening of the Devil's Slide tunnel that will bring more traffic through Pacifica.[4] In fact, neither the tunnel nor Devil's Slide are even mentioned in the EIR, never mind discussed for cumulative growth impacts.

13.61

The EIR omits any analysis of cumulative water quality impacts despite acknowledging that the project will create approximately 5.9 acres to 6.56 acres of new impervious surfaces on top of the fact the "most of the project site is already covered by existing impervious surfaces."

13.62

The EIR Must Be Revised and Recirculated.

Recirculation is required where "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." (CEQA Guideline 15088.5, subd. (a)(4).) As described above, this EIR fails to meet the minimum standards for adequacy under CEQA. Once the EIR is fixed it must, therefore, be recirculated for public review and comment prior to a decision on EIR certification.

13.63

NEPA Requires Preparation of an EIS

NEPA requires that if at any point in the process of preparing an Environmental Assessment it is discovered that a project would result in significant impacts, an Environmental Impact Statement must be prepared. The draft EIR/EA acknowledges that the Project, prior to mitigation, is likely to result in significant cultural, hazardous waste, biological resource, water quality, air quality, and noise impacts. (EIR pp. 184-185.) These levels of significant impacts require that an EIS be prepared under NEPA, rather than an EA.

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[4] Caltrans website foresees that the tunnel will open in late 2012.

Sincerely,

Jeff Miller
Conservation Advocate
Center for Biological Diversity

Christine Madrigal
<cmadrigal@samceda.org>
09/20/2011 02:41 PM

To "thomas_rosevear@dot.ca.gov" <thomas_rosevear@dot.ca.gov>
cc Rosanne Foust <rfoust@samceda.org>
bcc
Subject SAMCEDA State Route 1/Calera Parkway Project Support Letter

Dear Ms. Rivas:
Please receive the attached letter on behalf of the San Mateo County Economic Development Association (SAMCEDA) Chairman of the Board Steve Mincey.
Thank you,
Christine

Christine Madrigal
Manager, Operations & Research
SAMCEDA – San Mateo County Economic Development Association
1301 Shoreway Road, Suite 150
Belmont, CA 94002
(P) 650-413-5600 Ext:302
(F) 650-413-5909
cmadrigal@samceda.org
www.samceda.org

Caltrans Letter for Rt. 1 and Calera Parkway project.pdf

SAMCEDA

San Mateo County Economic Development Association

OFFICERS

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Chairman of the Board
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Paul Shepherd
Cargill Salt
Emeritus Advisor to the Chairman

SAMCEDA STAFF

Rosanne Foust
President & CEO

Christine Madrigal
Manager, Operations & Research

14.1

September 19, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Dept. of Transportation, District 4
Attention: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Dear Ms. Rivas:

The San Mateo County Economic Development Association (SAMCEDA) was founded in 1953 to promote business issues that enhance and sustain the economic prosperity of our region and its local communities. Housing, Land Use and Transportation are three areas that we follow at the national, state and regional levels.

It is our understanding that Caltrans is the lead agency for the State Route 1/Calera Parkway/Highway 1 Widening Project in Pacifica and is seeking input prior to the close of the public comment period on October 7th for the Draft Environmental Impact Report/Environmental Assessment.

At our Board of Directors meeting on Tuesday, September 20th this project was discussed and at this time the Board of Directors of SAMCEDA supports and encourages the continuation of the environmental review process. This will allow all the necessary and relevant information gathered and studied so that a full vetting of the potential benefits and impacts of the project can be thoroughly examined by all interested stakeholders.

Sincerely,

Steve Mincey
Chairman of the Board

1301 Shoreway Road, Suite 150 | Belmont, California 94002 | P 650.413.5600 | F 650.413.5909 | www.samceda.org

San Mateo County
Association of REALTORS®
SAMCAR

October 12, 2011

Yolanda Rivas, Branch Chief
Environmental Planning and Engineering Division
California Department of Transportation, Dist. 4
111 Grand Avenue
Oakland, CA 94623

RE: Highway 1; Calera Parkway Widening Project

Ms. Rivas,

The San Mateo County Association of REALTORS®(SAMCAR) endorses the vitally needed safety and commute traffic improvement to State Route 1 (Coast Highway) in Pacifica.

A one mile segment from the Vallemar/Reina Del Mar traffic signal light south to the Rockaway/Fassler Avenue traffic signal needs to be widened and to have the turn lanes improved. This very minimal widening will permit acceleration and deceleration lanes. In addition, the added benefit of the turn lane upgrades will speed the flow of traffic through those intersections, ensuring that North-South traffic flow becomes safer.

15.1

Aside from relieving congestion, perhaps the more pressing concern is that emergency vehicles are delayed in their response to calls. These delays could be life altering as the nearest hospital for most of the coast is Seton Medical Center in Daly City.

Without this project, ambulances and other emergency vehicles will continue to experience significant delays during commute times trying to transport patients to Seton Medical Center. If that's not a primary consideration for this project in protecting the public health, safety and welfare, one would be hard pressed to find a reason more germane.

In addition, improved shoulders on Highway 1 will provide safety improvements for break downs, collision avoidance and aforementioned emergency vehicles.

As you are aware, Pacifica is a series of neighborhoods threaded along Highway 1. .. but one thing is certain; each and every one of them is impacted until the Rt. 1: Calera Parkway project is done. A modernized Highway 1 design, as proposed in this project, acknowledges that Pacificans entering Highway 1 from Vallemar, Rockaway and points south, have no other way out of town. Likewise, commuters from south coast, and many from the City of

850 Woodside Way • San Mateo, California 94401 • (650) 696-8200 • Fax (650) 342-7509 • www.samcar.org

Half Moon Bay, take State Route 1 north as the most efficient route. Highway 1 is a major county arterial serving the entire coast down to Santa Cruz. Highway 1 and Highway 92 are the ONLY ways out of the City of Half Moon Bay. Efficient traffic flow is critical for safety, commute and commerce reasons.

During commute periods, traffic delays are significant. State Route 1 is a regional arterial and traffic up and down the coast is affected. As the gateway to the San Mateo coast, Santa Cruz and points south, tourists and commercial traffic are stuck. Air quality deteriorates and gas consumption escalates.

15.1 cont.

Juxtapose the benefit to the environment from proceeding with the project with the questions raised by those opposed to the widening/traffic safety improvements, and in all candor, the pedantic is a shopworn recurrence of environmental degradation; efficient roads are growth inducing; the project will cause more delays than will help alleviate when finished; and, Measure A money should be spent on a more pressing county program.

The fact of the matter is the project's environmental protections, implemented as a matter of settled and established law, will fully secure the wetlands and protected species. There is no shortage of state and federal oversight agencies to monitor these matters.

Finally, ensuring funding is there when needed for this vital safety project is imperative. As you are aware, similar local projects such as the Devil's Slide Bypass Tunnel and the Half Moon Bay Main Street/Rt. 92 intersection improvement, took some years to approve and then fund. Pacifica's Highway 1 widening will probably take some oversight, as did the Devil's Slide Bypass Tunnel, to keep the project in various transportation plans and maintain the funding from multiple sources.

The San Mateo County Association of REALTORS® urges CalTrans and allied agencies to proceed with the State Route 1; Calera Parkway Widening Project.

Respectfully,

Paul A. Stewart II
Government Affairs Coordinator
San Mateo County Association of REALTORS®

cc: Thomas Rosevar

<anda_1@comcast.net>
08/27/2011 12:48 PM

To <thomas_rosevear@dot.ca.gov>
cc Joe Hurley <hurleyj@samtrans.com>, claycombe Liz <claycombe@ci.pacifica.ca.us>, <rerpac@aol.com>, <remitan@sbcglobal.net>, <mikenorthrop@comcast.net>
bcc
Subject Calera

Hi Thomas,

16.1 I'm a member of the Climate Action Plan Task Force in Pacifica and we have had several discussions about the highway widening project. After looking over the DEIR for this project I can see that it addresses VMT (Vehicle Miles Traveled) and Adaptation. However one of the topics discussed in the task force meetings is about the impact of Induced or Generated Traffic. One of the sources of this concept comes from a study called '*Generated Traffic and Induced Travel, Implications for Transport Planning* ' published in August 19, 2010 by Todd Litman of the Victoria Transport Policy Institute.

16.2 Anyway, the way the discussions go is this: Widening the highway won't do any good because it just generates more traffic and any benefits that come would ultimately be lost because of generated or induced traffic. Ignoring the futility of clothing one's own children, my argument was that if the generated traffic came from another congested roadway (in this case, Highway 92 in Half Moon Bay, CA), I would think that there would be a benefit as it not only relieves the congestion from Hwy 1, but also alleviates the congestion on Hwy 92 as well. Or does it?

16.3 Anyway, after taking a quick glimpse of the DEIR, I think this particular concept (Induced Travel or Generated Traffic) needs to be addressed as it will come up as an objection. I've attached the article for you to look at.

Thanks,

Gil Anda
1227 Redwood Way
Pacifica, CA 94044
(650) 766-5665
anda_1@comcast.net

gentral.pdf

Response Comment No.	Commenter	Date
Businesses		
17	Pacific Coast Real Estate	10-11-11
18	Starboard TCN Worldwide Real Estate	10-7-11
19	Alain Pinel Realtors	10-14-11
20	Pacifica Lenders LLC	10-14-11
21A	Pacifica Pet Hospital (Loring Slivinski)	10-5-11
21B	Pacifica Pet Hospital (Dr. Gary Hurlbut, DVM)	10-5-11
22	Best Western Plus Lighthouse Hotel	9-2-11
23	Lenci Cruise and Travel II	9-6-11

Richard Lee
<richlee703@gmail.com>
10/11/2011 09:24 AM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Highway 1

See attached letter.

--
Rich Lee
Pacific Coast Real Estate
650-291-5484
DRE#01417647

hwy 1 letter revised 10102011.doc

Pacifica, Ca 94044

Yolanda Rivas, Branch Chief

Division of Environmental Planning and Engineering

California Department of Transportation District 4, Attn:Thomas Rosevear

111 Grand Avenue,

Oakland, CA 94623

thomas_rosevear@dot.ca.gov

Dear Ms. Rivas;

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

17.1

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Thank you,

Frank Vella
<Frank@starboardnet.com>
10/07/2011 10:49 PM

To <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Pacifica Highway 1 improvement project

To: Yolanda Rivas, Branch Chief, Division of Environmental Planning & Engineering,
California Department of Transportation, District 4, Attn: Thomas Rosevear
111 Grand Ave., Oakland, CA 94623

Frank Vella
Broker Associate
Starboard TCN Worldwide Real Estate

Broker CFO
SF Homelife, Inc.

415-439-5946 Office
650-464-8062 Mobile
650-292-2205 Fax

Frank@Starboardnet.com
DRE Licence Number 01104977

Frank@FrankVella.com
NMLS # 331116

Highway 1.doc

On September 22nd, a meeting was put on by Cal Trans regarding the widening of Highway 1 in Pacifica. As a native resident of Pacifica, overall I am opposed to development along our coast and in Pacifica, as I believe most people are. I also am aware that development is what allowed us, now living in Pacifica and along to coast, to have a home, raise families and at times operate a business. Pacifica is over 50% designated open space which will absolutely never be developed. We are a city that is financially broke due to very little income from too few businesses located in Pacifica. At times development needs to be accepted and promoted.

18.1

The opponents of the highway plan were out in force, as is usual for any development project that comes up. The Sierra Club, the Friends of Pacifica, who overturned a ballot development voted on by the residents of Pacifica for Mori's Point and who were instrumental in also in defeating projects planned for the Quarry site. The highway corridor has been the focus of the "NO" group for years. They were doing their usual by threatening lawsuits and doing all they can to stop, slow down and increase costs to the project at every step. Their claims of environmental sensitive areas (especially in the limestone Quarry site) were as ridiculous as ever. The lack of consideration for the safety issue with this corridor regarding fire, ambulance, and police requirements is unbelievable. Where were all these people when the defunct biodiesel plant was being proposed and approved by Pacifica's own Mayor and city council and pushed by the same people who are always complaining about traffic, safety, and environmental issues? Where were those who were standing on the Highway opposing the development of the Quarry due to the traffic? What Hypocrites.

That highway was at one point a dirt road that was shared by traffic going in both directions. Should we have left it in that state? Does the Sierra Club care that the population on the coast is growing and will make this corridor more tied up and diminish our already poor safety response rate, let alone traffic congestion and pollution in general. Who wants to be stuck in the tunnel due to congestion? The "No" crowd has only one solution – do nothing.

I appreciate that some people actually say that they just want nothing. I don't appreciate those who bring up issues that really are just a stalling tactic to stop what they do not like. Our city council voted to delay any decision on this by another two weeks. This project has been in discussion since at least 1987. Shows the preparedness of our city council. This highway project should be done for the safety of the area, relief of the bottleneck that the road has become, and should allow access to the Quarry site that can very well contribute to the last possible place for Pacifica to be able to generate some revenue and create a location that will draw people to Pacifica.

Frank Vella

Linda Mar

Judy <jt@judytaylor.com>
10/14/2011 02:19 PM

To <Thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Hwy I in Pacifica

19.1 I fully support the comments submitted by SAMCAR regarding the Hwy 1 project in Pacifica. The environmental costs of not doing this project far exceed the costs of doing it.

Judy Taylor
Alain Pinel Realtors
42 N Cabrillo Hwy
Half Moon Bay, CA 94019
office: 650.712.1199
direct: 650.479.1284
fax: 650.712.1191
DRE: 00603297

PACIFICA LENDERS LLC
24 SOUTH RIVER STREET
WILKES-BARRE, PA 18702
570-829-2101

October 14, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Re: STATE ROUTE 1/CALERA PARKWAY WIDENING PROJECT-PACIFICA, CA

Dear Ms. Rivas:

Pacifica Lenders LLC is the owner of 87 acres in the City of Pacifica commonly referred to as the Rockaway Beach Quarry. Pacifica Lenders acquired the Property in April 2010 by deed-in lieu of- foreclosure from the prior owner Rockaway Beach LTD, a developer and borrower of Pacifica Lenders. We are currently marketing the project in hopes of securing a developer that can work with the community on a sensible development that would balance the economic needs of Pacifica along with the sensitive environmental issues as well. However, any type of development of the quarry site would have an impact on this already congested segment of Highway 1, particularly in the project area of the Calera Parkway.

20.1 We have reviewed the Draft EIR/EA for the Highway 1 widening project and would like to express our support for the project. The City Council recently accepted Land Use Alternatives associated with the City of Pacifica's General Plan update; therefore the widening project is timely.

This section of Highway 1 started out as two-lanes until 1965 when it was increased to 4-lanes. A median was added to improve safety in 1993. Given the population growth since the mid 1960's, existing traffic congestion and the potential development anticipated in the area, including the quarry site, the proposed expansion is clearly warranted.

While both of the alternatives being considered would result in the acquisition of either 19,800 square feet (under the narrow median alternative) or 22,000 square feet (under the landscaped median alternative) of the quarry property, we support either of these alternatives. Either alternative would improve traffic circulation in the area and would not restrict access to the quarry site, while preserving, to the best extent practicable, the sensitive habitats in the area.

PACIFICA LENDERS LLC

William M. Lezinski
Managing Director

Alex J. Nobile
Executive Vice President/General Counsel

Facsimile Cover Sheet

To: **Thomas Rosevear c/o Yolanda Rivas**

From: Loring Slivinski

Date: 10/5/11

Re: State Route 1/Calera Creek Widening Project Comments

Number of Pages (including cover sheet): 3

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21A.1

21A.2

Attn: Thomas Rosevear
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
111 Grand Ave.
Oakland, CA 94623
VIA FACSIMILE: 510-286-5600

To Whom It May Concern:

I am writing to comment on the State Route 1/Calera Parkway Widening Project.

I am one of the owners of Pacifica Pet Hospital at 4300 Coast Highway. I am very familiar with the traffic patterns around the two intersections involved. My concerns are both personal and practical.

Practically speaking, while I do see the traffic problems in the morning, I'm not sure that the multi-million dollar expansion project you are proposing will do anything to solve the issue. Traffic backs up in the morning *starting* at the Highway 1/Reina Del Mar intersection, and building to the south. Widening the highway south of Reina Del Mar, then collapsing it back to 2 lanes at that point will do absolutely nothing to ease congestion unless there are <u>significant</u> changes made to the way school traffic enters/leaves the Vallemar district (for example, re-routing traffic to a second light or merge lane). The light will still be there, and everyone will still need to get through THAT light. It seems to me that the problem lies mostly with the school traffic in the morning. It is my understanding that the school in this location starts earlier than the others in Pacifica. In my opinion, a solution as simple as changing the start time for school could do a lot more to ease congestion and cost a WHOLE lot less money.

Gary Hurlbut, D.V.M., Medical Director Steven Randle, D.V.M. Loring Slivinski, Behavior Director

4300 Coast Highway, Pacifica, California 94044 • Call today: (650) 359-3685

21A.3

I have had friends who commute to the city from Pacifica tell me that the congestion adds no more than 15-20 minutes to their commute time, at the worst. The only time that traffic is an issue in Pacifica through that area is in the morning during commute hour. Given this, a multimillion dollar fix seems to be overkill so that people can save 15 minutes in the morning. Personally, I'd prefer to get up 15 minutes earlier rather than spend a lot of taxpayer money in the current economy for a solution that may not work anyway.

21A.4

Personally, I have additional concerns. Our business lies within the proposed project area. We have been there for 20 years, providing the community with jobs and the city with tax revenue. Taking away 900 square feet of our property will cut 20 feet into our property, significantly impacting our parking situation and making it impossible for us to stay in business. Also, during construction I anticipate much disruption to the roadway, which will inevitably effect ingress and egress onto our property. Veterinary Hospitals are not a high-profit margin business - the inevitable loss in business during construction may very well impact us to the point that we could no longer afford to remain in business as well. As you can see, there is great potential for this project to be disastrous to our business.

Because I believe there are other fixes that would be less costly to the taxpayers AND less disruptive to the businesses along this corridor, unless these concerns are addressed, I cannot in any way support the highway widening project, and will actively work to gain community support against the project.

Sincerely,

Loring Slivinski, BA, CPDT-KA
Owner/Hospital Administrator, Pacifica Pet Hospital

Facsimile Cover Sheet

To: **Thomas Rosevear c/o Yolanda Rivas**

From: Dr. Gary Hurlbut, DVM

Date: 10/5/11

Re: State Route 1/Calera Creek Widening Project Comments

Number of Pages (including cover sheet): 3

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4300 Coast Highway, Pacifica CA
(650) 359-3685
www.pacificapet.com

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Attn: Thomas Rosevear
Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
111 Grand Ave.
Oakland, CA 94623
VIA FACSIMILE: 510-286-5600

To Whom It May Concern:

21B.1

I am writing to comment on the State route 1/Calera Creek widening project.
As a resident of Vallemar (the neighborhood adjacent to the project) and the owner of a business on Highway that lies within the proposed project boundaries I have 2 major concerns.

21B.2

First, like many people who reside in the area I am not convinced of the need for a project of this scope. I appreciate the congestion that occurs on Highway 1 because I see it every day. Being someone who travels down Reina Del Mar and along Highway 1 every day it seems clear to me that the problem originates at the Vallemar School. The school starts every day during the morning rush hour traffic and there are NO busses to transport the children to the school. Every parent drives their child to school and causes congestion in the morning, which along with the poorly timed traffic lights is the source of the vast majority of the congestion. Literally hundreds of parents dropping off their children at a school ~ 100 yards from a congested intersection during rush hour just does not work, but it does not require a multi-million dollar road project to solve that problem.

Gary Hurlbut, D.V.M., Medical Director Steven Randle, D.V.M. Loring Slivinski, Behavior Director

4300 Coast Highway, Pacifica, California 94044 • Call today: (650) 359-3685

21B.3

My second concern is about my business located on Highway 1. I own the veterinary hospital located at 4300 Coast Highway. I have been the owner of the hospital for over 20 years. I have expanded and grown my business with ~1 million dollars in improvements and I employ 25 people. There are 2 things that will negatively affect my business, perhaps significantly and fatally.
First, during the construction of the project, if it goes forward, it is IMPERATIVE that ingress and egress from my business not be obstructed. This is a serious concern of mine and the other operating businesses along the east side of the highway.

21B.4

At least one alternative would require acquisition of right of way and easements for utilities. That removes parking spaces from the front of my hospital. Parking for the business is EXTREMELY tight as it is. The loss of even 1 or 2 parking spaces would have a significant impact on my business. That, in effect, also has a negative impact on the City of Pacifica due to a potential loss of jobs and the taxable income of a $2 million/year local business. The opposite side of the highway from my hospital is nothing but an empty lot (the quarry). Why cut into my property and those businesses adjacent to mine when shifting the project over to the west eliminates the need to obtain any right of way or easement rights?

21B.5

I do understand the problems with traffic congestion along Highway 1 but as a resident and business owner in Pacifica, I have some serious concerns about this project. Unless my concerns are adequately addressed I cannot support this project.

Sincerely,

Dr. Gary Hunbut, DVM
Owner/Medical Director, Pacifica Pet Hospital

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September 2, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
California Department of Transportation District 4, Attn:Thomas Rosevear
111 Grand Avenue,
Oakland, CA 94623

Dear Ms. Rivas;

I am writing to strongly encourage you to complete the Calera Parkway Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire and Ambulance professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

22.1

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until they are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop there.

Pacifica deserves better. If we can widen that road, it will help Pacifica and contribute to our quality of life here.

I strongly urge you to proceed with this project.

Sincerely,

Marty Cerles
General Manager

Each Best Western® branded hotel is independently owned and operated.

LENCI CRUISE & TRAVEL II

September 6, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4, Attn: Thomas Rosevear
111 Grand Avenue
Oakland, California 94623

Dear Mr. Rivas:

23.1

I am writing to strongly encourage you to complete the State Route 1/Calera Parkway/Highway1 Widening Project.

This project has been needed for years. The people of Pacifica are at risk with multiple safety issues while this highway remains in its current state. Police, Fire, and Ambulance Professionals are held up frequently because they simply cannot get around the traffic on both sides of this road. Ambulances try to inch around cars in this dangerous bottleneck. The cars simply have nowhere to go. I am certain this creates extra risk for the patients inside of the ambulances because it slows response time in both directions.

We also know businesses have been impacted by the traffic bottleneck. When traffic slows that much, no one wants to stay and shop. They just want to keep moving until They are in a place where they will not risk getting stuck in more traffic. There have been many businesses that have suffered and in some cases closed because it was too challenging for customers to stop and shop at various businesses.

Pacifica and surrounding communities deserve better. As Highway 1 is our only north/south transit corridor, this is a regional issue that affects residential commuter, tourism and Coastside businesses. If we can widen State Route 1/Calera Parkway/Highway 1, it will help Pacific's economic vitality and contribute to our quality of life here.

On behalf of Lenci Cruise and Travel II, we strongly urge you to proceed with this project

Sincerely,

Vickie A. Lenci

1200 TERRA NOVA BLVD • PACIFICA, CA 94044
650-355-7065 • CST 2061511-40 • 650-355-9088 (FAX)
vickielenci@aol.com (E-mail)

Response Comment No.	Commenter	Date
Individuals		
24A	Hal Bohner	9-23-11
24B	Hal Bohner	10-5-11
24C	Hal Bohner	10-18-11
25A	Todd Bray	10-22-11
25B	Todd Bray	10-21-11
25C	Todd Bray	10-19-11
25D	Todd Bray	9-1-11
25E	Todd Bray	8-24-11
25F	Todd Bray	10-10-11 to 10-22-11
25G	Todd Bray	10-28-11
26A	Bill Collins	10-13-11
26B	Bill Collins	9-24-11
26C	Bill Collins	9-2-11
26D	Bill Collins	8-18-11
26E	Bill Collins	9-5-11
27	Eric Dreesman	8-11-11
28	Forrest Parnell	8-25-11
29	Ryan Sport	8-21-11
30	Vasili Kim	8-21-11
31	Richard Shafer	9-7-11
32	William “Leo” Leon	9-14-11 & 9-1-11
33	Mathew Levie	9-14-11
34	Norman & Karen Dutton	9-15-11
35	Connie Kelley	9-17-11
36	Maureen Falcone	9-17-11
37	Judith Tugendreich	9-21-11
38A	Valarie Perez	9-20-11
38B	Valarie Perez	9-22-11
39	Enid Emde	9-22-11
40	Marisa & Anthony George	9-22-11
41	Bill Haskins	9-22-11

42	Dan Robinson	9-26-11
43	Sharon Muczynski	9-26-11
44	Edward Barber	--
45A	Gil Anda	9-28-11
45B	Gil Anda	10-12-11
45C	Gil Anda	--
46	Brian Gaffney	9-30-11
47	Ken Shiokari	9-30-11
48	Dan Underhill	10-4-11
49	Jean McMartin	10-2-11
50	Tom Kendall	10-1-11
51	Ruth Reynolds	10-1-11
52	William C. Provence	--
53	Tod Schlesinger	10-4-11
54	Samuel Casillas	10-4-11
55	Catherine Barber	10-4-11
56	Graham Brew	10-6-11
57	Julio Pineda	10-5-11
58	Janice Stoehr	10-5-11
59	Bob Battalio	10-5-11
60	Christian Ryvlin	--
61	Ida Stuart	10-5-11 & 10-14-11
62	Jennifer Ball	9-21-11
63	Michael Haase	--
64	Dennis Norwood	10-6-11
65A	Michael Anda	10-5-11
65B	Michael Anda	10-5-11
66	Bruce Kearns	10-5-11
67	Spencer Rice	10-5-11
68	Jasee Grubb	10-5-11
69	Jody Webster	10-5-11
70	Juliann Eskite	10-5-11
71	Marilyn Foster	10-5-11
72	Susan McCarthy	10-5-11
73	Amy Sullivan	10-5-11
74	Leif Klokkevold	10-4-11
75	David Dozier	10-4-11

76	Margaret Brett-Kearns	10-6-11
77	Susan Herring	10-6-11
78	Karen Rosenstein	10-6-11
79	Pete Shoemaker	10-6-11
80	Elaine McKeen	10-6-11
81	Michael Varney	10-6-11
82	Kevin McGee	10-6-11
83	Rudolf & Joan Gerusa	10-7-11
84	Alice Whealey	10-7-11
85	Laurie Frater	10-7-11
86	Jerry Barrish	10-7-11
87	Tobias Larson	10-12-11
88	Matt Fuentes	10-12-11
89	Ron Maykel	--
90	Peter Loeb	10-3-11
91	Jan Moughler	10-12-11
92	Jeff Lintner	10-12-11
93	Rosalyn Dean	10-12-11
94	Laura Herold	10-12-11
95	Nathalie Berwick	10-13-11
96	Ken Pearson	10-12-11
97	David Douglass	10-13-11
98	Leslie Davidson	10-13-11
99	Dave Crimmen	10-13-11
100	William McLarty	10-13-11
101	Ken Miles	10-13-11
102	John Callan	10-15-11
103	Jeneane Crawford	10-15-11
104	Jack Hug	10-15-11
105	Les Deman	10-16-11
106	Ann Edminster	10-18-11
107	Jeanette Hoffman	10-18-11
108	Nancy Petersen	10-18-11
109	Linda Oppenlander	10-19-11
110	Kathy Miller	10-18-11
111	The Pilgrims	10-4-11
112	Elizabeth Monticue	10-19-11

113	Judy Borland	10-19-11
114	Ellen Burgoyne	10-20-11
115	Laurie Goldberg	10-20-11
116	Ebhlaw@localnet.com	10-20-11
117	Peggy Lucas	10-20-11
118	Denise Kendall	10-20-11
119	Maurie Martin	10-21-11
120	Mark Stechbart	10-21-11
121	Michael Northrop	10-21-11
122	Sarah Northrop	10-21-11
123	Kathy Meeh	10-21-11
124	Erika Dyquisto	10-21-11
125	Remi Tan	10-22-11
126	Mary Keitelman	10-22-11
127	Mitch Reid	10-22-11
128	Julie Maykel	10-22-11
129	Margaret Goodale	10-22-11
130	Laura Bevington	10-22-11
131	Mike Callan	10-22-11
132	Celeste Langille	10-22-11
133	Jka80@juno.com	10-22-11
134	Casey Weber	10-22-11
135	April Vargas	10-22-11
136	Stan Zeavin	10-22-11
137	Richard Campbell	10-22-11
138	Kathleen McGuire	--
139	Bettie Montague	10-22-11
140	Victor Carmichael	--
141	Eileen Carey & James Carey	10-21-11
142A	Roger Mascio	10-2-11
142B	Roger Mascio	10-5-11
142C	Roger Mascio	10-8-11
143A	Raymond Raymos	9-23-11
143B	Ray Ramos	8-26-11
144A	Jim Wagner	10-10-11 & 9-27-11
144B	Jim Wagner	10-13-11

145	Lisa McIntyre	10-17-11
146	Judith Kell	--
147	Deborah Runne	10-14-11
148	Spence Yoes	10-14-11
149	Pete Yoes	10-14-11
150	Reena Cimellae	10-11-11
151	Taryn Smith	--
152	Victoria Gangi	--
153	Sue Vaterlaus	
154	Richard Clark	10-11-11
155	1412 Crespi Drive	--
156	Marilyn St. Germain-Hall	--
157	Frank Vella	--
158	O'Neill	--
159	Pete	--
160	Serzan Gerhell-Wallace	--
161	Neil Sofia	--
162	Mike Ervin	--
163	Mary T. Brown	9-1-11 & 10-4-11
164	William Moore	9-29-11
165	Flo Derby	9-28-11
166	Wanda Kirvin	9-28-11
167	Scott Findlay	9-29-11
168	David Weigert	9-27-11
169	Cheryl Yoes	9-28-11
170	Bill Meyerhoff	--
171	Melissa Wagner	--
172	Michelle Moore	8-29-11
173	Kristine Foster	8-24-11
174	Julian Boyle	8-25-11
175	William Moore	--
176	Cal Hintor	--
177	Ted Garber	10-25-11
178	Virginia Wick	10-7-11
179	Edward & Susan Lujan	10-7-11
180	Tara Atkins	10-12-11

Hal Bohner
<hbohner@earthlink.net>
09/23/2011 05:58 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway in Pacifica

History: This message has been replied to.

Dear Mr. Rosevear:

I am attaching to this email a letter to Ms. Yolanda Rivas dated September 23, 2011 concerning the Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600.

I am also attaching 14 documents in pdf format which are referred to in my letter.

The attachments comprise a rather large file and therefore I am not sure that your email system will accept them. Accordingly I request that you let me know that you have received everything. If you have not I will re-send in smaller batches that your system can accommodate.

Thanks for your cooperation.

Sincerely,

Hal Bohner

1 - Calera Parkway - letter to Joseph Hurley re scoping.pdf 2 - Calera Parkway - second letter to Joseph Hurley re scoping-2.pdf
3a - Preliminary_Concepts_Matrix_06-02-2010.pdf 3b - Hwy-1-Calera_Public_Info_Mtg_6-22-10_v15_web.pdf
4 - Information_Update_Report_DRAFT_06-02-2010.pdf 5 - email from Hing Wong.pdf 6 - San Mateo Coast - What If (2).xlsx
7 - Appendix_I-1.pdf 8 - Appendix_I-3.pdf 9a - Mitigated Neg Dec.pdf 9b - SCAN2631_000.pdf
10 - Biological Opinion 18-Dec-2000.pdf 11 - March 11 letter - Unanswered Questions.pdf
12 - July 15 letter - Unanswered Questions.pdf Letter to Yolanda Rivas re DEIR-Sept 23-2011.pdf

Hal Bohner
Attorney
115 Angelita Avenue • Pacifica, CA 94044
ph/fax 650-359-4257
hbohner@earthlink.net

Sent by email to thomas_rosevear@dot.ca.gov
September 23, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Re: Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600

Dear Ms. Rivas:

I respectfully submit the following comments concerning the DEIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

24A.1

Preliminary Matters

In 2010 there were two public meetings in Pacifica held by CalTrans and SMCTA concerning the proposed State Route 1 / Calera Parkway / Highway 1 Widening Project. I attended those meetings and submitted written comments concerning the project to Mr. Joseph Hurley, Program Director for SMCTA in two letters dated March 11, 2010 and July 15, 2010. In my letters I included a number of comments directed to what at the time was the upcoming

24A.1 cont.

DEIR/EA. I am attaching copies of my letters to Mr. Hurley along with the attachments to them and request that they be included with this letter and responded to as part of the comments concerning the DEIR/EA.

Summary

24A.2

To summarize my comments, in my opinion the DEIR/EA is not legally adequate, and it must be revised and recirculated. I will explain the basis for my opinion below and will focus my comments on seven subject areas, namely: Species of Special Concern, Noise, Traffic Forecasts, Alternatives, Construction Schedule, Local Plans; and Other Unanswered Questions.

I. Species of Special Concern

A. Errors which should be corrected

The DEIR states, "California red-legged frogs are not known in Calera Creek east of SR 1." DEIR, pg. 155) This is a significant and erroneous assumption, and it should be corrected.

24A.3

In fact, the California red-legged frog has been found in the Calera Creek area east of Highway 1 near 200 Berendos Avenue. I am including documentation of this fact in the form of a mitigated Negative Declaration prepared by the City of Pacifica titled MITIGATED NEGATIVE DECLARATION, INITIAL STUDY & CHECKLIST, Prepared For: Proposed Single-Family Dwelling at 200 Berendos Avenue Pacifica, CA (APN 022-330-150) Date Prepared: December 17, 2007. (Mitigated Neg Dec.pdf) This document can be downloaded from the web site of the government of the City of Pacifica at http://www.cityofpacifica.org/depts/planning/environmental_documents/200_berendos_avenue/default.asp.

The Mitigated Negative Declaration states at page 16,

" During inspection of the subject site, six species of birds were identified, one butterfly (Cabbage White), one amphibian (California red-legged frog (CRLF)) and 36 plants, half of which are considered non-native species."

The document further states at page 16,

"As stated in the assessment, a subadult CRLF was spotted in the pond below the culvert by the biologist during the site inspection. The CRLF is a federally threatened species and a California species of special concern."

Having erroneously concluded that there are no red-legged frogs east of Highway 1 the DEIR goes on to compound the error by stating, "The existing box culvert under SR 1 is considered a barrier or obstacle to the dispersal of California red-legged frogs to the east due to its length and concrete floor with a five percent slope over the eastern half." (DEIR at pg. 155). This conclusion as well is false and must be amended.

24A.3 cont.

First, the presence of a red-legged frog east of Highway 1 near Calera Creek is strong evidence that frogs can and do migrate through the culvert. Moreover, as further evidence to support my point I am attaching a Biological Opinion from the United States Department of the Interior, Fish and Wildlife Service to U.S. Army Corps of Engineers dated December 18, 2000 Subject: Formal Endangered Species Consultation on the Proposed Pacifica Police Station, California State Highway 1, Pacifica, San Mateo County, California. The Biological Opinion discusses the Calera Creek restoration site which is to the west of Highway 1 and a "proposed project" which is located at the Pacifica Police Station east of Highway 1 on Calera Creek. The Biological Opinion states,

"Calera Creek provides a direct surface water connection between [the] proposed project site, and the Calera Creek restoration site through a large culvert passing under Highway 1. Therefore it is reasonable to assume that garter snakes and red-legged frogs could migrate from the Calera Creek restoration site upstream through the culvert to utilize 1.05 acres of waters/wetlands and dense riparian vegetation in and around Calera Creek on the proposed project." (Biological Opinion at pg. 11)

The Biological Opinion further states,

24A.3 cont.

"The restoration project will also provide suitable habitat that will allow garter snakes and red-legged frogs to move from the Recycling plant restoration site up into the watershed toward Crystal Springs to the east, San Pedro Creek and Shamrock Ranch to the south providing exchange of genetic material between populations." (Biological Opinion at pg. 13)

B. The DEIR must include additional analysis and mitigation

24A.4

The DEIR must provide a detailed discussion of the effects of the project on the culvert and on Calera Creek. For example would the project involve increasing the length of the culvert or otherwise altering it to reduce its effectiveness as a migration route?

24A.5

The DEIR must provide as mitigation the complete removal of the culvert and replacing it with a bridge while restoring Calera Creek which passes under it, which would thereby improve Calera Creek as a migration route.

24A.6

Highway 1 is an almost impenetrable barrier and a downright deadly threat to wildlife throughout practically all of its length. The project would just make that worse, as is amply demonstrated in the DEIR which states, "It is expected that most or all red-legged frogs that attempt to cross SR1 in the project area are killed by traffic." (DEIR pg 155) At an absolute minimum Calera Creek must be daylighted as mitigation.

24A.7

I note that CalTrans may have already done some analysis of removal of the culvert and replacing it with a bridge. Figure 1.9 of the DEIR appears to show a "proposed bridge structure" indicated in orange near where the culvert apparently is presently located. Unfortunately the DEIR includes nothing explaining this, and explanation must be provided.

II. Noise

A. The DEIR incorrectly concludes that noise related to the project is less than significant under CEQA.

24A.8

The DEIR/EA concludes that, "traffic noise impacts of the proposed project are considered less than significant under CEQA." (DEIR pg 183) There are two serious problems with this conclusion: 1) The DEIR indicates that noise resulting from the project would be sufficiently severe that noise barriers might be installed. (DEIR pg 133) It is absurd to conclude that noise impacts of sufficient severity to require consideration of noise barriers, if not actual construction of the barriers, are not significant under CEQA. 2) It is not clear whether the stated conclusion, i.e. less than significant impact, applies to noise from construction activities as well as noise after construction has been completed. The DEIR must discuss both time frames, and it is clear that noise from construction activities would be a significant impact under CEQA.

24A.9

Furthermore, the DEIR discusses noise during construction but it never states the conclusion that construction-related noise is a significant impact under CEQA. The DEIR must so state.

B. The DEIR has failed to properly address mitigation for noise impacts.

24A.10

For example, although the DEIR discusses the possibility of constructing sound walls it concludes that sound walls would be too expensive. This is not the proper test under CEQA. Instead under CEQA the DEIR must address whether sound walls would be feasible. Moreover, under CEQA it is not proper for the EIR to delay a decision concerning whether sound walls would be constructed. Under CEQA the decision whether to construct a major mitigation

24A.10 cont.

measure such as a sound wall may not be delayed but must be squarely addressed and resolved in the EIR.

24A.11

Also, mitigation of noise impacts should include providing improved insulation for residences and installing windows with low noise transmission. However, this form of mitigation was not addressed in the DEIR. This form of mitigation is clearly feasible. It has been used extensively in Pacifica and elsewhere as mitigation for noise due to airplanes traveling to and from San Francisco International Airport.

24A.12

Regarding construction-related noise the DEIR identifies six mitigation measures. (DEIR, pg. 176). However, in Table S-1 under the heading "Avoidance, Minimization and/or Mitigation Measures" those mitigation measures are not mentioned. Instead all that is stated is the conclusory statement, "The Department's Standard Provisions to construction contracts would control and minimize noise." (DEIR Table S-1, pg. xliv)

This is not proper under CEQA. Instead, Table S-1 must state the conclusion that noise related to construction activities would be a significant effect and the mitigation measures must be stated. One good reason for this is because normally when preparing a Mitigation Monitoring and Reporting Program under CEQA the responsible agency simply copies mitigation measures from a summary such as Table S-1. By omitting mitigation measures the DEIR creates a risk that the six mitigation measures will not be incorporated in the Mitigation Monitoring and Reporting Program. Moreover, it is confusing, at best, for the DEIR to state six specific mitigation measures in one part of the report while in the summary under the heading "Avoidance, Minimization and/or Mitigation Measures" not to state those mitigation measures.

24A.13

C. The Cumulative Impacts conclusion is plainly incorrect

The DEIR states,

"The Narrow Median Build Alternative would incrementally contribute to overall noise levels; however, future increases in noise will not be substantial. Therefore, the cumulative noise impact would not be substantial." (DEIR Table S-1, pg. xlvi)

24A.13 cont.

This is obviously incorrect because CEQA analysis of cumulative impacts must consider all impacts, not just the impacts of the project in isolation, and the DEIR elsewhere states, "Projected noise levels would, however, approach or exceed FHWA's noise abatement criteria at four locations, two of which also approach or exceed the criteria under existing conditions." (DEIR pg 132)

D. The DEIR's analysis of noise-related impacts is erroneous or misleading in many other ways.

The DEIR ignores Vallemar Elementary School in the noise analysis.

24A.14

Figure 2.4 of the DEIR (DEIR, pg. 131) shows locations of 17 "receptors" which were studied for noise impacts. However, Vallemar Elementary School is not one of those 17 "receptors" even though the school is closer to Highway 1 than some of the receptors which were studied, e.g. R15, and R16. This is obvious from a comparison of Figure 2.4 (which conveniently omits the part of the map which would show the school) with Figure 1.3 (DEIR, pg. 4) which does in fact show the school.

E. Construction should be prohibited during nighttime.

24A.15

The DEIR states, "Construction of the project is anticipated to occur primarily during daytime hours." (DEIR, pg 176) In other words, construction may take place during the night. However, there are many residences very near where construction will occur. Therefore construction should be prohibited during the night.

24A.16

F. The reported existing conditions are confusing and misleading, and possibly erroneous.

24A.16 cont.

Table 2.14 reports Existing/No Project Noise Levels at various locations to be between 60 and 68, and some of these locations are very near Highway 1. On the other hand the DEIR states, "During the daytime, ambient traffic noise levels are on average about 77 dBA Leq (hr) at the nearest unshielded locations." (DEIR, pg 176) It is not apparent why there should be such a large difference (77 versus 60-68), and this large difference should be explained.

III. Traffic Forecasts

There are many flaws in the traffic forecasts both during construction and for the "no build" scenario.

A. During Construction

24A.17

The DEIR discuss some of the effects of construction on traffic. (DEIR, e.g. at pg 171) Table S-1 of the DEIR vaguely states: "However, there would be some temporary incremental delay in travel times through the site during construction activities." (DEIR pg ix) However, there is nothing specific about traffic delays either in terms of time or length of backup. Moreover although Table S-1 refers the reader to "Traffic and Transportation (Section 2.6)" there is nothing in Section 2.6 about traffic delays.

The DEIR admits that construction will continue for at least two years. Residents of Pacifica deserve to know in detail and with specificity what traffic delays can be expected during that time. Delay is obviously an environmental effect of the project and therefore must be discussed under CEQA. CalTrans has considerable experience with projects similar to the present project and should be able to provide accurate estimates of expected traffic delays.

The only mitigation proposed for delays that will result during the construction phase is that a Transportation Management Plan will be prepared. Pacifica residents deserve be informed

24A.17 cont.

in the DEIR what that plan would be and its effect on them. After all, the rationale behind the project itself is that traffic delays are a problem. It is ridiculous for the DEIR to avoid a frank and thorough discussion of traffic delays which would be caused by the project.

24A.18

Moreover, the EIR should include providing improved bus service as mitigation for delays. I will further discuss improved bus service below, but suffice it to say at this point that it seems likely that there will be considerable traffic delay during the construction phase and that providing improved bus service would reduce those delays. This is especially true since if delays for commuters significantly increase during construction they will have added motivation to use public transportation if it is provided on a reasonable schedule. An added public benefit is that if commuters try public transit during the construction phase they may like it and decide to continue using it after construction of the project is completed.

24A.19

Emergency vehicles may be delayed along Highway 1 due to construction. Such delays must be discussed in the EIR and mitigation must be provided. Highway 1 is the only route for many emergency vehicles in Pacifica - to ignore them as the DEIR has done is not reasonable.

B. No Build Scenario

24A.20

The traffic forecasts provided in the DEIR for the No Build scenario are confusing and misleading, and apparently inaccurate.

During a scoping meeting for this project held June 22, 2010 SMCTA and CalTrans presented a document titled "State Route 1/Calera Parkway Project - Information Update Report - June 2010". I am including with this letter a copy of the Report - Information_Update Report_DRAFT_06-02-2010.pdf. The Report states,

> "As a result, the Year 2007 northbound State Route 1 backup from Fassler Avenue south during the northbound morning commute averaged about one-third of a mile and extended up to one-half mile during the peak hour. This backup or "queue" is projected to

24A.20 cont.

extend an average of one mile and as much as 1.7 miles south of Fassler Avenue by Year 2035 without any improvements." (pages 1-2)

The DEIR includes essentially the same prediction of the average backup in 2035. (4,946 feet in DEIR Table 1.3 at pg 7). However, in my opinion this prediction is likely way too high as I explained on pages 3-4 of my letter to Mr. Joseph Hurley dated July 15, 2010. (Attached hereto with its attachments).

24A.21

The basis for your traffic projection is that between the present and 2035 the population will increase 0.75% per year, and this projection is based on ABAG Regional growth projections. This is stated on your slide titled "Traffic Analysis" which is page 11 of the document Hwy-1-Calera_Public_Info_Mtg_6-22-10_v15_web.pdf.

I disagree with your assumption of population growth. In fact ABAG projects population growth of 0.75% per year for all of San Mateo County. It seems absurd to me to use the population growth projection for the whole county. It seems absurd to me to use the population growth projection for the whole county; growth in the county as a whole is completely irrelevant to traffic in Pacifica during commute hours. Instead you should use the population projection for Pacifica and possibly the coast side south of Pacifica. For Pacifica and the coastside ABAG projects much lower population growth than 0.75% - in fact, about 90% lower.

I have received from ABAG their current population figures and projections for 2035 for Pacifica and for the unincorporated area between Pacifica and Half Moon Bay. To document these figures I am attaching my email exchange with ABAG wherein they supplied me their population projections (email from Hing Wong.pdf) and their Excel spreadsheet containing the population projections in the tab labeled "Projections 2009 (adopted)" (San Mateo Coast - What If (2).xlsx) . The pertinent information is as follows as follows:

24A.21 cont.

	Year 2010	Year 2035
Pacifica	39,100	39,800
Unincorporated Area	11,600	11,800

As you can see ABAG predicts Pacifica to grow only slightly - according to my calculations at the rate of about 0.07% per year. The same is true for the unincorporated area. These projections are only about 10% of your projections. If I am correct then your alarming predictions of future traffic congestion are unwarranted.

24A.22

The DEIR does not state the population projections which form the basis for its traffic predictions. However, it should state those projections and explain why CalTrans disagrees with my analysis.

C. There are numerous other misleading and inconsistent statements in the DEIR

The data in Table 1.3 is not consistent with the data in Table 1.4. (DEIR pg.7) The following are some examples:

24A.23

1) In Table 1.3 AM Northbound Travel Time = 5.9 minutes for Year 2015 and 12.6 minutes for Year 2035. The difference is 6.7 minutes. On the other hand in Table 1.4 for 2015 delay = 6.8 minutes and for 2035 delay = about 7.6 minutes, a difference of 0.8 minutes. This is confusing at best. Why would the travel time increase by almost 10 times the amount by which the delay increases?

24A.24

2) For 2015 the AM delay (68 seconds + 345 seconds = 413 seconds = 6.9 minutes, according to Table 1.4) is greater than the total travel time (5.9 minutes according to Table 1.3), which is obviously incorrect.

24A.25

3) In Table 1.4 the difference in the AM delay between 2015 and 2035 is 0.8 minutes; whereas in Table 1.3 between 2015 and 2035 the total AM travel time will increase 6.7 minutes. Both of these values cannot be correct.

24A.26

4) According to Table 1.3 between 2015 and 2035 AM travel time will more than double (5.9 minutes to 12.6 minutes). However, according to table 1.4 the AM delay will increase only 11 % between 2015 and 2035 ([70+389] – [68+345]) / [68+345]) = 11%

24A.27

D. The DEIR's alarmist predictions of future traffic delays are unwarranted and incorrect.

The DEIR states, "With no improvements to the project area, the traffic projections forecast that by year 2035 the peak period maximum queues will grow from 1.15 miles to 2.28 miles in the AM peak period and from 2.06 miles to 2.80 miles in the PM peak period." (DEIR pg i) However, as I explained above CalTrans has apparently incorrectly based its dire predictions on ABAG projections for all of San Mateo County; whereas, for Pacifica and the mid-coast ABAG predicts only a small population increase.

IV. Alternatives

A. The analysis of alternatives is unclear, misleading and inadequate under CEQA.

Regarding increased or modified transit service the DEIR states:

24A.28

> "Additional transit analysis was conducted which evaluated how much transit service would be required to induce drivers to switch to transit such that the existing roadway could accommodate 100 percent of the forecasted demand through the project corridor. In order to accomplish this, an additional 88 buses per hour would be required in the AM peak hour and an additional 77 buses per hour would be required in the PM peak hour. These increases would be comparable to a completely new transit system, not just minor service increases, and would require substantial new ongoing funding for operations and maintenance costs." (DEIR pg. 38)

First of all, this explanation of the "additional transit analysis" is confusing and unclear. What is meant by the phrase, "such that the existing roadway could accommodate 100 percent of the forecasted demand . . . " ? Does this mean that the analysis considered how much transit service would be required so that 100 % of the commuters who now use cars would switch to buses? If so this is a very high bar indeed. Moreover, common sense tells us that if even a reasonable percentage of drivers switched to buses the LOS of the intersections would be dramatically improved.

24A.28 cont.

The DEIR further states, "This alternative would likely have minimal environmental impacts . . ." (DEIR pg. 38) This conclusion is simply absurd. Putting 88 additional buses on the highway during commute hour and accommodating 100 percent of the forecasted demand would likely have many positive environmental benefits such as 1) significantly improving the LOS of the intersections; 2) reducing greenhouse gas emissions; and 3) reducing the number of cars on the freeway to the north of Pacifica.

The DEIR also states, "This alternative was primarily rejected because of the high operating cost over time, the high initial cost for some transit options, and the minimal improvement in congestion relief." (DEIR pg. 38). This is ridiculous. 1) To say that the alternative would provide minimal improvement in congestion relief directly contradicts the statement quoted above that the study evaluated a transit program which would, "accommodate 100 percent of the forecasted demand through the project corridor." 2) To reject the alternative based on cost is illogical when the proposed widening project is predicted to cost $35 - $45 million. Common sense tells us that many buses can be operated for that kind of money.

24A.29

B. The analysis of school buses is incomplete and incorrect.

24A.29 cont.

The DEIR includes an alternative titled, "1.4.8.10 School Bus Service to Elementary School at Vallemar" (DEIR, pg. 38) However, the DEIR ignores the fact that Vallemar school is only one of many schools in Pacifica, and the DEIR fails to consider an alternative of providing bus service at the other schools in Pacifica. This is a serious omission.

Many Pacifica residents, including myself believe that school traffic strongly affects delays on Highway 1, and if school buses were provided delays on Highway 1 would be substantially reduced. In my letter dated July 15, 2010 to Mr. Hurley I discussed why providing buses to all of the schools in Pacifica should be analyzed in the DEIR as an alternative. (My recommendation was ignored in the DEIR.) I will not repeat that argument here and merely state that that alternative must be studied and discussed in the DEIR.

24A.30

Moreover, the DEIR does not include key information concerning when its traffic data was collected relative to when school was and was not in session. CalTrans should disclose whether its data concerning traffic delays and back up as was collected either during summer, when school is not in session, or on a day when school is in session. If CalTrans collected data during the summer when school was not in session, such data should be provided in the DEIR. The DEIR should also include analysis of the effect of school traffic related to traffic delays on Highway 1. However, if CalTrans does not wish to perform such analysis at least is should present its data in a form which allows the public to conduct such an analysis.

24A.31

There is further and persuasive evidence that absence of school-related traffic results in drastically improved LOS at the key intersections. I am attaching Appendix I "Traffic and Transportation" (Appendix I-1.pdf) which is part of a DEIR for the "Oddstad Assisted Living Center" in Pacifica dated May 2011. On page 8 of the Appendix the results of a traffic study are reported, and at Route 1 and Fassler Avenue/ Rockaway Beach the Peak Hour AM LOS is C

24A.31 cont.

while the peak hour AM LOS for Route 1 and Reina Del Mar Avenue is B. According to the Appendix, "The LOS calculations reflect traffic conditions existing in the summer of 2009." (I am also including Appendix I-3 of the Oddstad DEIR which is a peer review of Appendix I. The peer review agrees with the findings of Appendix I.)

24A.32

C. CalTrans' discussion of Alternatives in the DEIR is fatally flawed and highly disrespectful to Pacificans

CalTrans held two public meetings concerning the project before preparing the DEIR, and at each meeting many Pacificans requested that the DEIR provide a thorough and complete analysis of alternatives. Pacificans went so far as to describe and suggest a number of alternatives. We explained that we believe that school buses at all schools in Pacifica could solve the problem the project is intended to address. However, CalTrans' treatment of alternatives is a joke. Most alternatives are dismissed in a few sentences, and the discussion which is provided makes it clear that CalTrans did not even bother to seriously consider the alternatives. One example is the school bus alternative. Even though we told CalTrans repeatedly that they should consider buses for all Pacifica schools the DEIR considers only one school and on that basis concludes that buses are not a viable alternative.

CEQA demands a realistic and thorough discussion of alternatives and CalTrans has not even come close to meeting that standard.

24A.33

V. Construction Schedule

There is practically no information in the DEIR about the schedule for construction or funding contingencies. However it is crucial that such information be included. For example - -

There is no indication of when construction would begin.

There is no indication of what issues might influence when construction would begin, such as required approvals from governmental agencies and the status of such approvals.

24A.33 cont.

There is no indication of whether funding has been approved for the project either completely or partially or what contingencies are involved if funding has not been completely approved. There is no indication of whether construction would commence before funding is completely approved.

The DEIR is incomplete and misleading at best on these issues. In Section 2.21 the DEIR states,

> "As described in Section 1.3.3 Project Schedule and Construction, the duration of construction is estimated to be approximately two years. The proposed improvements would be constructed in several stages." (DEIR pg 171)

However, there is no Section 1.3.3 in the DEIR, or any section headed "Project Schedule and Construction" nor is there any explanation of the "several stages" of construction.

VI. The Project is not consistent with local plans

The DEIR falsely states that the project is consistent with the Pacifica Local Coastal Land Use Plan and the City of Pacifica General Plan. (DEIR pg 45-46)

24A.34

The DEIR indicates that the City of Pacifica is a co-sponsor of the project. (DEIR pg 202) Therefore stating that the project is consistent with the Pacifica Local Coastal Plan implies that the City of Pacifica has determined that the project is consistent with the Pacifica Local Coastal Land Use Plan and the Pacifica General Plan. In fact the City has not made either such

determination. Moreover, the DEIR's broad conclusion of consistency implies that the California Coastal Commission has made a determination of consistency, which it has not.

24A.34 cont.

Even if one can interpret the DEIR to mean that the opinion concerning consistency is only that of CalTrans, it is ridiculous for CalTrans to have made such a determination. First of all the Pacifica Local Coastal Land Use Plan is a detailed and complex document and to determine whether the project is consistent with it requires extensive analysis. However, the DEIR provides almost no analysis at all, only a two sentence conclusion. Similarly the Pacifica General Plan is a complicated and detailed document and the cursory analysis in the DEIR is completely inadequate. Moreover, the Pacifica General Plan is presently undergoing major revisions but the DEIR does not state whether its conclusion of consistency is based on the old General Plan or the new one.

24A.35
24A.26
24A.37
24A.38

Moreover, in fact the project is inconsistent with the Pacifica Local Coastal Plan in many ways too numerous to list here. For example:

1. Coastal Act Policy 18 requires protection of environmentally sensitive habitat areas. However the project does exactly the opposite.

2. Coastal Act Policy 24 requires protection of the scenic and visual qualities of coastal areas. However, the project does exactly the opposite by including sound walls, for example.

3. Coastal Act Policy 25 requires that new development should facilitate the provision or extension of transit service. However, the project does exactly the opposite by building a larger highway instead of improving public transit.

4. Coastal Act Policy 26 requires that new development minimize vehicle miles traveled. However, the project does exactly the opposite by building a larger highway instead of improving public transit.

VII. There are many other questions which CalTrans ignored and must be addressed

24A.39

As I indicated above I have sent two letters during the scoping phase of this project asking a number of questions. Although some of my questions were addressed in the DEIR many were not. I will not repeat those questions in this letter. Rather, I am attaching my two letters with my unanswered questions highlighted and numbered. (March 11 letter - Unanswered Questions.pdf and July 15 letter - Unanswered Questions.pdf.) Please respond to my unanswered questions as part of the next steps of the environmental review process.

VIII. Conclusion

24A.40

Due to the deeply flawed nature of the DEIR CEQA requires that CalTrans correct the shortcomings and recirculate the DEIR and provide another opportunity for public comments.

Thank you for the opportunity to submit these comments.

Sincerely,

Hal Bohner

Accompanying documents:

1) letter dated March 11, 2010 from Hal Bohner to Mr. Joseph Hurley, Program Director for SMCTA (Calera Parkway - letter to Joseph Hurley re scoping.pdf)

2) letter dated July 15, 2010 from Hal Bohner to Mr. Joseph Hurley, Program Director for SMCTA (Calera Parkway - second letter to Joseph Hurley re scoping-2.pdf)

3) attachments to July 15 letter: a) "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) b) Hwy-1-Calera_Public_Info_Mtg_6-22-10_v15_web.pdf.

4) Document titled "State Route 1/Calera Parkway Project - Information Update Report - June 2010" (Information_Update Report_DRAFT_06-02-2010.pdf)

5) email from Hing Wong.pdf

6) Excel spreadsheet containing ABAG population projections in the tab labeled "Projections 2009 (adopted)" (San Mateo Coast - What If (2).xlsx)

7) Appendix I-1 "Traffic and Transportation" (Appendix I-1.pdf)

8) Appendix I-3 of the Oddstad DEIR (Appendix_I-3.pdf)

9) MITIGATED NEGATIVE DECLARATION, INITIAL STUDY & CHECKLIST, Prepared For: Proposed Single-Family Dwelling at 200 Berendos Avenue Pacifica, CA (APN 022-330-150) Date Prepared: December 17, 2007 (Mitigated Neg Dec.pdf) and Attachments A-C (SCAN2631_000.pdf)

10) letter from Cay C. Goude, United States Department of the Interior, Fish and Wildlife Service to Mr. Calvin Fong, U.S. Army Corps of Engineers dated December 18, 2000 Subject: Formal Endangered Species Consultation on the Proposed Pacifica Police Station, California State Highway 1, Pacifica, San Mateo County, California. (Biological Opinion 18-Dec-2000.pdf)

11) March 11 letter - Unanswered Questions.pdf

12) July 15 letter - Unanswered Questions.pdf

Hal Bohner
Attorney
115 Angelita Avenue • Pacifica, CA 94044
ph/fax 650-359-4257
hbohner@earthlink.net

Submitted by email March 11, 2010

March 11, 2010

Mr. Joseph M. Hurley,
Program Director, SMCTA
P.O. Box 3006,
San Carlos, CA 94070-1306

Re: Calera Parkway Environmental Scoping

Dear Mr. Hurley:

I respectfully submit the following comments concerning the proposed EIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

Preliminary Matters

24A.41

I object to lack of proper notice. The plan for the project was not publicly available before the March 3 scoping meeting. Although parts of the plan were available a few days before the meeting, 1) much of the plan was not publicly available before the meeting or even during the meeting, and 2) the small parts of the plan – namely four drawings, were first available Monday March 1, only two days before the March 3 meeting.

The only public information about the project was posted on the web site of the San Mateo County Transportation Authority a few days before the public meeting held March 3, 2010. http://www.smcta.com/whatsNew/2010_02_24_route-1_calera_parkway_project.asp. Before the meeting all that was publicly available was four drawings and less than a page of text describing the project.

At the public meeting on March 3 a verbal description was provided explaining some information about the project which was not apparent from the drawings. The fact that such verbal description was necessary highlights the fact that important information was not available before the public meeting. However, many questions remain unanswered about the characteristics of the project.

Scope and Content of the EIR/EA

24A.42

Based on the limited information about project which has been made available I have the following comments about the proposed EIR/EA.

Alternatives

A number of alternatives should be considered and thoroughly discussed in the EIR/EA. The Notice of Public Meeting stated:

24A.43

> "The purpose of the project is to reduce congestion on the segment of State Route 1/Calera Parkway in the City of Pacifica. The segment extends approximately 2,300 feet north of Reina De Mar Avenue to approximately 1,500 feet south of Fassler and Rockaway Beach avenues."

In addition to the proposed highway widening project there are other ways to reduce congestion. Those ways should be explained and discussed as alternatives. The explanation and discussion should not be cursory but instead should be detailed and thorough in order to allow decision makers and the public to understand the alternatives and realistically compare them with the proposed project. The following are some examples of alternatives.

School bussing program

24A.44

Many members of the public who spoke at the March 3 meeting stated that the problem which the project is intended to address, namely congestion of Highway One, only occurs when school is in session, and the problem is caused by many parents driving their children to and from school. They also recommended that a system for bussing students to school would take many cars off the road during the peak traffic period.

I live near Vallemar School and drive my son to school at Ocean Shore School. Based on my personal observations it is clear to me that considerable congestion is caused by parents driving their children to and from school. A school bussing program should be discussed as an alternative. Can funding allocated for the present Calera Parkway project be redirected to a school bussing program?

Improved public transit for commuters

24A.45

Another alternative which should be discussed is to improve public transit for commuters. This could be accomplished in a variety of ways, for example by adding a commuter parking lot e.g. at Linda Mar or expanding the existing commuter lot. Then bus service should be improved. Service should be to BART and to downtown San Francisco and during main commute hours the service should be improved.

24A.45 cont.

I have tried to take SAMTRANS to BART during the commute hour and found the schedule to be quite poor which discourages commuters from taking public transit. The EIR/EA should discuss the expected effectiveness of improved public transit on getting cars off the road.

Car Pooling

A program could be provided to expand car pooling. E.g. a government sponsored web site to enable people to organize car pools.

No project alternative

24A.46

The alternative of "no project" should be realistically discussed and evaluated. What has been the trend in single-passenger commuters in recent years? It will probably go down with increasing gas prices and improved public transit, and the "problem" may go away by itself. What has been the trend of the "problem" in recent years?

Energy Aware Planning Guide

24A.47

The California Energy Commission recently released a report titled "Energy Aware Planning Guide". (Document CEC-600-2009-013, December 2009 - http://www.energy.ca.gov/2009publications/CEC-600-2009-013/). The Guide includes a section titled "Transportation Strategies" which includes a number of strategies to reduce commuting by automobile. These strategies should be discussed as alternatives since they can reduce the need for highway widening. For example, the Guide states: "By encouraging residents and workers to use mass transit instead of driving, local governments can help reduce the energy use and greenhouse gas emissions associated with transportation, as well as the maintenance and construction costs of road upkeep and widening." (Guide pg T.1.1 1)

Not only does the Energy Aware Planning Guide provide a variety of options to improve public transit it also gives examples of cities which have successfully implemented such improvements. This is a strong indication that transit improvements and related strategies can and will result in reduced congestion on Highway One in Pacifica in the near future.

Questions which should be addressed in the DEIR/EA

What exactly is the proposed project and what would be its effect?

24A.48

Four drawings of the project were presented at the March 3 public meeting and some verbal description of the project was provided. However, many questions remain, which should be answered in the DEIR. For example: What would happen at the entrance to the GGNRA at Shelldance? Are sound barriers proposed? The drawings which were presented at the March 3 meeting include lots of yellow lines. The legend on the drawings indicates that the yellow lines are "proposed roadway improvements."

24A.48 cont.

What do the yellow diamonds on the yellow lines mean? Do all the yellow lines really indicate the same thing – that seems unlikely.

24A.49

What exactly would be done to the timing of the lights at all of the intersections affected by the project? What exactly is the timing now?

24A.50

If the project is built as proposed how much exactly would the problem be reduced? It would not be adequate to simply state that the LOS would be improved. Rather, there should be a full discussion of the effect on traffic delay and LOS under a variety of circumstances and conditions. On some days the delay is far less than on others. On days and at times where the delay is small I would assume that the project would have little effect, if any. Graphs should be provided similar to the graphs discussed below in the section titled "What Exactly is the Scope of the Problem Today?"

24A.51

It appears that the plan is that Highway One would transition between four and six lanes around the intersection with Mori Point Road. That means lots of merging and unmerging of traffic. What exactly will occur? Will there be a severe bottleneck ? Will it be safe?

24A.52

<u>What would be the environmental effects of further dividing Pacifica?</u>

In the past the north end of Pacifica was divided by making Highway One a grade separated freeway. It is plain that the effect of this division on Pacifica has been severe and adverse. It is likely that the present proposed project would have similar adverse effects on Pacifica. There should be a discussion of what exactly would be the effect on Pacifica of further dividing the town. An urban planner should be engaged to do a realistic evaluation and report.

24A.53

Instead of becoming more of a freeway Highway One should become less. Instead of limited access points to Highway One there should be multiple access points. In other words, between Reina Del Mar and Fassler additional access for cross streets should be provided. A good example is Highway One in the northern part of Santa Cruz where there is access to Highway One at each block. If there is a major development in the Quarry it should not be restricted to only two access roads. Instead there should be access each block like in Santa Cruz.

24A.54

Also, there should be a discussion of the impact on Pacifica of adding frontage roads in the project area instead of simply widening the highway. At present emergency vehicles can be stuck in traffic on Highway One between Reina del Mar and Fassler Avenue. The effect of the proposed Calera Parkway on this situation should be discussed. Adding frontage roads would provide alternative routes for emergency vehicles. Similarly, if the Quarry is developed and there are multiple access points from Highway One to the streets in the Quarry project, emergency vehicles would have the option of multiple routes.

Effect on Other Intersections

24A.55 What is the long-range plan for the intersections of Highway One with Westport St., Bradford Way and the GGNRA entrance and exit at Shelldance? Presently they are dangerous intersections. For safety, traffic on Highway One should be slower there not faster. The effect of the proposed Calera Parkway on these intersections should be discussed. Consideration should be given to providing stop lights or other types of improved access there.

What is the exact scope of the problem today?

Past environmental impact reports which have addressed Highway One in Pacifica have not adequately discussed certain issues. The presently proposed Calera Parkway EIR should not perpetuate these same shortcomings.

A recent example of an EIR which discusses the section of Highway One between Fassler Avenue and Reina del Mar Avenue is "Harmony @ 1 – Roberts Road Subdivision, Draft Environmental Impact Report – June 2007." http://www.cityofpacifica.org/civica/filebank/blobdload.asp?BlobID=2637

24A.56 The Harmony DEIR discusses current traffic conditions in Section 9.1 "Existing Conditions" and in Appendix G. The DEIR reports the delay and the LOS for Route 1 and Fassler Ave/Rockaway Beach and Route 1 and Reina Del Mar Avenue. However, it does not report the delay and LOS during the summer or at other times when school is not in session. Moreover, it does not report the duration of the maximum delay and the lowest LOS. In the proposed EIR for the Calera Parkway both of these subjects should be thoroughly discussed.

From my observations I would expect that when school is not in session the maximum delay is far less than when school is in session. Moreover, I expect that that the maximum delay lasts for only a few minutes during the AM peak and the PM peak, and at other times the delay is far less. Also, I have observed a wide variability in traffic delay from day to day at the same time of day for no apparent reason. The DEIR for the Calera Parkway project should report delays for a number of randomly selected days and not report just one severe day and imply that the delays are always the same. Providing data for only one day is misleading at best.

24A.57 The DEIR should include graphs. There should be one graph for each major intersection showing on one axis the time of day and on the other axis the delay and the LOS. My expectation is that such graphs would show that the maximum delay occurs only for a short duration; during most of the day there are only slight delays. Moreover, for each intersection there should be multiple graphs for different days selected randomly. My expectation is that for many days the delay will not be severe at any time.

Implied assumptions

24A.58

Assumptions about future traffic delays which I expect would be implicit in the DEIR should be made explicit. In other words, I expect that the DEIR will report the present traffic delays, and there will be an implicit assumption that these delays will remain the same or will increase in the future. However, this assumption should be stated explicitly. Furthermore, there should be a realistic admission that in the future traffic delays will lessen if public transit service is improved, which would result in fewer drivers on the highway.

Other Issues

24A.59
24A.60

Will Highway One be affected by ocean rise due to global warming? Will it have to be moved in the future? When and to where?

Expansion of Highway One would encourage development of the Quarry. However, that would have serious adverse effects on endangered species. There should be thorough discussion of this issue.

24A.61

The Golden Gate National recreation Area may not allow widening through the cut just north of Reina del Mar. Would an Act of Congress be necessary? What is the policy of GGNRA on this? Have they been asked? If the Highway cannot be widened there then the project will not accomplish any reduction in congestion.

24A.62

What is the overall plan for Highway 1 in Pacifica.? How would this proposed project interact with the rest of Highway 1 in the future?

24A.63

The proposed highway would be nearer to endangered species habitat than the existing highway. What is the position of the Coastal Commission, the U.S. Fish and Wildlife Service and other agencies on this?

Project Funding

24A.64

What will the project cost and is the money available?

Would Pacifica have to provide money for the project?

Thank you for your consideration of these comments.

Sincerely,

Hal Bohner

Hal Bohner

Hal Bohner
Attorney
115 Angelita Avenue • Pacifica, CA 94044
ph/fax 650-359-4257
hbohner@earthlink.net

Submitted by email to
smcta_feedback@smcta.com July 15, 2010

Mr. Joseph M. Hurley,
Program Director, SMCTA
P.O. Box 3006,
San Carlos, CA 94070-1306

Re: Calera Parkway Environmental Scoping

Dear Mr. Hurley:

24A.65

I respectfully submit the following comments concerning the proposed EIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

I submitted some comments March 11, and I request you to consider those earlier comments in addition to the present ones.

Preliminary Matters

24A.66

I object to lack of proper notice and opportunity to comment.

I have attended the two recent public meetings and studied the materials on your web site, and I have attempted to obtain additional information about the project by a request under the California Public Records Act (email dated June 9.) In response to my request I received an email from Martha Martinez dated June 17, 2010 stating, "Many of the preliminary studies and reports that will be incorporated into the EA/DEIR preparation process are still in draft form . . . . These documents are therefore not available for public review . . . ."

I object to the refusal to provide me documents which should be available under the Public Records Act. At the scoping meetings you and others stated that one purpose of the meetings was to receive comments from the public concerning the project. However, by denying the public access to information concerning the project in advance of the scoping meetings you foreclose our opportunity to make fully informed comments. Furthermore, as I am sure you know, one of the main purposes of the CEQA process is transparency and openness of government processes to the public. However by denying public access to the very documents which will be the basis of the EIR you are thwarting one of the main objectives of CEQA.

Scope and Content of the EIR/EA

24A.67

You have, of course, held public meetings in Pacifica on March 3 and June 22, and you have posted some information concerning the project on your web site. Based on the limited information about project which has been made available I have the following comments about the proposed EIR/EA.

School bus program

I and many others have stated that the problem which the project is intended to address, namely congestion of Highway One, only occurs when school is in session, and the problem is caused by many parents driving their children to and from school. We have recommended that a system for bussing students to and from school would take many cars off the road during the peak traffic periods.

I appreciate that at your June 22 meeting you addressed the school bus issue. However, you concluded that school bussing would not provide any significant reduction of congestion, and that you would therefore not study the option further. Unfortunately that conclusion was based on drastically inadequate analysis.

24A.68

At the June 22 meeting you presented the document titled "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row J discusses school buses and states in one column, "Provide increased school bus service to the elementary school on Reina Del Mar Avenue." And in the adjacent column, "Could provide small benefit for portion of AM peak commute congestion (NB) but not enough to reduce backups significantly. Would not provide benefit for any of the PM commute congestion (SB)."

There are serious deficiencies in your analysis. First, it fails to account for the other seven schools in Pacifica. Second, your results just plain do not conform to reality.

There are eight schools in Pacifica, not just the Vallemar School which you mention in your matrix. The Pacifica School District and Jefferson Union High School District have open enrollment policies which means that children from anywhere in the district can attend any school in the district, regardless of where the student resides, as long as the school has space. Each of the schools has a different character and emphasis which attracts parents having different interests. The net result is that parents drive all over Pacifica taking their children to the grade schools and middle school during the AM commute hour and then drive home again. Turning to the two high schools, parents living in Pacifica and also from other cities often drive their kids to one of those two schools and then drive home again during the AM commute hour. Some kids drive themselves to and from school. For your analysis to ignore almost all of the Pacifica schools is simply ridiculous.

Moreover, your conclusion that school buses would provide only a small reduction in congestion is just plain wrong. At your scoping meetings you heard from

many Pacifica residents that on days when school is not in session but people commute to work, e.g. summers, congestion of Highway One is considerably less than when school is in session. Unfortunately, you have provided no information during your scoping meetings to indicate that you have done any studies to validate or refute the anecdotal information you received from many Pacificans.

245A.68 cont.

You dismissed school busses as a solution because you feel they would not affect PM, southbound congestion. However, the basis for this conclusion has not been made public and I must assume that it is not based on studies or data. And I must assume that you have failed to consider the following:

1) Some of the grade schools provide after school childcare which results in parents driving to pick up their kids during the PM commute period.
2) High school students who have after school activities often drive during the PM commute period.
3) Traffic congestion on Highway One during the PM commute period is not as severe as during the AM period. Therefore reducing congestion during the PM period should have less priority than during the AM period.
4) Even if school buses would only reduce AM congestion that is not a good reason not to consider them.

Traffic Projections

You have predicted significant increases in congestion by 2035 if the proposed project is not completed. However, I believe that you are drastically exaggerating the potential problem.

For example, in your document "State Route 1/Calera Parkway Project - Information Update Report - June 2010" (Information_Update Report_DRAFT_06-02-2010.pdf) you state,

24A.69

> "As a result, the Year 2007 northbound State Route 1 backup from Fassler Avenue south during the northbound morning commute averaged about one-third of a mile and extended up to one-half mile during the peak hour. This backup or "queue" is projected to extend an average of one mile and as much as 1.7 miles south of Fassler Avenue by Year 2035 without any improvements."

Similarly the graph you presented titled "Peak Spreading – Year 2035 Travel Time Variations (7:30AM- 10:AM) NB SR1-Crespi Drive to Reina del Mar Avenue" shows dramatic increases in congestion by 2035.

However, in my opinion these dire predictions are not warranted.

The basis for your traffic projection is that between the present and 2035 the population will increase 0.75% per year, and this projection is based on ABAG Regional

growth projections. This is stated on your slide titled "Traffic Analysis" which is page 11 of the document Hwy-1-Calera_Public_Info_Mtg_6-22-10_v15_web.pdf.

I disagree with your assumption of population growth. In fact ABAG projects population growth of 0.75% per year for all of San Mateo County. It seems absurd to me to use the population growth projection for the whole county. Instead you should use the population projection for Pacifica and possibly the coast side south of Pacifica. For Pacifica and the coastside ABAG projects much lower population growth than 0.75% - in fact, about 90% lower.

24A.69 cont.

I have received from ABAG their current population figures and projections for 2035 for Pacifica and for the unincorporated area between Pacifica and Half Moon Bay which are as follows:

	Year 2010	Year 2035
Pacifica	39,100	39,800
Unincorporated area	11,600	11,800

As you can see ABAG predicts Pacifica to grow only slightly - according to my calculations at the rate of about 0.07% per year. The same is true for the unincorporated area. These projections are only about 10% of your projections. If I am correct then your alarming predictions of future traffic congestion are unwarranted.

Increased or Modified Transit Service

At your June 22 meeting you indicated that you had considered "Increased or Modified Transit Service." In "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row I you described the option as:

24A.70

> "Provide increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more busses), additional park-n-ride lots, additional feeder shuttles, etc."

And you concluded that further study of the option was not warranted because:

> "High operating cost over time; high initial cost for some options; does not provide significant improvement in congestion relief."

Your conclusion not to pursue this option is disappointing. Unfortunately I am not able to comment on it in detail because you fail to provide any significant information to explain the basis for your conclusion.

In your document "State Route 1/Calera Parkway Project – Public Information meeting - June 22, 2010" (Hwy-1-Calera_Public_Info_Mtg_06-02-2010_v15_web.pdf) you provide a graph titled "Concept I – Increased / Modified Transit." The meaning of the graph is not clear, but I interpret it to show essentially that if more people ride transit then fewer people would drive their cars. There are points on the graph labeled "Needed PM" and "Needed AM" which correspond to about 80 buses per hour. I assume this to mean that you have determined that you would have to run about 80 buses per hour to completely eliminate congestion.

24A.70 cont.

If my assumptions about your analysis are correct, I have the following comments. 1) You are assuming that you need to run 80 buses per hour and that doing so would be prohibitively expensive. However, there is nothing magic about 80 buses per hour. If you run fewer than 80 you would reduce congestion, at least somewhat, which would be a good thing. 2) You conclude that improving bus service would result in increased costs both initially and over time. What about charging more to the riders to recover part or all of the costs? 3) You predict that the proposed widening project would cost $45 million to $65 million. Common sense indicates that you could make incredible improvements to the bus system for that amount of money.

In "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row I you state that improved transit, "does not provide significant improvement in congestion relief." On the other hand your graph suggests that adding 80 buses per hour would eliminate congestion and adding fewer buses would reduce congestion in direct relation to the number of buses. Both of these things cannot be true; either buses could provide significant congestion relief or they could not. Also, what exactly do you mean by "significant improvement?" How much improvement would in fact be provided?

The San Mateo County Transportation Authority and many other organizations espouse the benefits of public transit for many good reasons. (E.g. http://www.smcta.com/alternative_congestion_relief.html) It is hypocritical, to say the least, to praise the benefits of public transit while rejecting any possibility of improved public transit in Pacifica.

Other Questions

I request that some other issues be addressed in the DEIR/EA

24A.71

1) One column of your Preliminary Concepts Matrix is headed "Feasibility/Effectiveness". In that you column you make many qualitative judgments such as, "does not appreciably enhance traffic operations' (Row C); "Very high right of way cost. Minimal traffic benefit for highway thru traffic." (Row G); "does not provide an appreciable benefit" (Row H). In the EIR please quantify this information. Does "not appreciably" mean 5% or 40%? CEQA is intended to be a tool for decision makers and for the public to understand how

24A.71 cont.

decisions are made. Quantified information is essential to an informed public process.

24A.72

2) If the project is built - -
How long would the construction phase be?
What are the details of the construction phase – e.g. will traffic be re-routed - where? What delays will drivers experience?
Where will materials and equipment be stored?

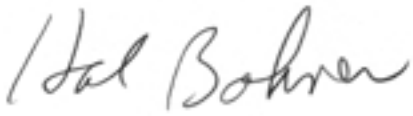
24A.73

3) You have considered a pedestrian overcrossing at Reina del Mar and concluded that it, "does not appreciably enhance traffic operations and creates pedestrian safety problem since some people will still try to cross at grade but without a crosswalk and signal delay to protect them." Please explain exactly how much this alternative would reduce congestion. Please provide your basis for concluding that there would be a safety problem and explain how serious the problem would be.

4) Please discuss the alternative of a pedestrian undercrossing or tunnel at Reina del Mar. How much would congestion be relieved? Would it be safer than an overcrossing since pedestrians would tend to use it more than they would use an overcrossing?

Thank you for your consideration of these comments.

Sincerely,



Hal Bohner

Route 1/Calera Parkway Project - Preliminary Concepts Matrix (May 2010)

Concept		Description	Feasibility / Effectiveness	Further Study
A	Widen 4-lane to 6-lane - 0.8 miles ***(from 1999 PSR)***	Widen 4 lanes to 6 lanes from 460 ft south of Fassler Ave to 660 ft north of Reina Del Mar Ave. *(Exhibit A)*	Impacts wetlands and special status species habitat; only evaluated traffic growth out to Year 2010 but now must evaluate to Year 2035 (Caltrans requires 20 year benefit from estimated construction year); does not provide traffic benefit to Year 2035 because third lane does not extend far enough south of Fassler Ave intersection or far enough north of Reina Del Mar intersection.	**No**
B	Widen 4-lane to 6-lane - 1.0 miles ***(from preliminary studies)***	Variations on the 1999 PSR version were explored in mid 2000s. Widen 4 lanes to 6 lanes from 500 ft south of Fassler Ave to 1,700 ft north of Reina Del Mar Ave. *(Exhibit B1)* - A variation of this idea includes splitting NB and SB directions of roadway through Quarry Site to go around existing wetlands. *(Exhibit B2)*	Impacts wetlands and special status species habitat; evaluated traffic growth out to Year 2030; does not provide traffic benefit to Year 2035 because third lane does not extend far enough south of Fassler Ave intersection or far enough north of Reina Del Mar intersection. Determined during Coastal Commission consultations that impacting wetlands is not allowed.	**No**
C	Widen 4-lane to 6-lane - 1.3 miles ***(from current studies)***	Widen 4 lanes to 6 lanes from 1,500 ft south of Fassler Ave to 2,300 ft north of Reina Del Mar Ave. Shifted alignment east to eliminate wetland impacts. Explored idea of restoring Calera Creek crossing. *(Exhibit C1)* - A second variation of this idea included a pedestrian overcrossing at Reina Del Mar Avenue. *(Exhibit C2)* - A third variation of this idea drops the 3rd southbound lane at Fassler Avenue and only two lanes continue south of Fassler. Calera Creek restoration idea is dropped. *(Exhibit C3)* - A fourth variation, similar to C3, includes a landscaped median between San Marlo Way and Reina Del Mar Avenue. *(Exhibit C4)*	Provides improvement in traffic operations over existing conditions out to Year 2035. Does not impact wetlands like Concepts A and B. Pedestrian overcrossing at Reina Del Mar does not appreciably enhance traffic operations and creates pedestrian safety problem since some people will still try to cross at grade but without a crosswalk and signal delay to protect them. Landscaped median variation (C4) would have more impacts and cost than narrow median (C3) but same traffic operations.	**C1 - No** **C2 - No** **C3 - Yes** **C4 - Yes**
D	Partial Widening at Reina Del Mar Avenue ***(from 2004 Scoping Mtg)***	Five-lane or six-lane widening for short segment north and south of Reina Del Mar intersection with 4-lane segment between the two intersections. *(Exhibit D)* Variations of this idea analyzed widening for different length segments: - 4 to 5 lanes for 800 ft (NB right-turn lane in/out of Reina Del Mar Avenue) - 4 to 6 lanes for 1,100 ft - 4 to 6 lanes for 1,700 ft - 4 to 6 lanes for 2,300 ft	Would improve capacity at Reina Del Mar, but would shift the bottleneck to the south between Fassler and Reina Del Mar.	**No**
E	Grade Separation at Reina Del Mar Avenue ***(from current studies)***	Shift Route 1 alignment on top of embankments at Reina Del Mar Avenue to separate highway from Reina Del Mar and use retaining walls to minimize impacts. Included creek crossing restoration idea. Several variations on this theme were evaluated including: - Tight diamond interchange with east side business driveways accessing directly to/from on and off ramps. *(Exhibit E1)* - Tight diamond with one-way frontage road on the east side extending north from Harvey Way. *(Exhibit E2)* - Southbound tight diamond with northbound hook ramps and two-way frontage road south of Reina Del Mar on east side. *(Exhibit E3)*	A grade separation would provide the most significant traffic operations benefit but would require on & off ramps with controlled access so driveways could not access directly to/from ramps. First variation with simple tight diamond would not be feasible due to controlled access of ramps. Other two variations would have much higher cost due to additional frontage road requirements. City not supportive of additional NB "out of direction" travel to access businesses on east side at Reina Del Mar Avenue with NB hook ramps option. Raised highway would create additional visual and noise impacts. Potential for additional cultural resource impacts.	**No**
F	Roundabout (Traffic Circle) ***(from 2004 Scoping Mtg)***	Install roundabout in place of signal at either one or both intersections. *(Exhibit F)*	Significant business and R/W impacts at intersections with roundabout/widening large enough to meet traffic demand. Additional right-turn slip ramps needed. Full six-lane widening still needed on Route 1 between Fassler and Reina Del Mar to make either or both roundabouts work. The multi-lane roundabouts required to meet traffic demand are unsafe for pedestrian crossing and bike traffic due to the large number of uncontrolled traffic lanes a pedestrian or bicyclist must cross.	**No**
G	Frontage Road on West Side ***(from 2004 Scoping Mtg)***	Construct a 2-way frontage road through the Quarry site from Dondee Way to Reina Del Mar Avenue. *(Exhibit G)*	Very high right of way cost. Minimal traffic benefit for highway thru traffic.	**No**
H	Signal Interconnect & Signal Timing Improvements ***(from current studies)***	Install signal interconnect cable between the two signals to coordinate timing of green phases. *(no exhibit)* - A variation of this idea includes widening to add a 3rd lane in northbound direction only. *(no exhibit)* ***(from 2004 Scoping Mtg)***	Signal interconnect does not provide an appreciable benefit due to the distance between the two signals. Traffic signal retiming would improve congestion initially based on existing traffic volumes but then benefit dissipates by about Year 2015 and offers little benefit as traffic demand increases in the future.	**No**
I	Increased or Modified Transit Service ***(from current studies)***	Provide increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more busses), additional park-n-ride lots, additional feeder shuttles, etc. *(no exhibit)*	High operating cost over time; high initial cost for some options; does not provide significant improvement in congestion relief.	**No**
J	School Bus Service to Elementary School at Vallemar ***(from current studies)***	Provide increased school bus service to the elementary school on Reina Del Mar Avenue. *(no exhibit)*	Could provide small benefit for portion of AM peak commute congestion (NB) but not enough to reduce backups significantly. Would not provide benefit for any of the PM commute congestion (SB).	**No**
K	Moveable Cones or Barrier ***(from 2010 Scoping Mtg)***	Install moveable concrete barrier to provide 3 lanes in peak direction and 1 lane in off-peak direction. *(no exhibit)* - Another variation of this idea uses moveable cones instead of barrier. - Another variation would include widening to 5 lanes w/ movable cones/barrier (3/2 split).	Very difficult to implement with signalized intersections; movable barrier is in conflict with left-hand turns at intersections; high ongoing operations cost; traffic impact in off-peak direction if 5th lane not added. Movable cones create safety hazard since no fixed barrier between opposing traffic. The 5-lane widening would have both initial widening construction cost & ongoing operations cost.	**No**

State Route 1/Calera Parkway Project
Public Information Meeting

San Mateo County Transportation Authority

Transit
Highways
Local Streets & Transportation
Grade Separation
Pedestrian & Bicycle
Alternative Congestion Relief

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State Route 1/Calera Parkway Project

Pacifica, California
Route 1 between Fassler Avenue and Reina Del Mar Avenue

Public Information Meeting Materials

At the request of the public, the San Mateo County Transportation Authority, the City of Pacifica and the California Department of Transportation will hold a public information meeting:

Tuesday, June 22, 2010 – 6:00 p.m.
Pacifica City Council Chambers,
2212 Beach Blvd.

The meeting is a follow up to the environmental scoping meeting held March 3, 2010. The purpose of the meeting is to provide additional information about the concepts studied during project development.

To allow additional time for the public to comment, the deadline to submit comments for the environmental scoping process has been extended to **Thursday, July 22, 2010 at 5:00 p.m.** The public may provide comments by calling (650) 508-6283 (TTY (650) 508-6440) or e-mailing smcta_feedback@smcta.com. Written comments also may be submitted to Mr. Joseph M. Hurley, Director Transportation Authority Program P.O. Box 3006, San Carlos, CA 94070-1306.

The following materials are on the website and also will be available at the public information meeting:

Information Update Report: provides a brief background and history of the project. (PDF, 31KB)

Preliminary Concepts Matrix: a list of the concepts considered in table format. The table contains a brief description of each concept, a summary of the concept's

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State Route 1/Calera Parkway Project

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Local Shuttle Program

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Expenditure Plans 1988-2008, Part One 1988-2008, Part Two 2009-2033

Strategic Plan 2009-2013 (PDF, 4.07 MB)

Quarterly Capital Projects Status Report

Highway 101 Auxiliary Lane Project: Millbrae Avenue to Third Avenue

Application for CAC Member (PDF, 28 KB) - (MS WORD, 110 KB)

Procurement

Jobs

Notice of Public Informational Meeting

State 1/Calera Parkway Project

Tuesday, June 22, 2010, 6:00 p.m.
Pacifica City Council Chambers
2212 Beach Boulevard, Pacifica

You are invited to a public meeting to discuss the State Route 1/ Calera Parkway Project. The purpose of the proposed project is to reduce congestion on the segment of SR 1/Calera Parkway within the City of Pacifica, which extends from approximately 2,300 feet north of Reina Del Mar Avenue to approximately 1,500 feet south of Fassler Avenue/Rockaway Beach Avenue.

The first hour will consist of an Open House format, in which attendees can view exhibits and ask questions of individual project team members. An Informational Meeting will follow and will consist of presentations that will highlight the following: project history, project purpose and need, environmental constraints and concerns, design concepts reviewed, and an overview of the environmental review process and schedule. This will be followed by a question and answer period. An additional Open House period will take place at the end of the Informational Meeting, time permitting.

For more information, please contact the San Mateo County Transportation Authority at smcta_feedback@smcta.com or 650-508-6283. Additional information is available on the Web at: www.smcta.com/WhatsNew/2010_03_16_route-1_calera_parkway_project_extended.asp

Transportation Authority

Caltrans

State Route 1/Calera Parkway Project

You are invited to a public informational meeting to discuss the State Route 1/Calera Parkway Project. The purpose of the proposed project is to reduce congestion on the segment of SR 1/Calera Parkway within the City of Pacifica, which extends from approximately one-half mile north of Reina Del Mar Avenue to approximately one-quarter mile south of Fassler Avenue/Rockaway Beach Avenue. The meeting will take place:

Tuesday, June 22, 2010, from 6 p.m. - 9 p.m.
Pacifica City Council Chambers
2212 Beach Blvd., Pacifica

The first hour will consist of an open house format, in which attendees can view exhibits and ask questions of individual project team members. An informational meeting will follow and will consist of a presentation on the project development and environmental review process. The scheduled meeting agenda is as follows:

6:00 – 7:00 p.m. **Open House**
7:00 – 7:45 p.m. **Informational Meeting**
7:45 – 8:30 p.m. **Questions & Answers**
8:30 – 9:00 p.m. **Open House & Wrap Up**

For more information, please contact the San Mateo County Transportation Authority at 650-508-6283 smcta_feedback@smcta.com. Additional information is available online at: www.smcta.com.

5/21/10

State Route 1/Calera Parkway Project

Public Information Meeting

June 22, 2010

Pacifica City Council Chambers

2212 Beach Boulevard, Pacifica, CA

SAN MATEO COUNTY Transportation Authority

Caltrans

CITY of PACIFICA INCORPORATED • NOV. 22, 1957

Welcome and Purpose of Meeting

- Welcome
- Purpose of meeting is to provide additional information on the proposed State Route 1/Calera Parkway Project
- Discuss project development background, traffic analysis, environmental issues, and improvement concepts evaluated
- Public environmental scoping comment period remains open until July 22, 2010

What are we trying to accomplish?

"Environmentally clear a project that will result in:

(a) sustainable congestion relief;

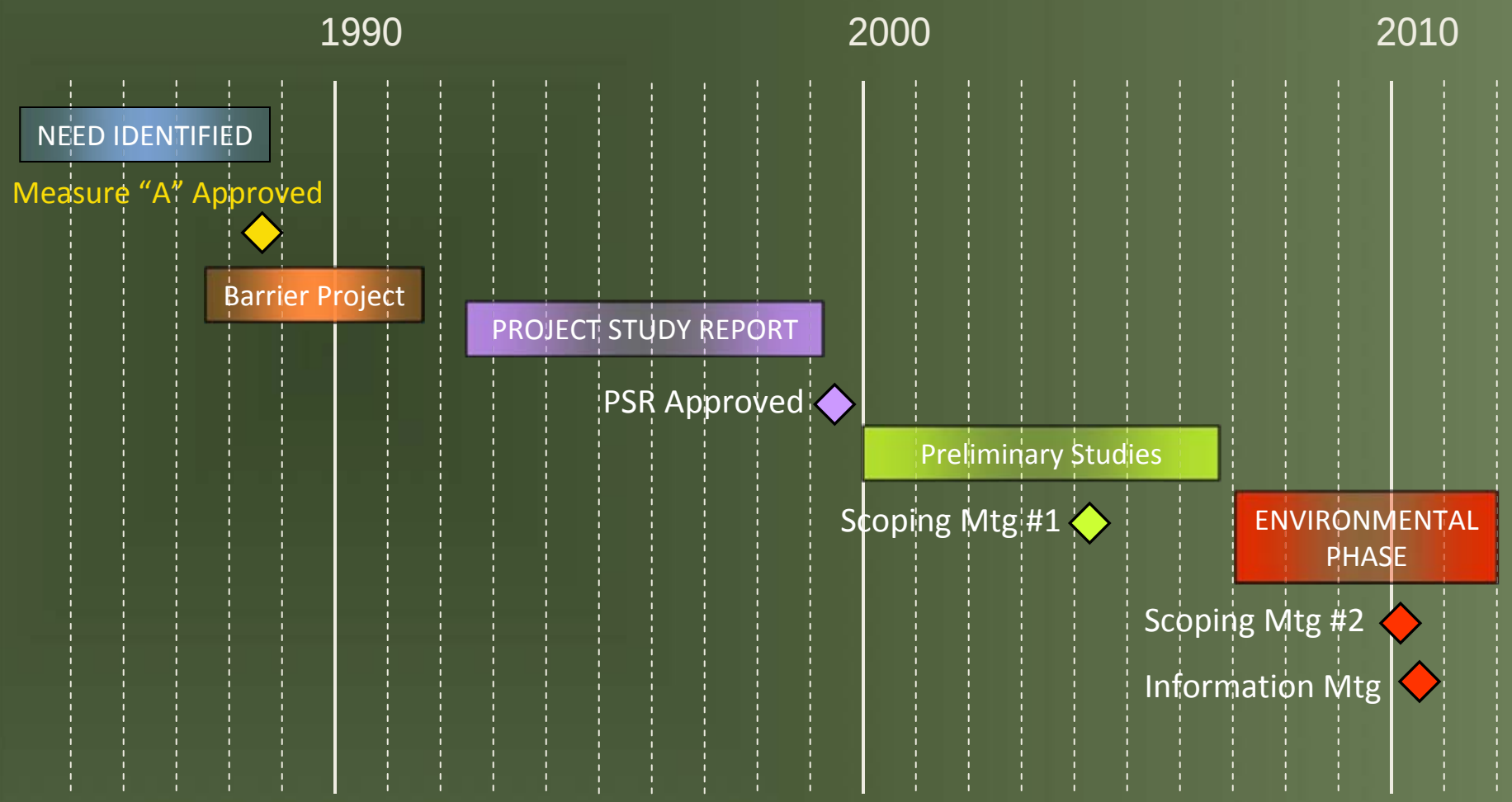
(b) with minimal impact to the environment, adjacent residents, and businesses;

(c) that is financially feasible."

Stakeholders/Roles

- The Public
- Permitting/Regulatory Agencies
- Lead Agency and Owner/Operator of State Route 1
  - Caltrans
- Sponsoring Agencies
  - City of Pacifica
  - San Mateo County Transportation Authority

Project History Overview



Environmental Scoping Meeting 3/3/10

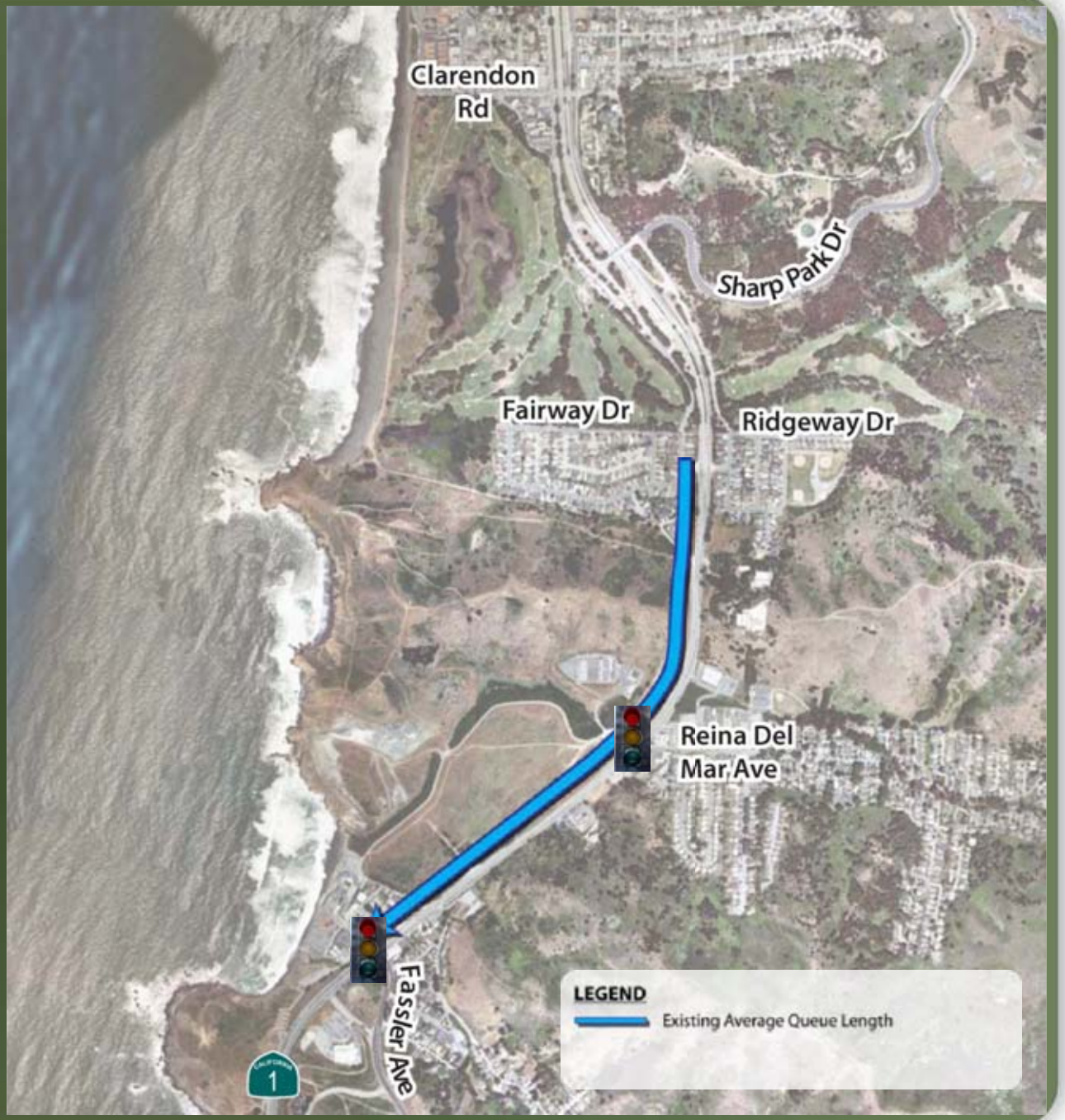
- What we heard from the public
  - Questioned the need for the project
  - Wanted more information regarding other concepts considered
  - Suggested other strategies to address congestion
  - Wanted to hear more about the work that has been done
  - Asked about opportunities for public input
- Commitment made to follow up with this Public Information Meeting

Existing Traffic Congestion

- Data collection
  - Traffic volumes, queues, observations, signal timing
- Congestion
  - Northbound in the morning
  - Southbound in the evening
- Traffic Bottlenecks
  - Reina Del Mar Avenue and Fassler Avenue

Average Queues:
Existing Morning (Northbound)
Peak Hour

Average Queues:
Existing Evening (Southbound)
Peak Hour



Traffic Analysis

- Traffic forecasts
  - 2015 (Opening Day) and 2035 (Design Year)
  - Based on regional growth projections (ABAG)
  - Consultation with City Planning
  - About 0.75% growth per year
- Analysis Tools – Why simulation?

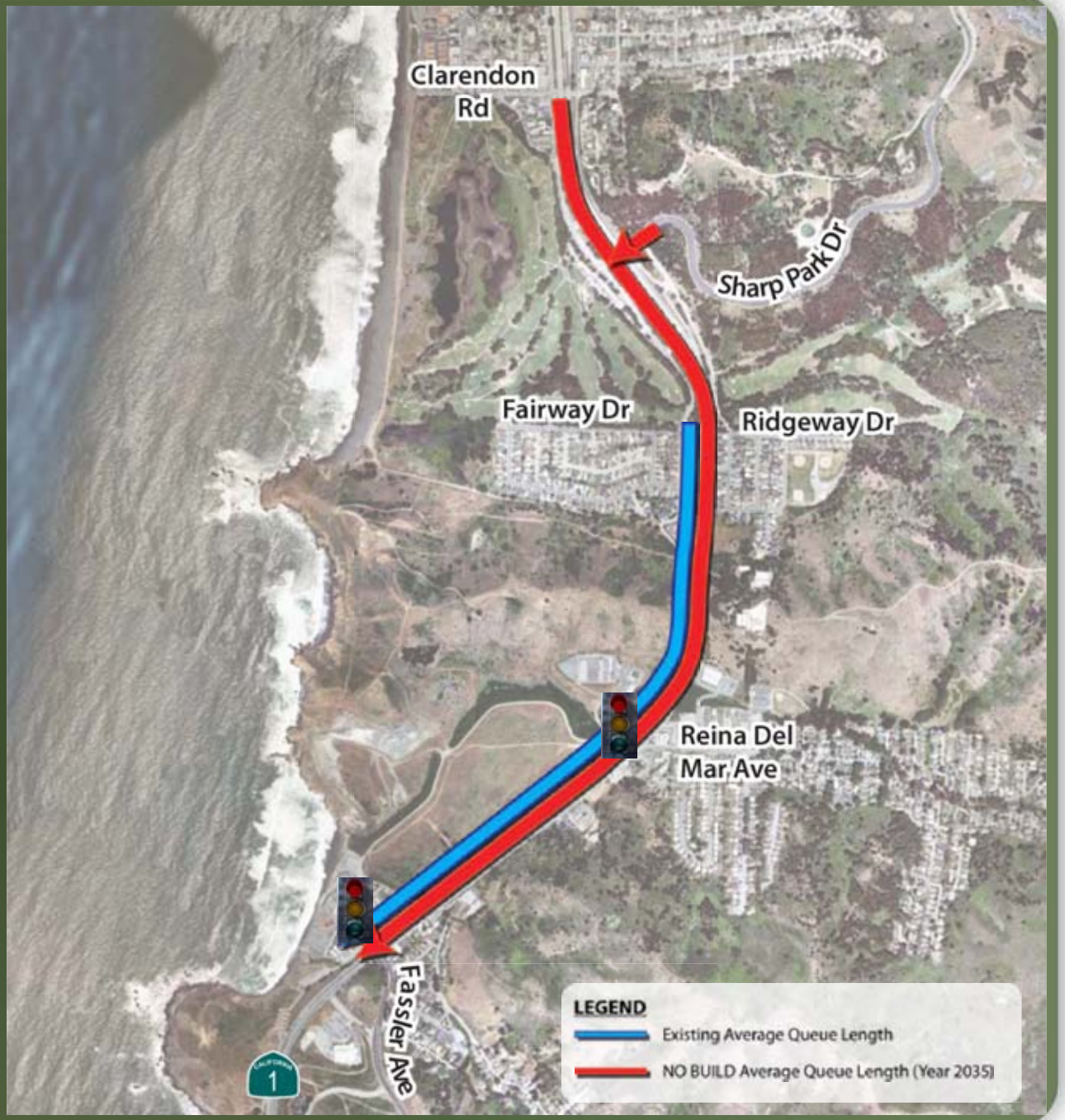
SIMULATION – Existing PM Peak Hour Example

Average Queues:
Year 2035 Morning (Northbound)
Peak Hour

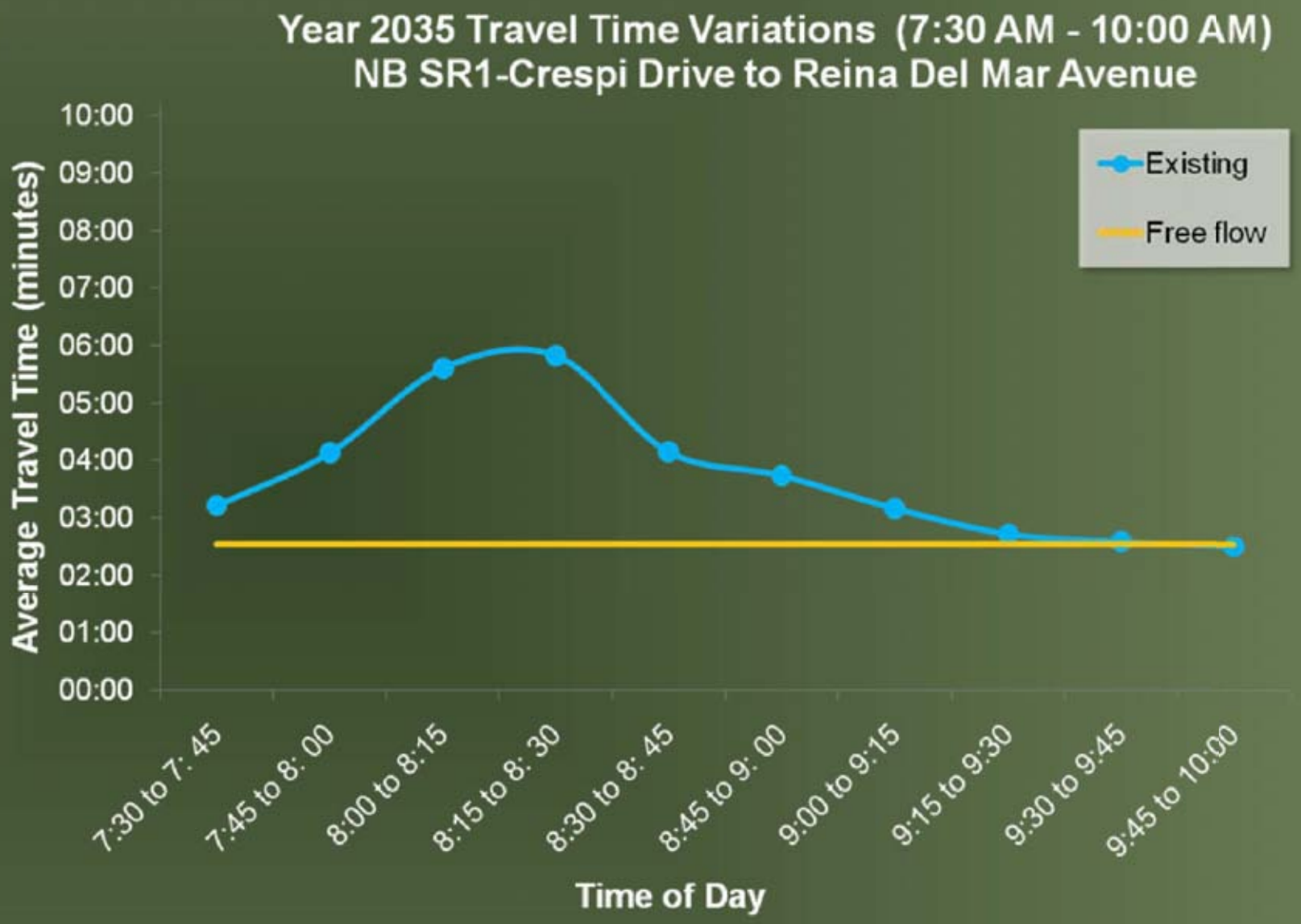
No-Build

Average Queues:
Year 2035 Evening (Southbound)
Peak Hour

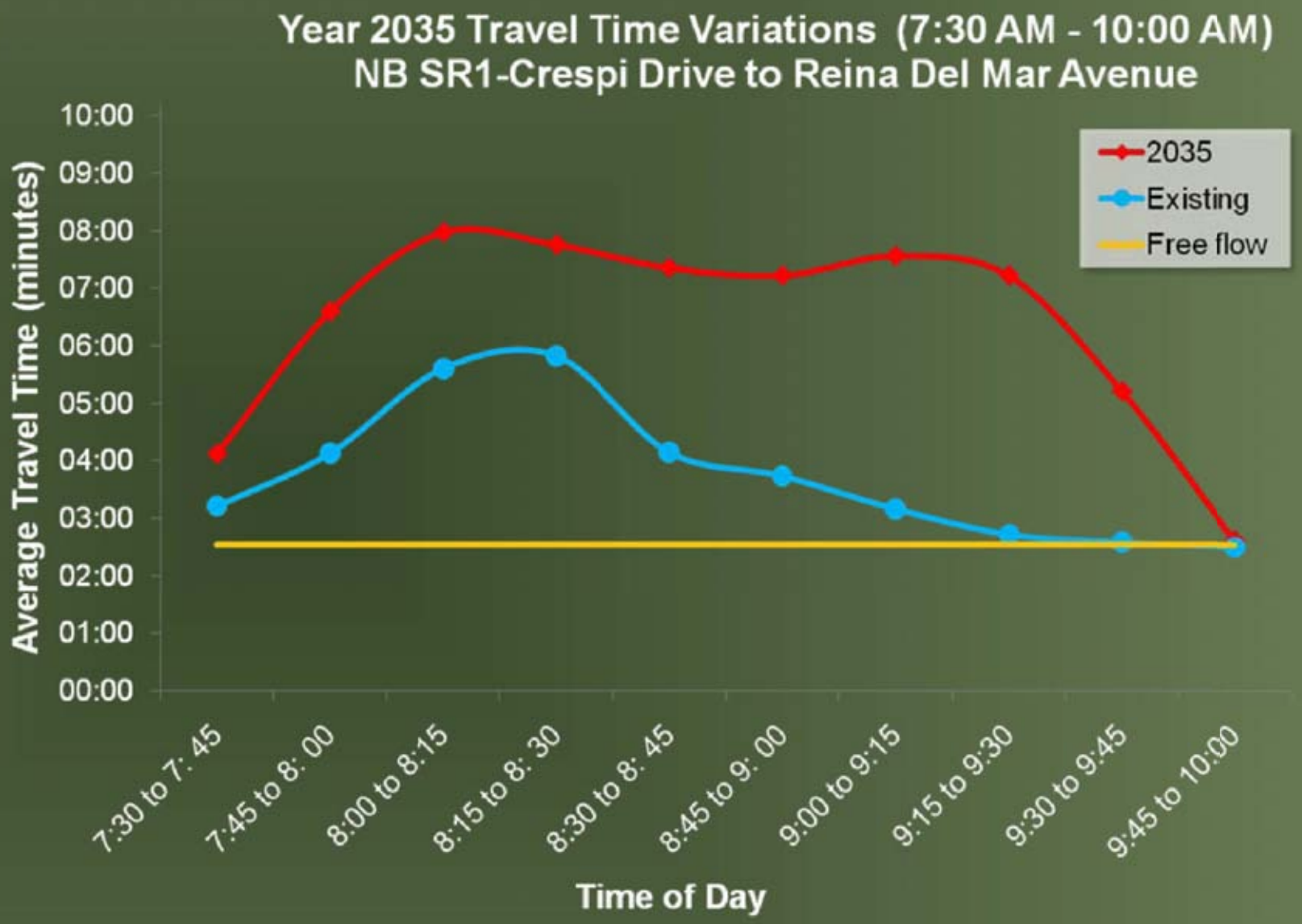
No-Build



Peak Spreading



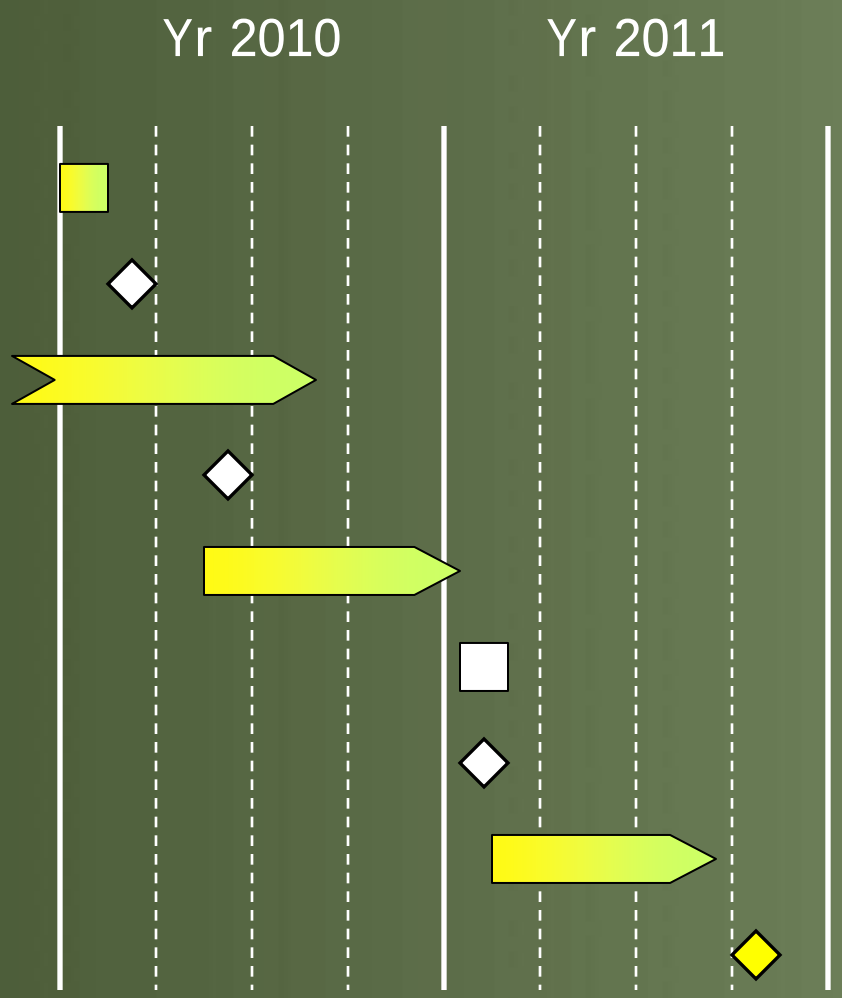
Peak Spreading



Environmental Constraints & Concerns

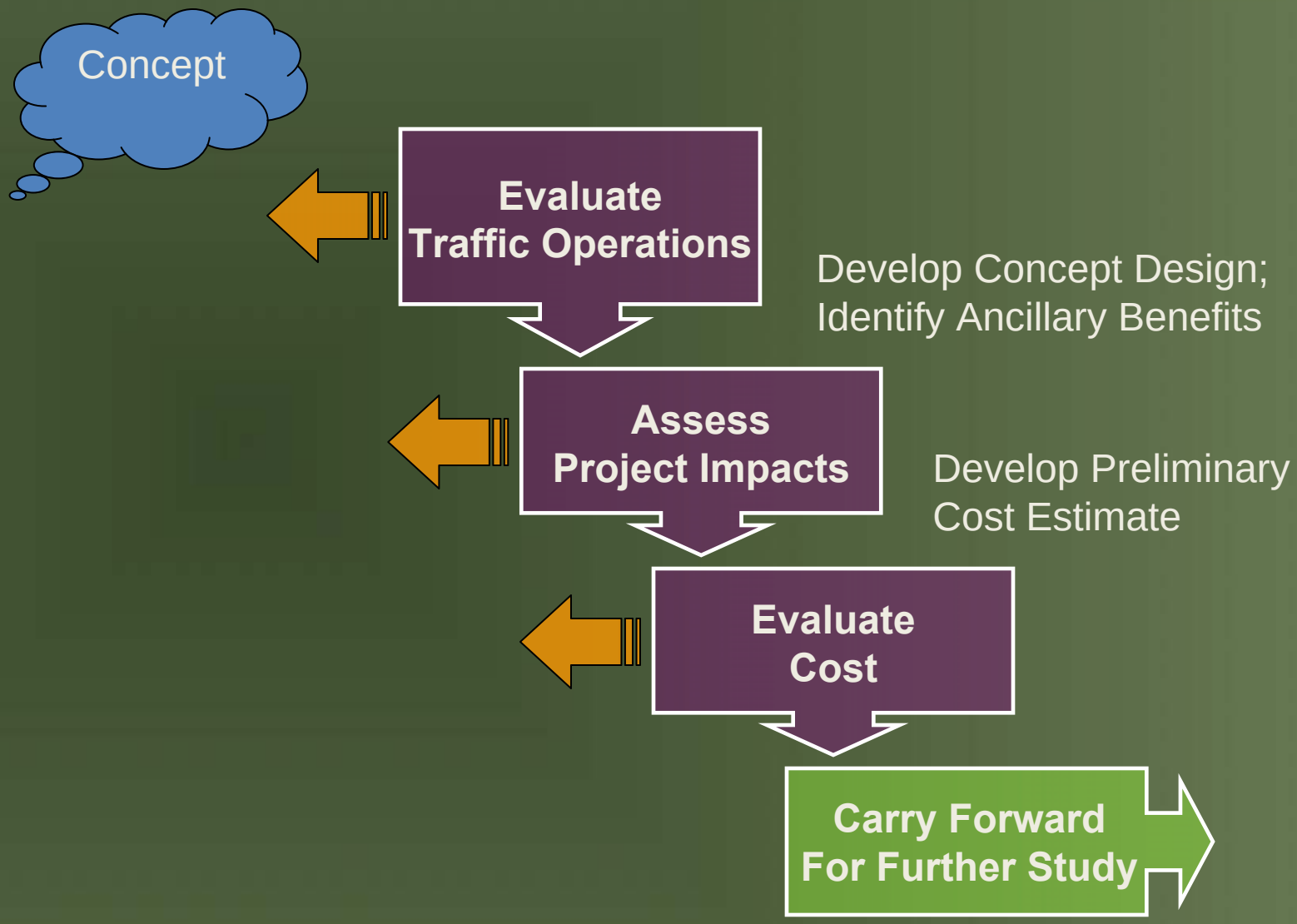
- Homes and Businesses
- Topography
- Archaeological Resources
- Historic Property
- Calera Creek
- Endangered Species
- Wetlands
- Coastal Act

Environmental Process & Schedule



- Notice of Preparation
- Scoping Meeting
- Environmental Studies
- Public Information Meeting
- Prepare Draft Environmental Document
- Public Circulation
- Public Hearing
- Prepare Final Environmental Document
- Approval of Environmental Document

Process for Evaluating Concepts



Concepts Matrix

Concept A – PSR Original (4 to 6 Lane)

Concept B – PSR with Modifications

Concept C – 4 to 6 Lane No Wetlands

Concept D – Partial Widening

Concept E – Grade Separation

Concept F – Roundabouts

Concept G – Frontage Roads

Concept H – Signal Timing

Concept I – Transit Service

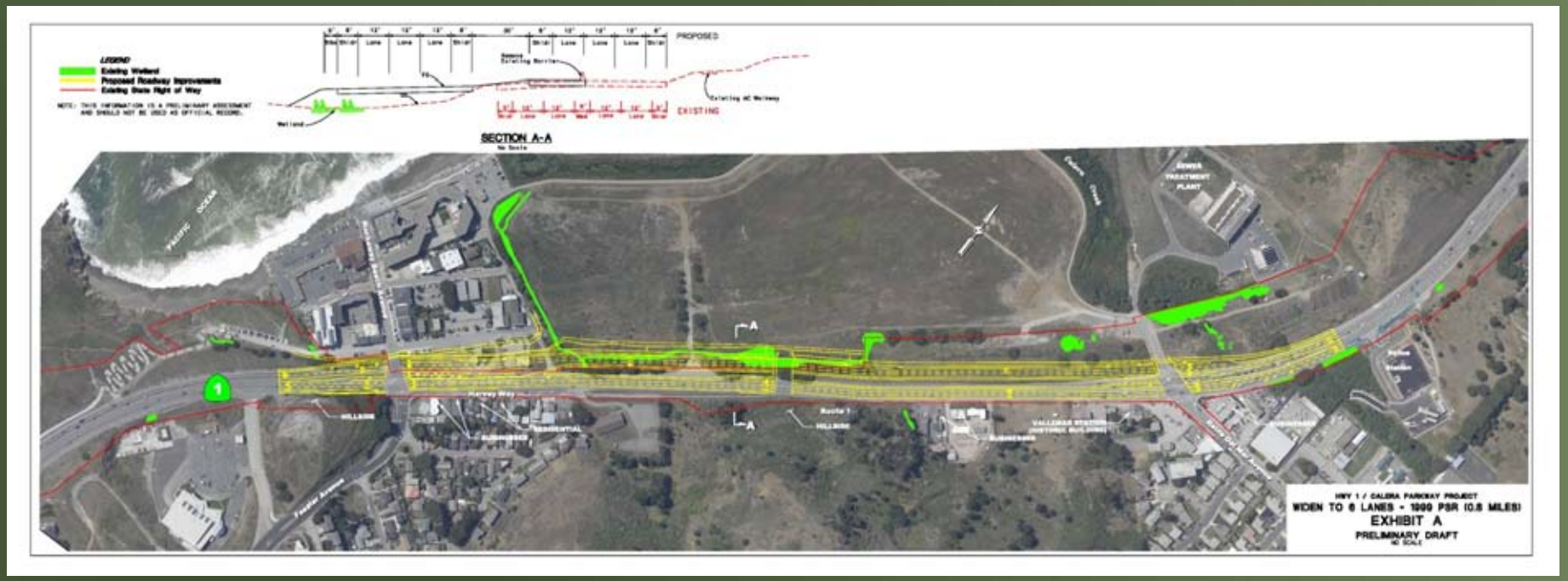
Concept J – School Bus Service

Concept K – Moveable Barrier

Route 1/Calera Parkway Project - Preliminary Concepts Matrix (May 2010)

	Concept	Description	Feasibility / Effectiveness	Further Study
A	Widen 4-lane to 6-lane - 0.8 miles **(from 1999 PSR)**	Widen 4 lanes to 6 lanes from 400 ft south of Fassler Ave to 660 ft north of Reina Del Mar Ave. *(Exhibit A)*	Impacts wetlands and special status species habitat; only evaluated traffic growth out to Year 2010 but now must evaluate to Year 2035 (Caltrans requires 20 year benefit from estimated construction year); does not provide traffic benefit to Year 2035 because third lane does not extend far enough south of Fassler Ave intersection or far enough north of Reina Del Mar intersection.	No
B	Widen 4-lane to 6-lane - 1.2 miles **(from preliminary studies)**	Variations on the 1999 PSR version were explored in mid 2000s. Widen 4 lanes to 6 lanes from 500 ft south of Fassler Ave to 1,700 ft north of Reina Del Mar Ave. *(Exhibit B1)* - A variation of this idea includes splitting NB and SB directions of roadway through Quarry Site to go around existing wetlands. *(Exhibit B2)*	Impacts wetlands and special status species habitat; evaluated traffic growth out to Year 2030; does not provide traffic benefit to Year 2035 because third lane does not extend far enough south of Fassler Ave intersection or far enough north of Reina Del Mar intersection. Determined during Coastal Commission consultations that impacting wetlands is not allowed.	No
C	Widen 4-lane to 6-lane - 1.3 miles **(from current studies)**	Widen 4 lanes to 6 lanes from 1,500 ft south of Fassler Ave to 2,300 ft north of Reina Del Mar Ave. Shifted alignment east to eliminate wetland impacts. Explored idea of restoring Calera Creek crossing. *(Exhibit C1)* - A second variation of this idea included a pedestrian overcrossing at Reina Del Mar Avenue. *(Exhibit C2)* - A third variation of this idea drops the 3rd southbound lane at Fassler Avenue and only two lanes continue south of Fassler. Calera Creek restoration idea is dropped. *(Exhibit C3)* - A fourth variation, similar to C3, includes a landscaped median between San Mario Way and Reina Del Mar Avenue. *(Exhibit C4)*	Provides improvement in traffic operations over existing conditions out to Year 2035. Does not impact wetlands like Concepts A and B. Pedestrian overcrossing at Reina Del Mar does not appreciably enhance traffic operations and creates pedestrian safety problem since some people will still try to cross at grade but without a crosswalk and signal delay to protect them. Landscaped median variation (C4) would have more impacts and cost than narrow median (C3) but same traffic operations.	C1 - No C2 - No C3 - Yes C4 - Yes
D	Partial Widening at Reina Del Mar Avenue **(from 2004 Scoping Mtg)**	Five-lane or six-lane widening for short segment north and south of Reina Del Mar intersection with 4-lane segment between the two intersections. *(Exhibit D)* Variations of this idea analyzed widening for different length segments: - 4 to 6 lanes for 600 ft (NB right turn lane install of Reina Del Mar Avenue) - 4 to 6 lanes for 1,100 ft - 4 to 6 lanes for 1,700 ft - 4 to 6 lanes for 2,300 ft	Would improve capacity at Reina Del Mar, but would shift the bottleneck to the south between Fassler and Reina Del Mar.	No
E	Grade Separation at Reina Del Mar Avenue **(from current studies)**	Shift Route 1 alignment on top of embankments at Reina Del Mar Avenue to separate highway from Reina Del Mar and use retaining walls to minimize impacts. Included creek crossing restoration idea. Several variations on this theme were evaluated including: - Tight diamond interchange with east side business driveways accessing directly to/from on and off ramps. *(Exhibit E1)* - Tight diamond with one-way frontage road on the east side extending north from Harvey Way. *(Exhibit E2)* - Southbound tight diamond with northbound hook ramps and two-way frontage road south of Reina Del Mar on east side. *(Exhibit E3)*	A grade separation would provide the most significant traffic operations benefit but would require on & off ramps with controlled access so driveways could not access directly to/from ramps. First variation with simple tight diamond would not be feasible due to controlled access of ramps. Other two variations would have much higher cost due to additional frontage road requirements. City not supportive of additional NB "out of direction" travel to access businesses on east side at Reina Del Mar Avenue with NB hook ramps option. Raised highway would create additional visual and noise impacts. Potential for additional cultural resource impacts.	No
F	Roundabout (Traffic Circle) **(from 2004 Scoping Mtg)**	Install roundabout in place of signal at either one or both intersections. *(Exhibit F)*	Significant business and R/W impacts at intersections with roundabouts/widening large enough to meet traffic demand. Additional right turn slip ramps needed. Full six-lane widening still needed on Route 1 between Fassler and Reina Del Mar to make either or both roundabouts work. The multi-lane roundabouts required to meet traffic demand are unsafe for pedestrian crossing and bike traffic due to the large number of uncontrolled traffic lanes a pedestrian or bicyclist must cross.	No
G	Frontage Road on West Side **(from 2004 Scoping Mtg)**	Construct a 2-way frontage road through the Quarry site from Dondee Way to Reina Del Mar Avenue. *(Exhibit G)*	Very high right of way cost. Minimal traffic benefit for highway thru traffic.	No
H	Signal Interconnect & Signal Timing Improvements **(from current studies)**	Install signal interconnect cable between the two signals to coordinate timing of green phases. *(no exhibit)* - A variation of this idea includes widening to add a 3rd lane in northbound direction only. *(no exhibit)* **(from 2004 Scoping Mtg)**	Signal interconnect does not provide an appreciable benefit due to the distance between the two signals. Traffic signal retiming would improve congestion initially based on existing traffic volumes but then benefit dissipates by about Year 2010 and offers little benefit as traffic demand increases in the future.	No
I	Increased or Modified Transit Service **(from current studies)**	Provide increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more busses), additional park-n-ride lots, additional feeder shuttles, etc. *(no exhibit)*	High operating cost over time, high initial cost for some options, does not provide significant improvement in congestion relief.	No
J	School Bus Service to Elementary School at Valdemar **(from current studies)**	Provide increased school bus service to the elementary school on Reina Del Mar Avenue. *(no exhibit)*	Could provide small benefit for portion of AM peak commute congestion (NB) but not enough to reduce backups significantly. Would not provide benefit for any of the PM commute congestion (SB).	No
K	Moveable Cones or Barrier **(from 2010 Scoping Mtg)**	Install moveable concrete barrier to provide 2 lanes in peak direction and 1 lane in off-peak direction. *(no exhibit)* - Another variation of this idea uses moveable cones instead of barrier. - Another variation would include widening to 5 lanes w/ moveable cones/barrier (2/2 split).	Very difficult to implement with signalized intersections, moveable barrier is in conflict with left hand turns at intersections, high ongoing operations cost, traffic impact in off-peak direction if 5th lane not added. Moveable cones create safety hazard since no fixed barrier between opposing traffic. The 5-lane widening would have both initial widening construction cost & ongoing operations cost.	No

Concept A – 1999 PSR Original



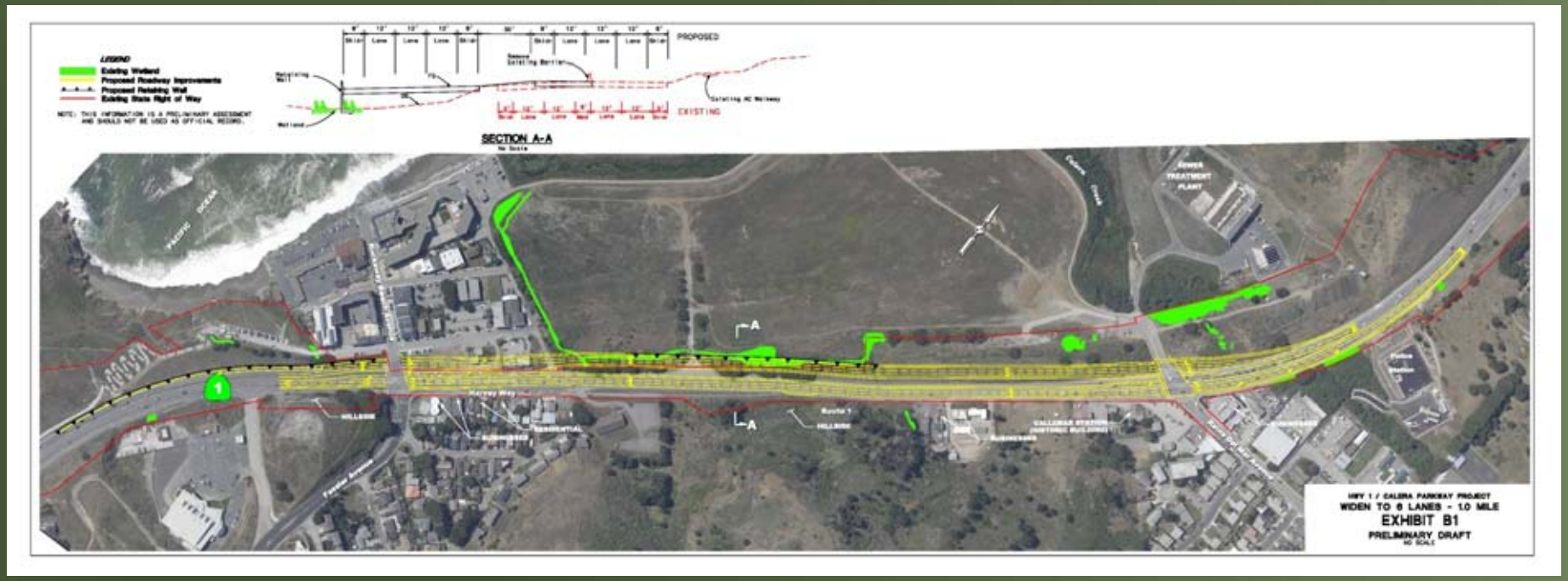
Key Features

- ***Widen 4 lanes to 6 lanes***
- ***Length 0.8 miles***
- 460 feet south; 660 feet north
- 8-foot shoulders
- Traffic forecasts to Year 2010

Assessment

- ***Six-lane widening does not extend far enough to handle Year 2035 traffic***
- ***Impacts wetlands***

Concept B1 – PSR with Longer Limits



Key Features

- Traffic forecasts to Year 2030
- Widen 4 lanes to 6 lanes
- ***Length 1.0 mile***
- 500 feet south; 1700 feet north
- Retaining walls narrow footprint

Assessment

- ***Six-lane widening still does not extend far enough to handle 2035 traffic***
- ***Wetland impacts reduced but not eliminated***

Concept B2 – Split Roadway

Key Features

- Same as Concept B1 but …
- ***Split roadway around wetlands***

Assessment

- ***Further reduce wetland impacts but still not eliminated***

Concept C1 – Easterly Alignment

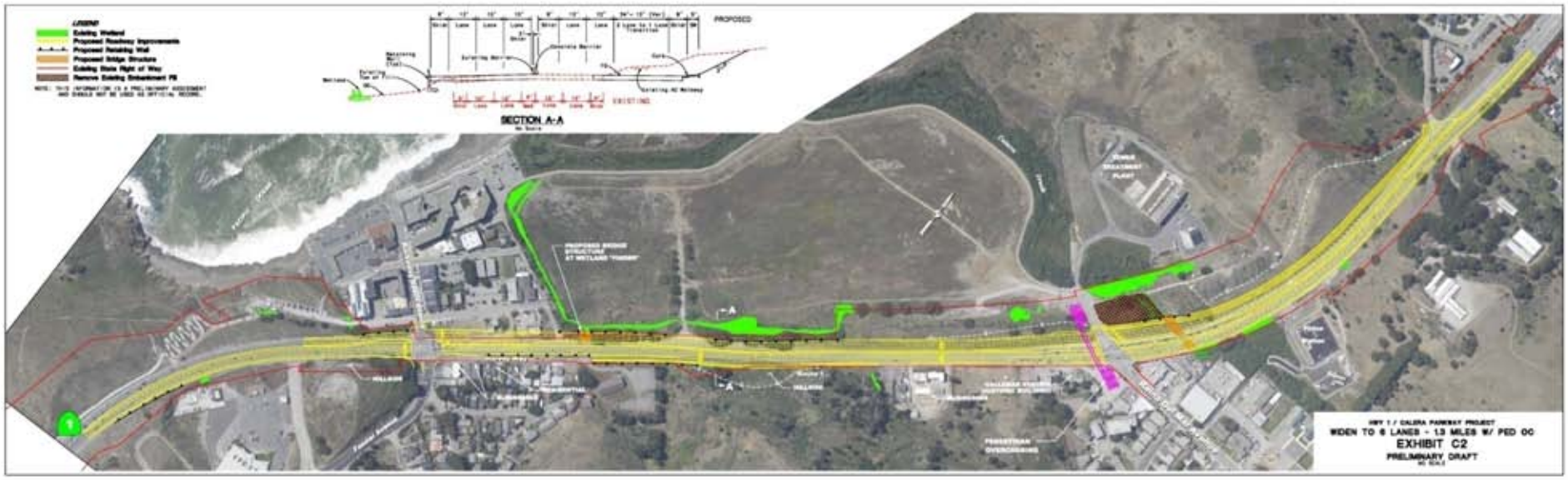
Key Features

- Widen 4 lanes to 6 lanes
- ***Alignment shifted east***
- ***Bridge over Calera Creek***

Assessment

- ***Six-lane widening does not extend far enough to handle 2035 traffic***
- ***Still impacts "perched" wetlands but could provide offset benefit by restoring Calera Creek***

Concept C2 – Year 2035 Traffic



Key Features

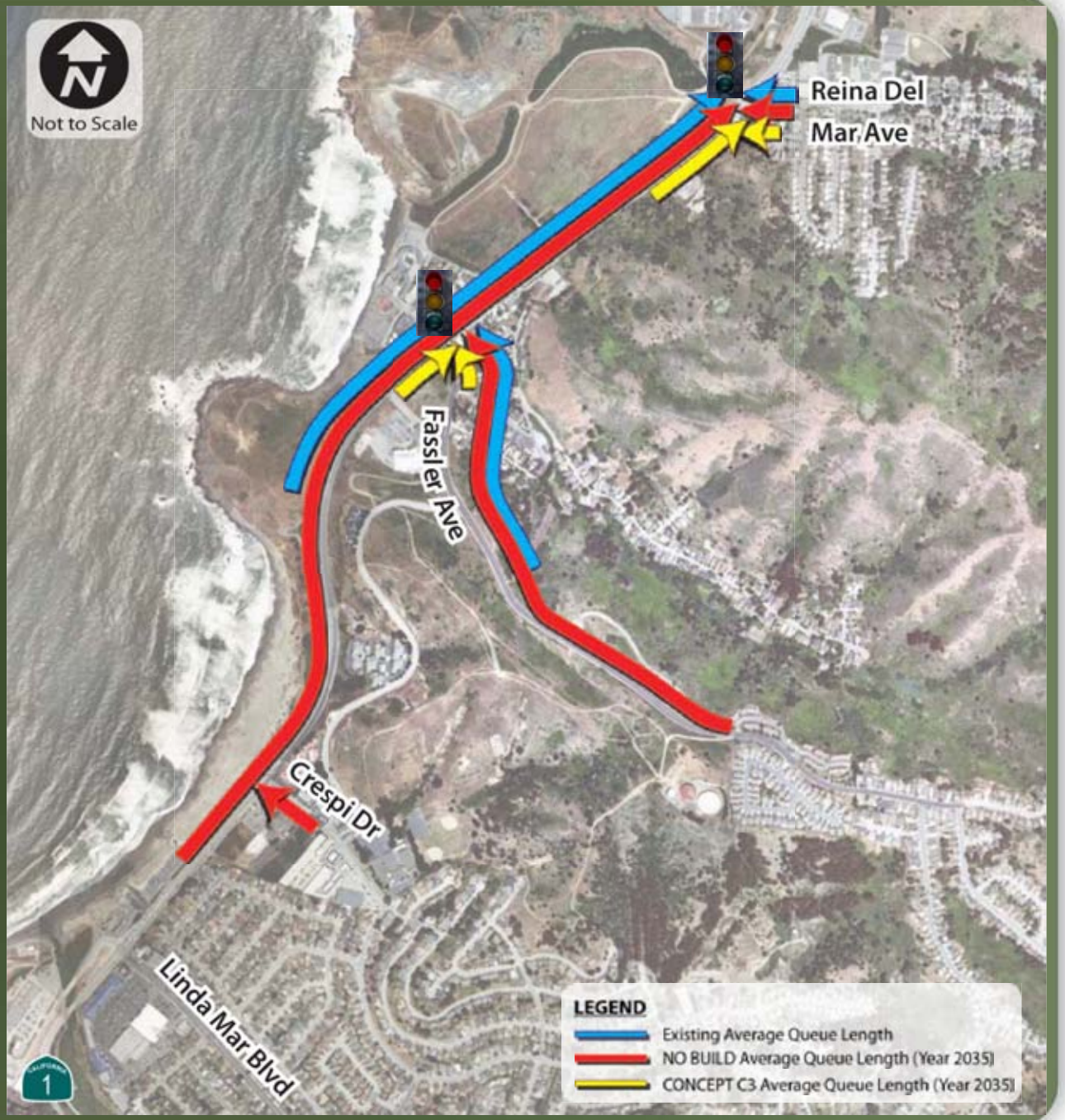
- ***Traffic forecasts to Year 2035***
- Widen 4 lanes to 6 lanes
- ***Length 1.3 miles***
- 1500 feet south; 2300 feet north
- 8-foot shoulders
- Variation looked at Ped Overcrossing

Assessment

- ***Provides congestion relief through Year 2035***
- ***Pedestrian Overcrossing creates unsafe condition; doesn't improve traffic***
- ***Calera Creek restoration doesn't provide significant benefit***

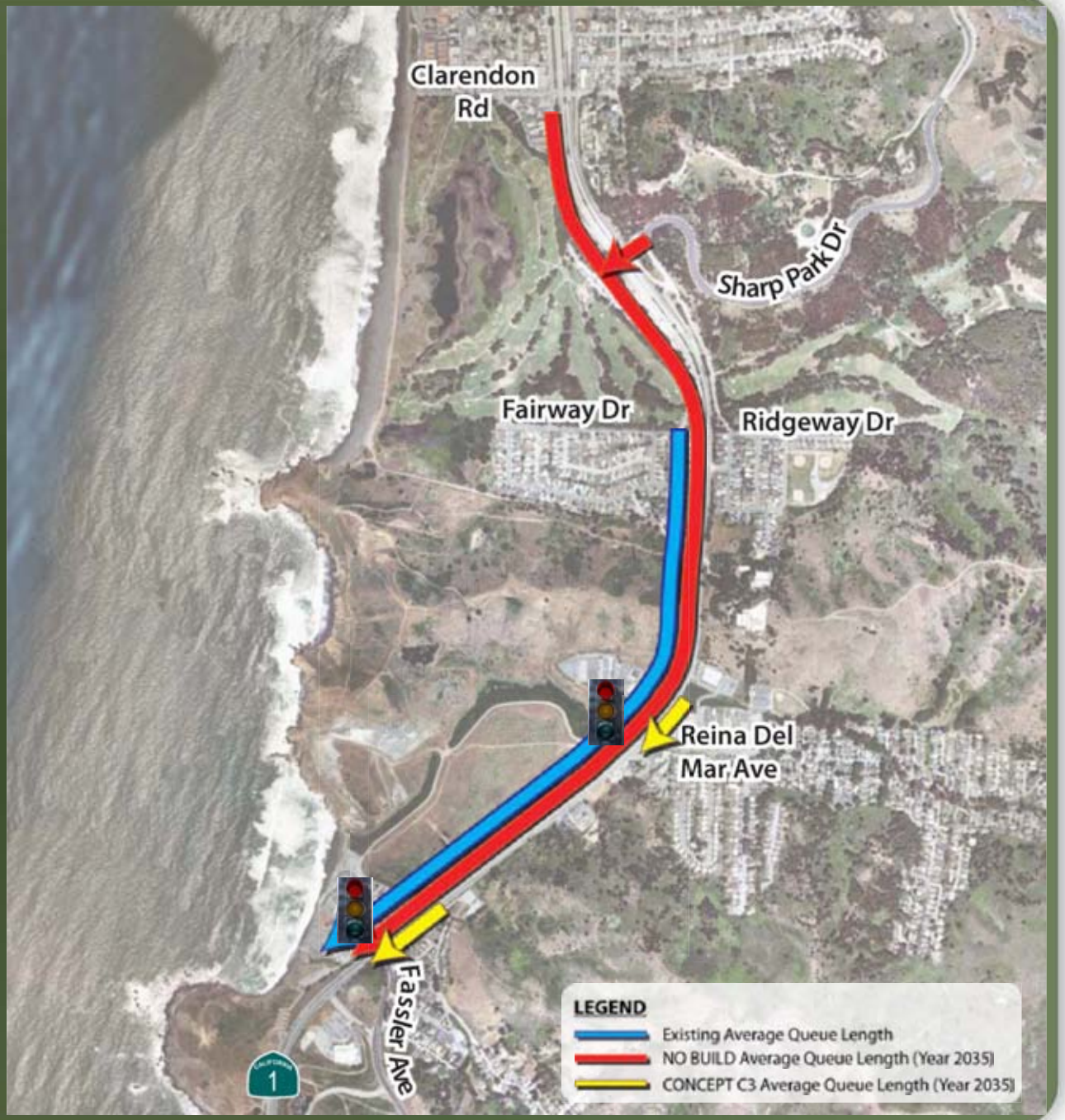
Average Queues:
Year 2035 Morning (Northbound)
Peak Hour

Concept C – Widen 4 lanes to 6 Lanes

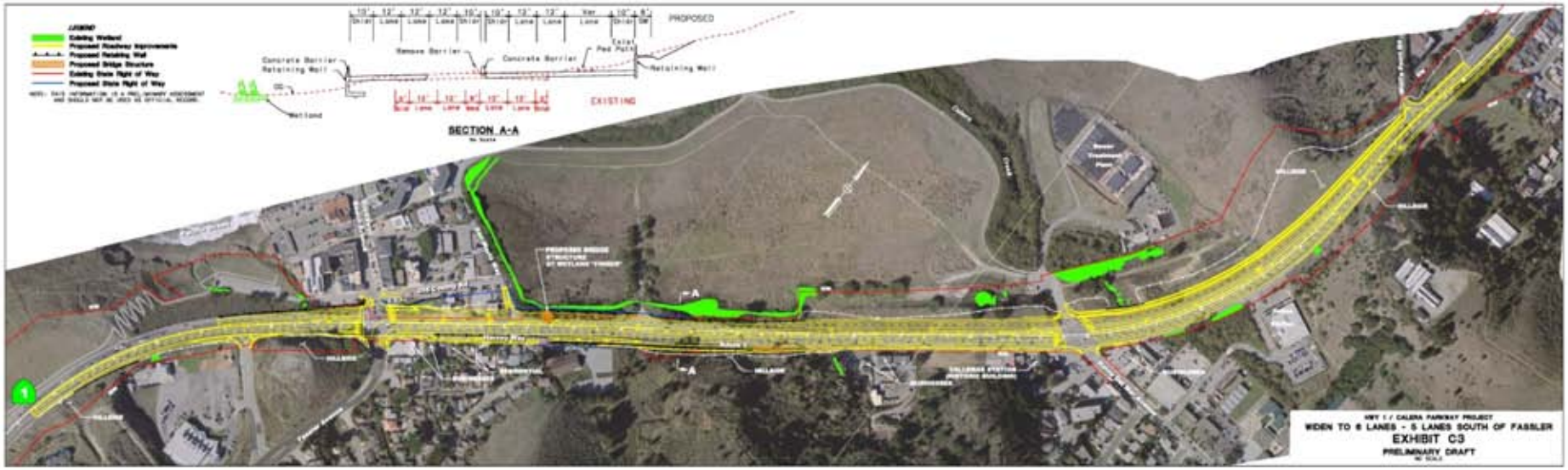


Average Queues:
Year 2035 Evening (Southbound)
Peak Hour

Concept C – Widen 4 lanes to 6 Lanes



Concept C3 – Optimized 6-lane Design



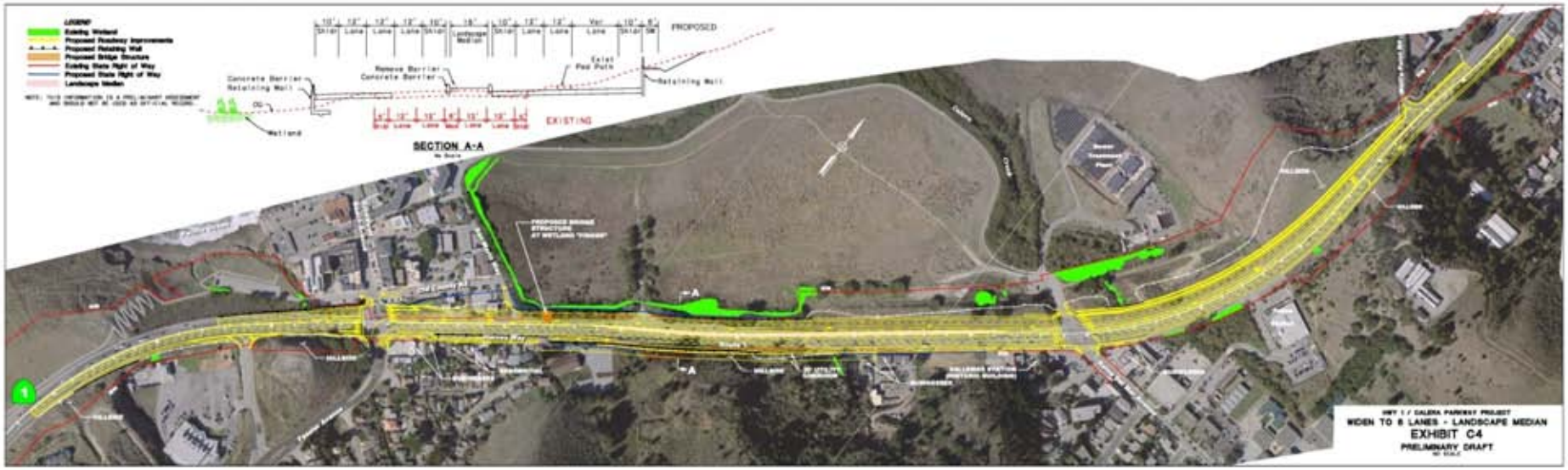
Key Features

- Widen 4 lanes to 6 lanes
- Length 1.3 miles
- ***Add 3rd SB lane on inside; 5 lanes south of Fassler Avenue***
- ***Add standard 10-foot shoulders***

Assessment

- ***Provides congestion relief through Year 2035***
- ***Eliminates ALL wetland impacts***
- ***Reduced widening south of Fassler***
- ***Wider shoulders better for bicyclists and safety***

Concept C4 – Landscaped Median



Key Features

- Same as Concept C3 but …
- ***Add 16' wide Landscaped Median***
- Landscaping raised between barriers
- Alignment curves further east to stay away from wetlands

Assessment

- ***Provides congestion relief through Year 2035***
- ***Landscaping adds visual enhancement***
- ***Increased cost***
- ***More right of way impact***

Concept D – Partial Widening

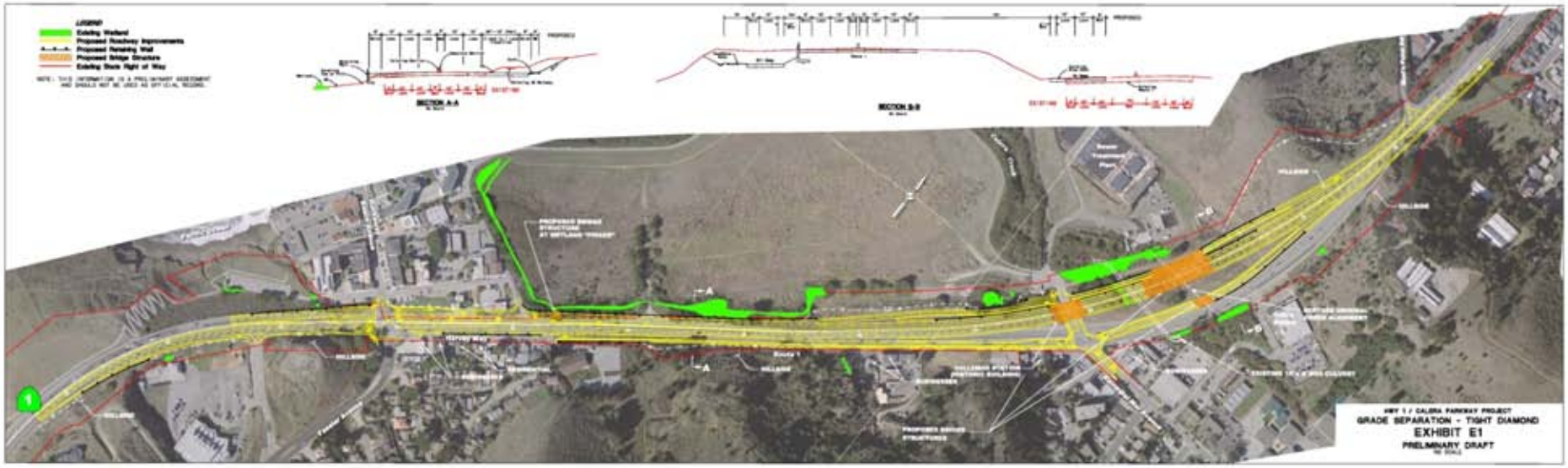
Key Features

- ***Partial 6-lane widening at Reina Del Mar Ave only***
- Looked at lengths 800' to 2300'
- Looked at 3rd lane in northbound direction only (partial 5-lane)

Assessment

- ***Does not relieve congestion in the corridor because Fassler intersection still creates bottleneck***

Concept E1 – Tight Diamond Grade Separation



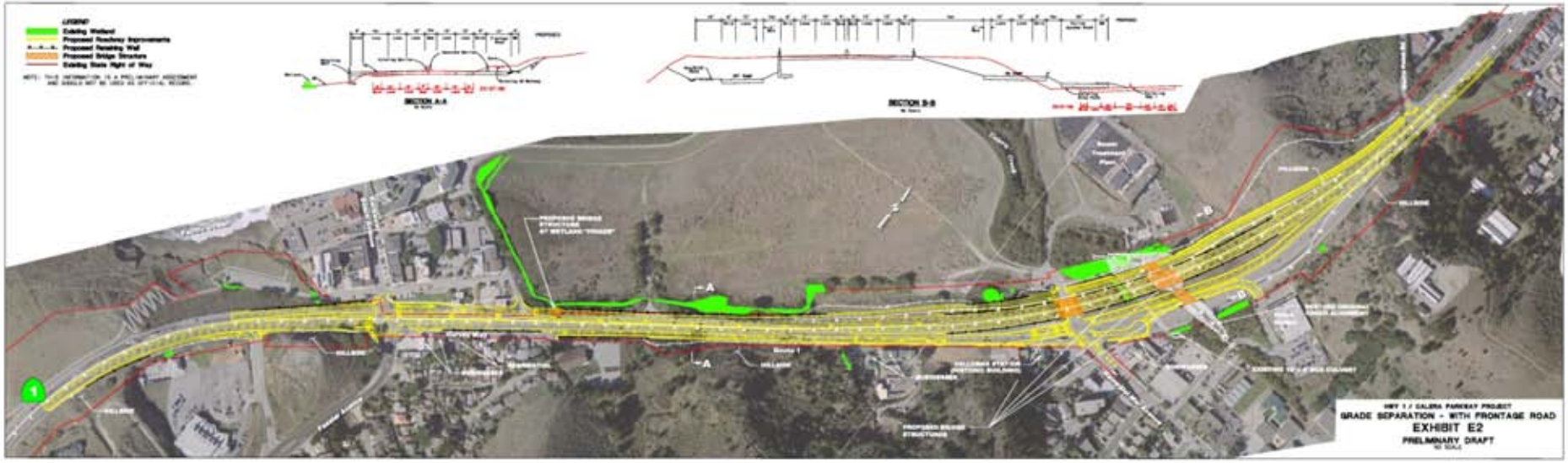
Key Features

- ***Interchange at Reina Del Mar Ave***
- Diagonal on/off ramps northbound and southbound
- Same as Concept C3 from San Marlo Way south

Assessment

- ***Provides best traffic operations***
- ***Tight diamond can't provide access to east side businesses***
- ***Would impact "perched" wetlands***

Concept E2 – Grade Sep One-way Frontage Rd



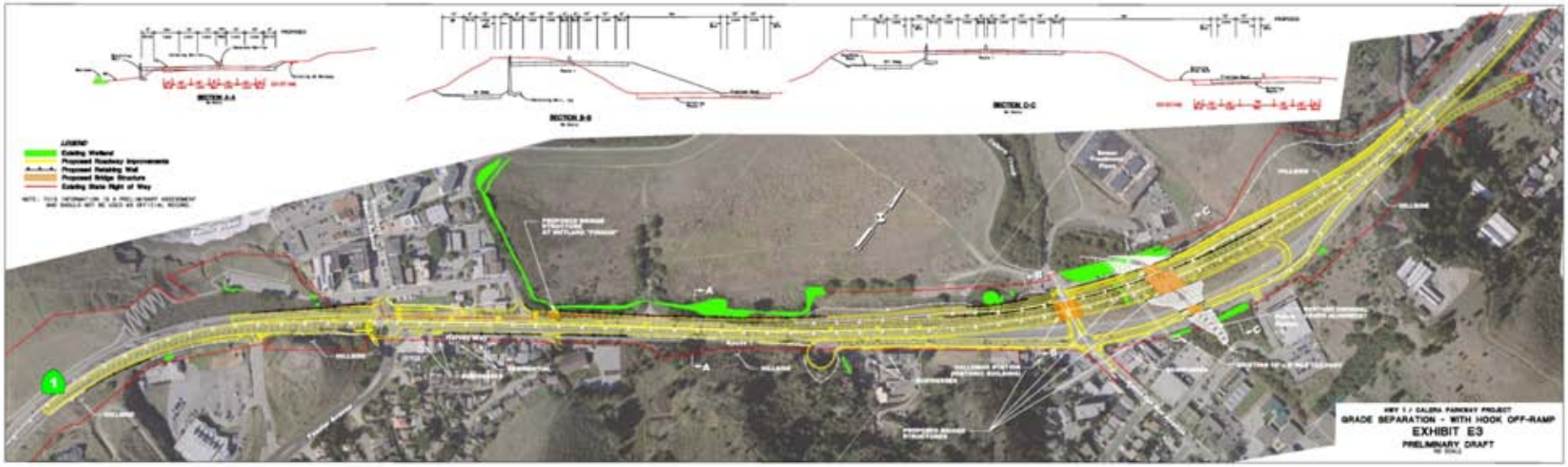
Key Features

- Same as Concept E1 but …
- ***Add one-way frontage road from Harvey Way to Reina Del Mar Ave***

Assessment

- ***Provides limited access to east side***
- ***Cost is twice that of 6-lane widening***

Concept E3 – Grade Sep NB Hook Ramps



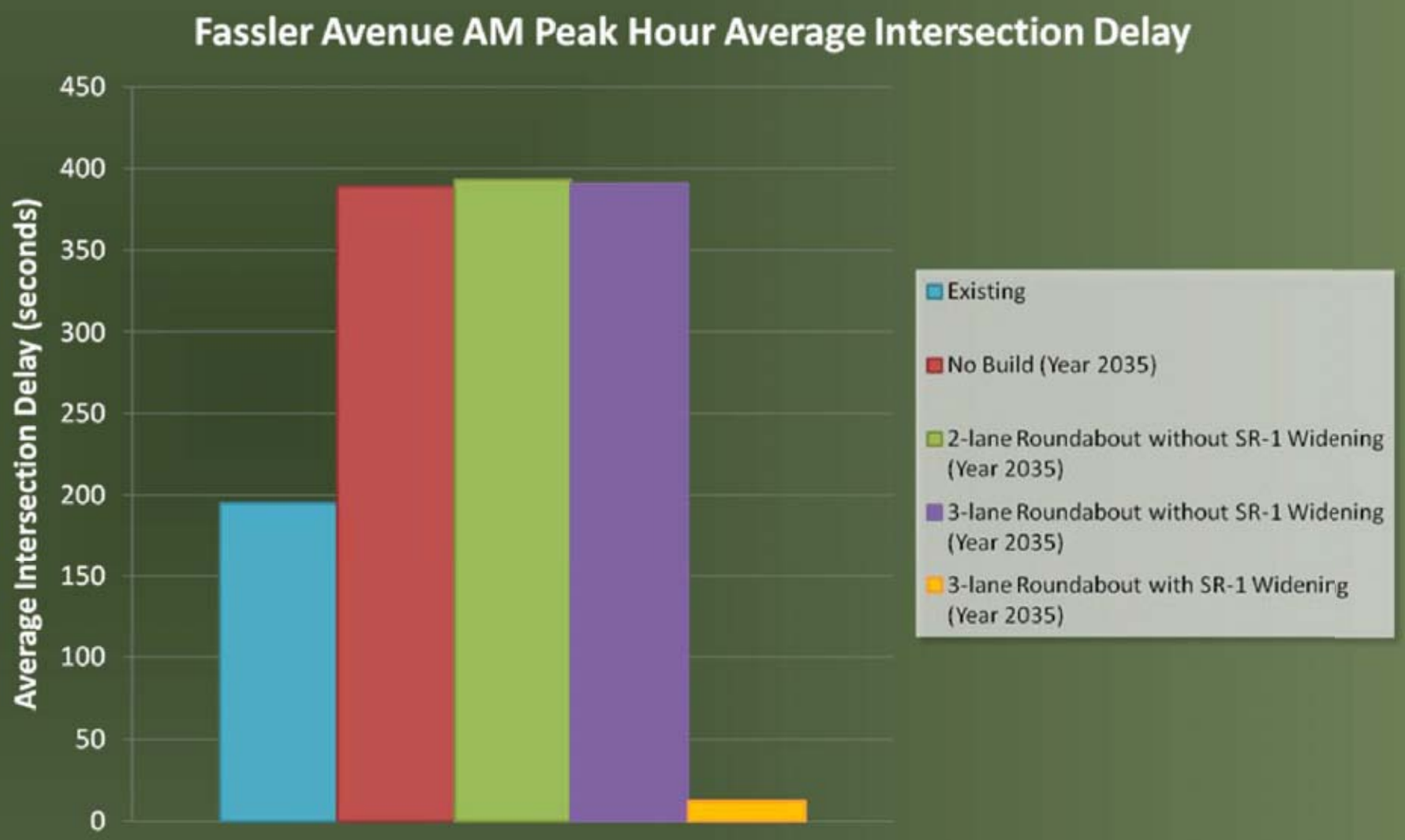
Key Features

- Same as Concept E1 but …
- ***Hook off-ramp and diagonal on-ramp north of Reina Del Mar for northbound traffic***
- Two-way frontage road south of Reina Del Mar for business access

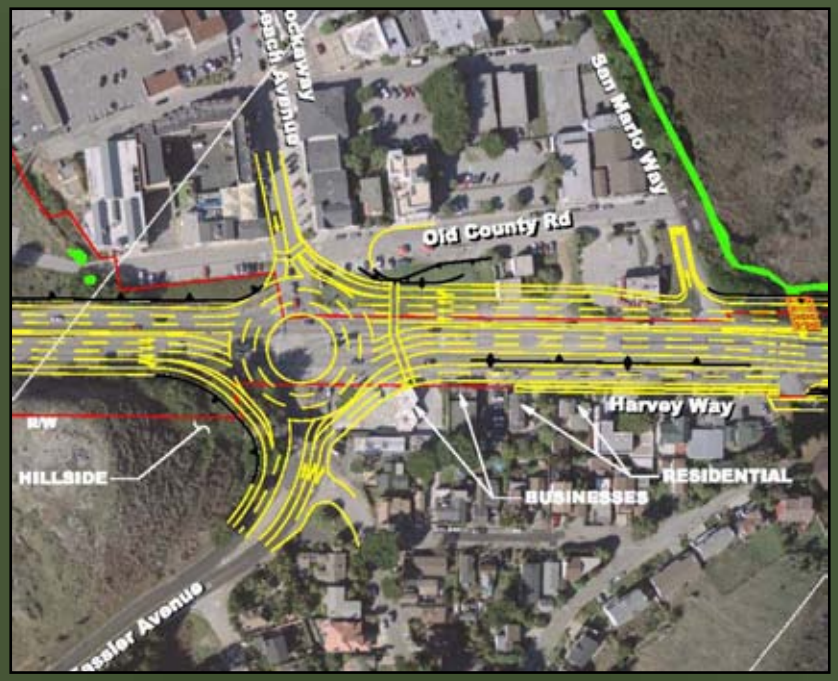
Assessment

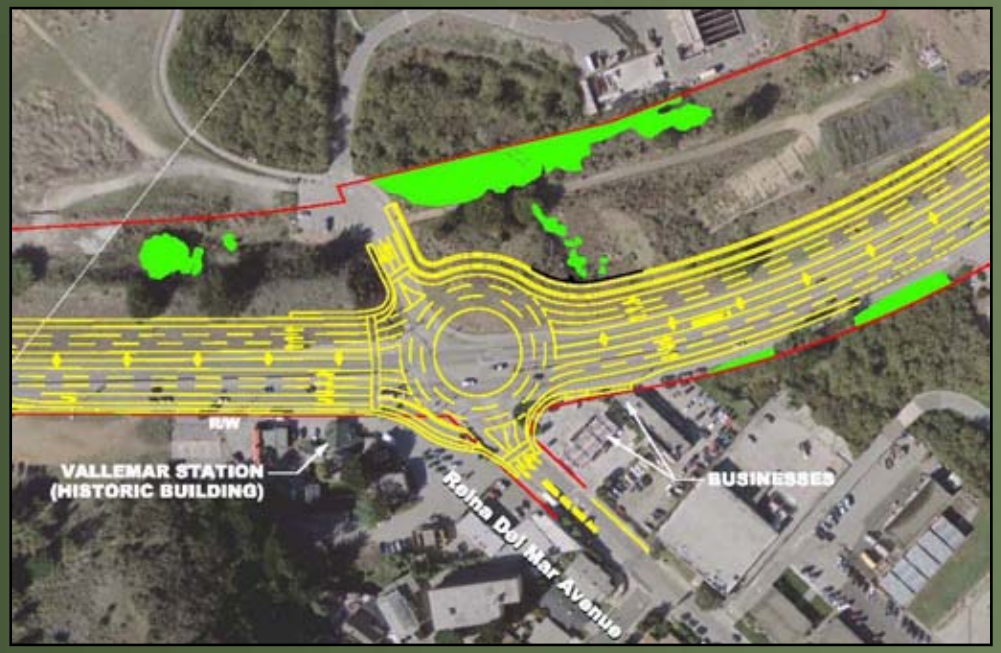
- ***Provides out-of-direction access to east side businesses south of RDM***
- ***Cost is twice that of 6-lane widening***

Concept F – Roundabouts



Concept F – Roundabouts





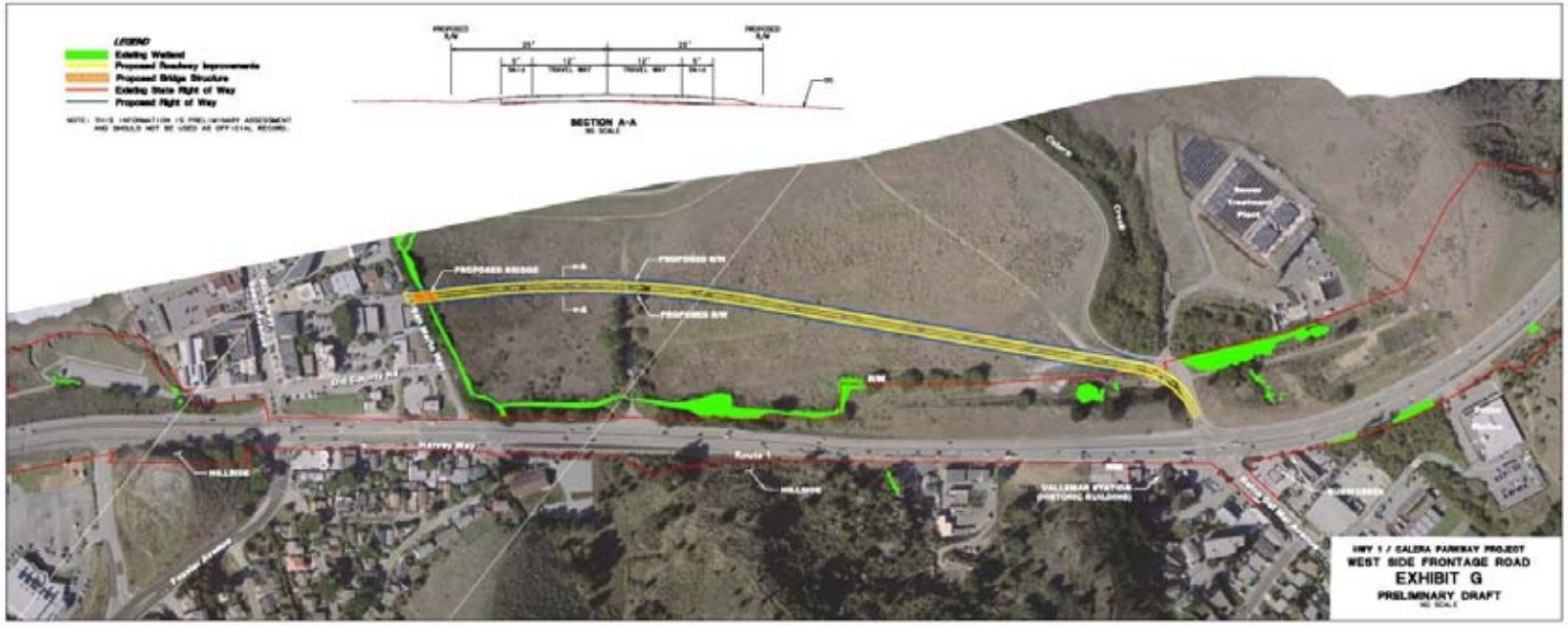
Key Features

- ***Three-lane roundabout***
- ***Six-lane widening***
- Additional slip lanes on some segments of each roundabout

Assessment

- ***Provides congestion relief through Year 2035***
- ***Larger R/W and Business impacts than C***
- Multi-lane roundabouts are less safe for pedestrians and bicyclists
- Three-lane roundabout challenging to drive

Concept G – West Side Frontage Road



Key Features

- ***Frontage Road added for local traffic***
- Connects Fassler to Reina Del Mar

Assessment

- ***Significant barriers to providing frontage road on east side***
- ***Does not relieve congestion***

Concept H – Signal Timing Improvements

Key Features

- *Modify signal timing and/or add interconnection between the two intersections*

Assessment

- *Signals are too far apart for significant benefit from interconnection*
- *Providing more time for side streets increases congestion on Highway 1*
- *Providing more time for Highway 1 increases congestion on side streets*

Concept I – Increased/Modified Transit

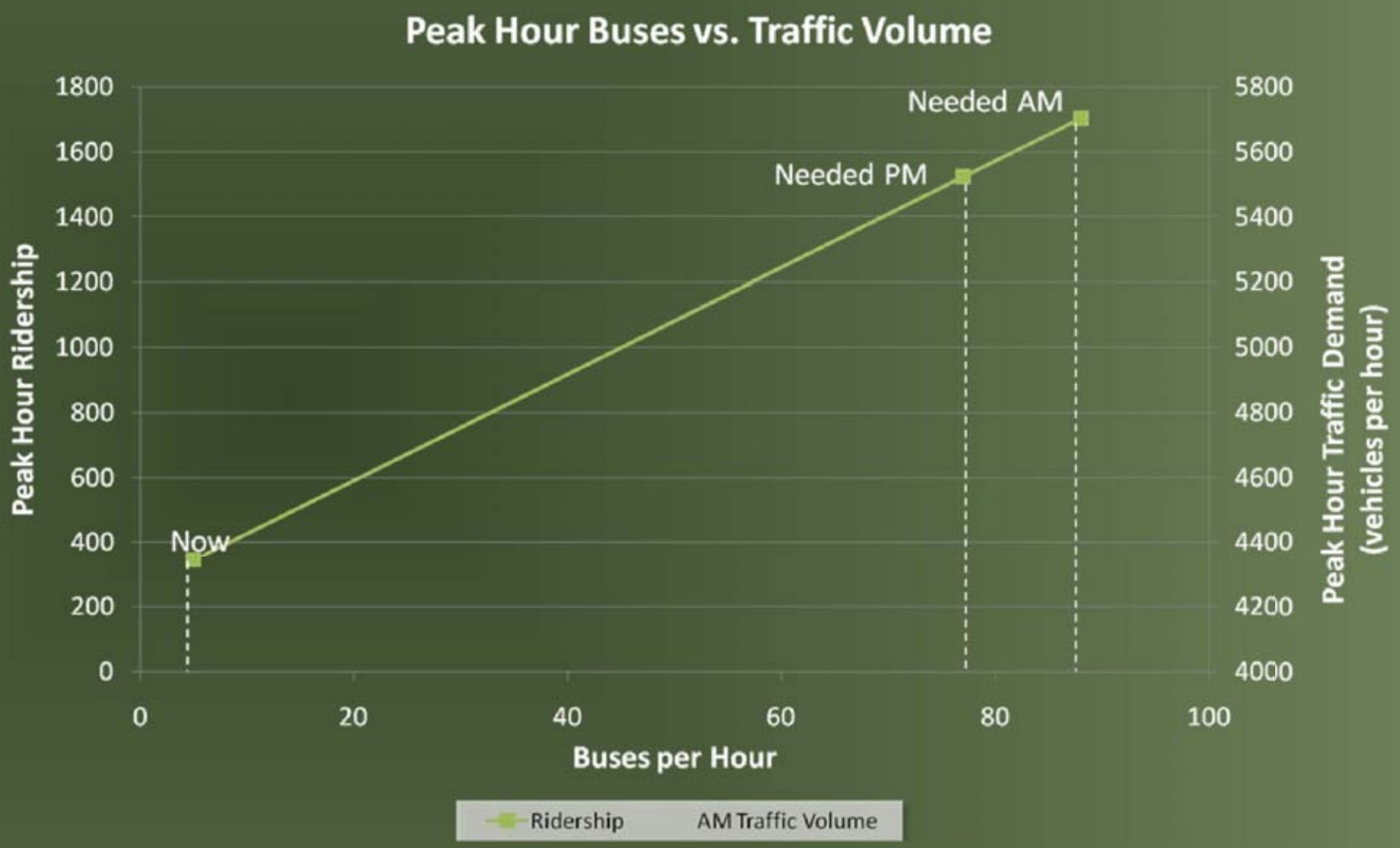
Key Features

- *Increase transit ridership*
- *Reduce number of vehicles traveling on the highway*

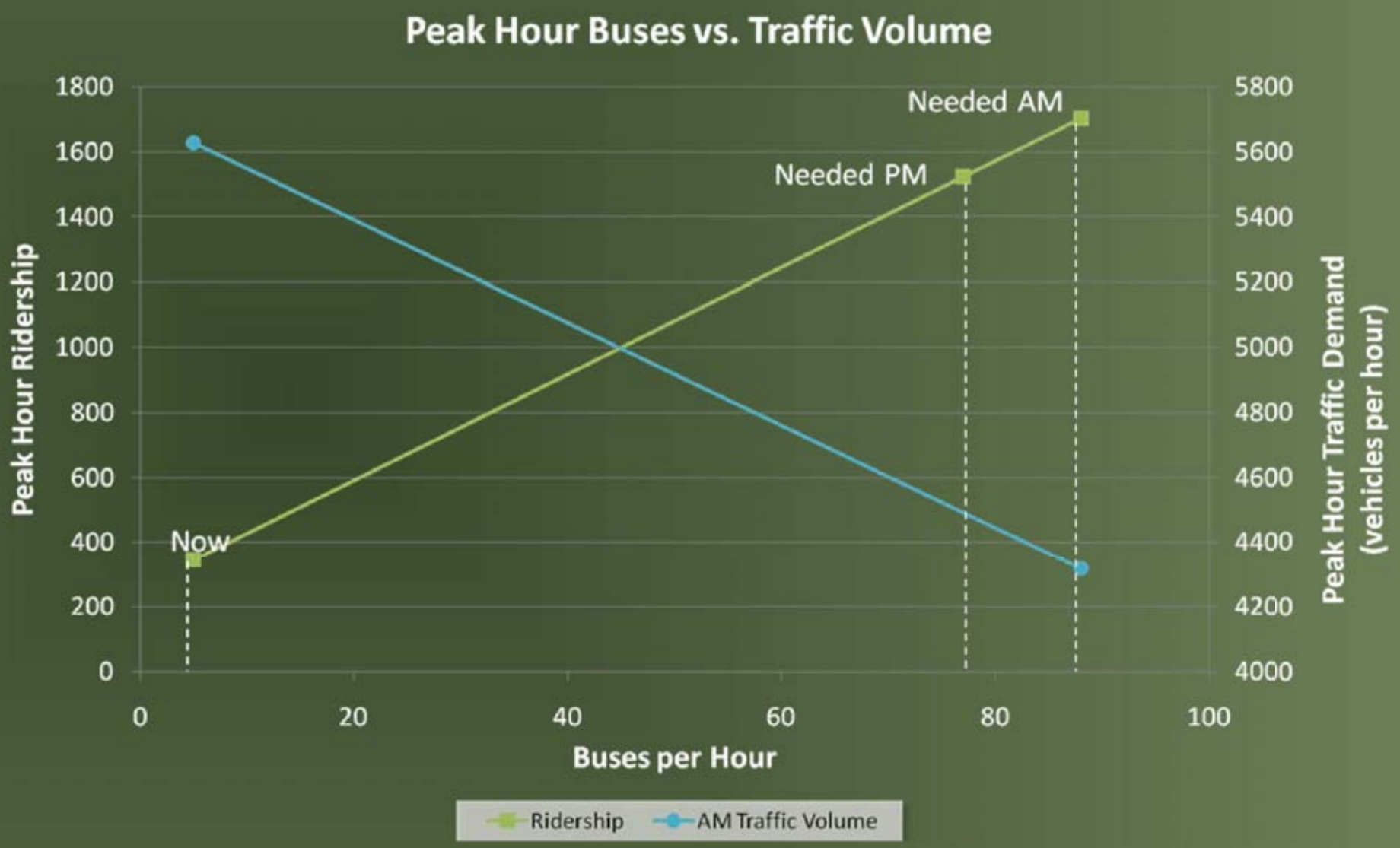
Assessment

- *Increase in transit service requires significant increase in ongoing operating cost*
- *Level of transit service comparable to Concept C is cost prohibitive*

Concept I – Increased/Modified Transit



Concept I – Increased/Modified Transit



Concept J – School Bus Service

Key Features

- *Provide increase school bus service to Vallemar School on Reina Del Mar Avenue*

Assessment

- *Removing school traffic does not significantly reduce congestion in morning northbound commute*
- *Evening congestion occurs after school is out so no benefit in southbound direction*

Concept J – School Bus Service

We found that, of the 5,630 projected AM peak hour vehicles at Reina Del Mar:

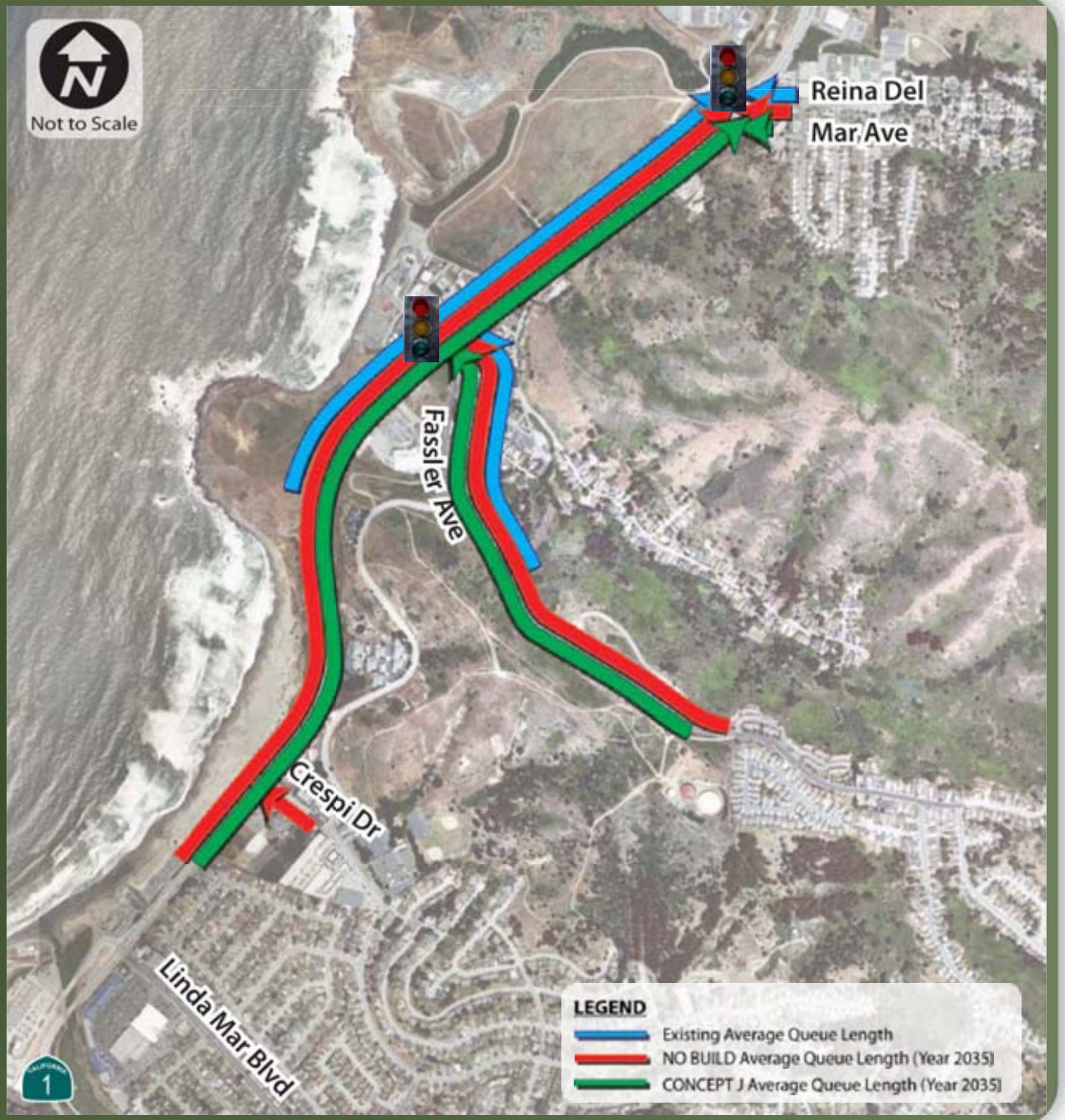
- **3% of vehicles make northbound right turn**
- **2% of vehicles make southbound left turn**
- **5% of vehicles make westbound right turn**
- **2% of vehicles make westbound left turn**

To calculate the benefits of school bus service, we:

- **Reduced traffic turning into and out of Reina Del Mar during morning peak hour by 80%**
- **Ran simulation with new volumes**
- **Compared congestion levels to the No-Build condition**

Average Queues:
Year 2035 Morning (Northbound)
Peak Hour

Concept J – School Bus Service to Vallemar School



Concept K – Moveable Cones/Barrier

Key Features

- ***Moveable concrete barrier***
- ***Five-lane widening instead of six***
- Barrier moved in morning and evening each day to provide 3 lanes in the commute direction

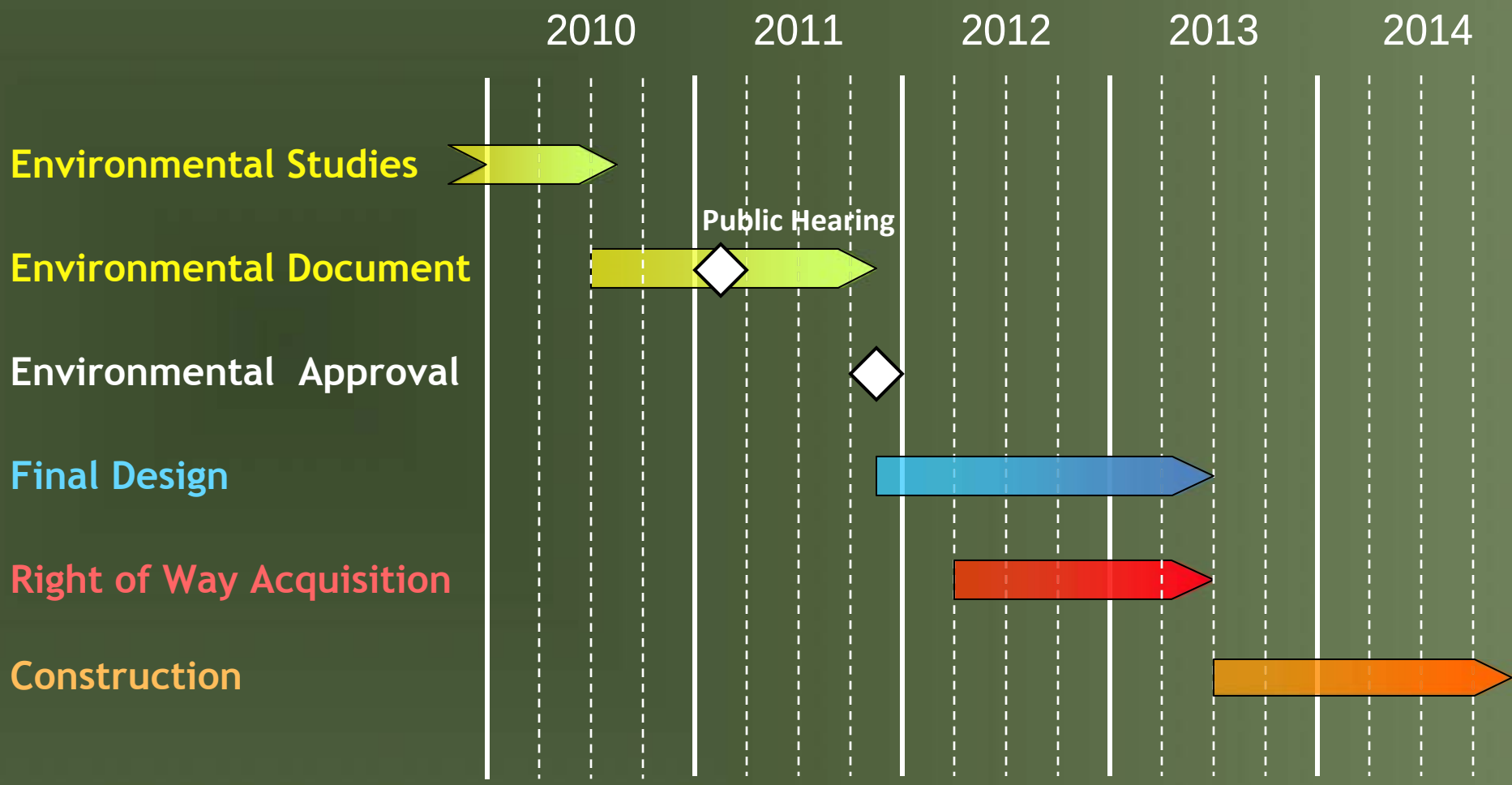
Assessment

- ***Moveable cones are not safe for this location***
- ***Would not work with existing 4 lanes***
- ***Would require ongoing operating cost***

Summary of Concepts

- Large variety of concepts evaluated
  - Highway widening
  - Grade separations
  - Roundabouts
  - Frontage roads
  - Signal timing changes
  - Increased transit
  - Reversible lane
- Only the six-lane widening concept (C3/C4) provides appreciable traffic benefit without significant impacts or infeasible cost

Overall Project Schedule (estimate)



Comments & Questions

Transportation Authority

Transit
Highways
Local Streets & Transportation
Grade Separation
Pedestrian & Bicycle
Alternative Congestion Relief

General Info
Home
Site Map
Contact

State Route 1/Calera Parkway Project

Pacifica, California
Route 1 between Fassler Avenue and Reina Del Mar Avenue

Public Information Meeting Materials

At the request of the public, the San Mateo County Transportation Authority, the City of Pacifica and the California Department of Transportation will hold a public information meeting:

Tuesday, June 22, 2010 – 6:00 p.m.
Pacifica City Council Chambers,
2212 Beach Blvd.

The meeting is a follow up to the environmental scoping meeting held March 3, 2010. The purpose of the meeting is to provide additional information about the concepts studied during project development.

To allow additional time for the public to comment, the deadline to submit comments for the environmental scoping process has been extended to **Thursday, July 22, 2010 at 5:00 p.m.** The public may provide comments by calling (650) 508-6283 (TTY (650) 508-6440) or e-mailing smcta_feedback@smcta.com. Written comments also may be submitted to Mr. Joseph M. Hurley, Director Transportation Authority Program P.O. Box 3006, San Carlos, CA 94070-1306.

The following materials are on the website and also will be available at the public information meeting:

Information Update Report: provides a brief background and history of the project. (PDF, 31KB)

Preliminary Concepts Matrix: a list of the concepts considered in table format. The table contains a brief description of each concept, a summary of the concept's

Search

Quick Hits

State Route 1/Calera Parkway Project

Call for Projects:
Local Shuttle Program

Progress Reports

Expenditure Plans
1988-2008, Part One
1988-2008, Part Two
2009-2033

Strategic Plan 2009-2013 (PDF, 4.07 MB)

Quarterly Capital Projects Status Report

Highway 101 Auxiliary Lane Project: Millbrae Avenue to Third Avenue

Application for CAC Member (PDF, 28 KB) - (MS WORD, 110 KB)

Procurement

Jobs

Notice of Public Informational Meeting

State 1/Calera Parkway Project

Tuesday, June 22, 2010, 6:00 p.m.
Pacifica City Council Chambers
2212 Beach Boulevard, Pacifica

You are invited to a public meeting to discuss the State Route 1/ Calera Parkway Project. The purpose of the proposed project is to reduce congestion on the segment of SR 1/Calera Parkway within the City of Pacifica, which extends from approximately 2,300 feet north of Reina Del Mar Avenue to approximately 1,500 feet south of Fassler Avenue/Rockaway Beach Avenue.

The first hour will consist of an Open House format, in which attendees can view exhibits and ask questions of individual project team members. An Informational Meeting will follow and will consist of presentations that will highlight the following: project history, project purpose and need, environmental constraints and concerns, design concepts reviewed, and an overview of the environmental review process and schedule. This will be followed by a question and answer period. An additional Open House period will take place at the end of the Informational Meeting, time permitting.

For more information, please contact the San Mateo County Transportation Authority at smcta_feedback@smcta.com or 650-508-6283. Additional information is available on the Web at: www.smcta.com/WhatsNew/2010_03_16_route-1_calera_parkway_project_extended.asp

Transportation Authority

Caltrans

State Route 1/Calera Parkway Project

You are invited to a public informational meeting to discuss the State Route 1/Calera Parkway Project. The purpose of the proposed project is to reduce congestion on the segment of SR 1/Calera Parkway within the City of Pacifica, which extends from approximately one-half mile north of Reina Del Mar Avenue to approximately one-quarter mile south of Fassler Avenue/Rockaway Beach Avenue. The meeting will take place:

Tuesday, June 22, 2010, from 6 p.m. - 9 p.m.
Pacifica City Council Chambers
2212 Beach Blvd., Pacifica

The first hour will consist of an open house format, in which attendees can view exhibits and ask questions of individual project team members. An informational meeting will follow and will consist of a presentation on the project development and environmental review process. The scheduled meeting agenda is as follows:

6:00 – 7:00 p.m.	Open House
7:00 – 7:45 p.m.	Informational Meeting
7:45 – 8:30 p.m.	Questions & Answers
8:30 – 9:00 p.m.	Open House & Wrap Up

For more information, please contact the San Mateo County Transportation Authority at 650-508-6283 smcta_feedback@smcta.com. Additional information is available online at: www.smcta.com.

5/21/10

State Route 1/Calera Parkway Project

Information Update Report

June 2010

Overview

The segment of State Route 1 between Fassler Avenue and Reina Del Mar Avenue has been a traffic congestion point along the coast since the mid-1980s. The original San Mateo County Measure "A" sales tax program, approved by voters in 1988, identified this segment of State Route 1 as a potential project that would be eligible for funding. Since then, the congestion has been studied and evaluated through the Caltrans project development process. This segment was first referred to as "State Route 1 – Fassler to Westport" but is now referred to as "State Route 1/Calera Parkway."

Preliminary studies were done in the 1990s, culminating in the approval by Caltrans of the City's 1999 Project Study Report (PSR). The PSR concluded that State Route 1 should be widened from four lanes to six lanes between Fassler Avenue and Reina Del Mar Avenue. Further studies were undertaken in the early 2000s and a Public Scoping Meeting was held in April 2004. Public comments provided at this scoping meeting included questions about whether a project was needed; requests to evaluate other alternatives; concerns about impacts to wetlands, wildlife habitat, and cultural sites; and concerns regarding the perceived growth inducement potential of this project.

Based on these concerns, additional traffic studies, biological studies, and engineering analyses were conducted in the mid 2000s. The work was done to clarify the nature of the traffic problems, further identify the status of endangered species and environmentally sensitive habitat areas, identify the exact limits of wetlands adjacent to State Route 1, and develop and evaluate concepts that avoid or minimize environmental impacts. In addition, the California Coastal Commission staff was consulted to clarify their jurisdiction and concerns for the area.

Traffic Analysis

The additional traffic studies utilized Year 2007 traffic counts and projected traffic volumes to Year 2015 (estimated completion of construction) and Year 2035 (future design year required by Caltrans). They identified the principal bottleneck to be the result of the two signalized intersections at Reina Del Mar Avenue and Fassler Avenue combined with the large influx of commute traffic from Fassler Avenue. Studies of the morning northbound commute traffic on State Route 1 identified that approximately one-third enters from Fassler Avenue, one-third enters between Crespi Drive and Linda Mar Boulevard, and one-third comes from points south of Linda Mar Boulevard.

The four-lane segment between Fassler Avenue and Reina Del Mar Avenue does not allow enough traffic through the signals during each phase to keep up with demand so the traffic slowly backs up during commute hours with each cycle of the signals. As a result, the Year

2007 northbound State Route 1 backup from Fassler Avenue south during the northbound morning commute averaged about one-third of a mile and extended up to one-half mile during the peak hour. This backup or "queue" is projected to extend an average of one mile and as much as 1.7 miles south of Fassler Avenue by Year 2035 without any improvements. The Year 2007 southbound State Route 1 backup from Reina Del Mar Avenue north during the southbound evening commute averaged about one-half mile and extended up to 1.5 miles during the peak hour. This queue is projected to extend an average of 1.3 miles and as much as 2.2 miles north of Reina Del Mar Avenue by Year 2035 without any improvements.

The four-lane highway north of Reina Del Mar Avenue has capacity to handle the existing and projected traffic since there are no further signalized intersections. Similarly, the four-lane and two-lane segments south of Fassler Avenue are sufficient to handle the existing and projected traffic volumes.

A solution to improve traffic flow along the corridor would need to address the bottleneck caused by the two signalized intersections at Fassler Avenue and Reina Del Mar Avenue. Once through these two intersections in the northbound direction, the traffic would continue flowing smoothly on the freeway section north of Reina Del Mar Avenue. Once southbound traffic gets through these two intersections and one-third of the traffic has exited at Fassler Avenue, the remaining traffic would continue moving smoothly south of the project area.

Coastal Habitat

Preliminary environmental studies identified the potential for two endangered species to be present in the project area. They are the California red-legged frog and the San Francisco garter snake. Meetings with the California Coastal Commission (CCC) staff confirmed that they have jurisdictional authority over the project area due to its proximity to the coast and that the California Coastal Act would not allow any impacts to area wetlands by these types of traffic congestion relief projects. The exact limits of area wetlands adjacent to State Route 1 have been identified and delineated in accordance with the CCC criteria.

Concept Evaluations

Based on the updated traffic analysis and the latest environmental information, a variety of concepts were evaluated to see if there was a viable project that could relieve existing and future congestion without adversely impacting coastal wetlands or critical endangered species habitat. The concepts included the following:

- Interconnect the two traffic signals and optimizing signal timing
- Improve signal timing and add a third lane in the northbound direction only
- Widen State Route 1 from four lanes to six lanes for varying distances north and south of Reina Del Mar Avenue intersection
- Widen the entire State Route 1 segment from south of Fassler Avenue to north of Reina Del Mar Avenue from four lanes to six lanes
- Install roundabouts and remove the signals at either or both traffic intersections
- Install a pedestrian overcrossing on State Route 1 at Reina Del Mar Avenue

- Construct a separate frontage road parallel to State Route 1 between the two traffic signals
- Construct a grade-separated interchange at Route1 and Reina Del Mar Avenue
- Increase or modify transit service
- Providing school bus service to Vallemer school

Based on a balancing of traffic benefits, environmental impacts, right of way impacts and cost, the most viable solution to address traffic congestion is to widen State Route 1 from four lanes to six lanes from south of Fassler Avenue to north of Reina Del Mar Avenue.

Environmental Review Process

In the late 2000s, the San Mateo County Transportation Authority (SMCTA) began consulting with Caltrans to undergo the next phase of the project development process, the Project Approval/Environmental Documentation (PA/ED) phase. Under this phase, technical studies on all aspects of the project were developed including:

- Traffic analysis
- Cultural, archaeological, historical, biological, and natural environment resources
- Air and noise pollution
- Right of way impacts
- Hydraulics, storm water, and water quality
- Geotechnical conditions and hazardous materials
- Further engineering analysis of potential alternatives

Supporting activities included further consultation with various regulatory and permitting agencies.

As part of the environmental process, a public environmental scoping meeting is held to solicit input from the community on environmental issues of concern that should be considered in the preparation of the proposed project's environmental document. Although a public environmental scoping meeting had already been held in 2004, the City of Pacifica, SMCTA, and Caltrans felt it was appropriate to hold a second public scoping meeting since so much time had passed. On March 3, 2010, a second public environmental scoping meeting was held. In response to public comments and questions raised at that meeting, a public information meeting has been scheduled for June 22, 2010, to present more of the background information regarding what has been studied during the period between the two scoping meetings.

This public information meeting will provide the community an opportunity to learn more about the project investigations that have already been undertaken and to ask questions and provide additional comments to the project development team.

Once all the environmental and engineering technical studies are completed, the findings will be summarized in a draft Environmental Document that will be published for formal public and agency review and comment in accordance with the California Environmental Quality

Act (CEQA) and the National Environmental Protection Act (NEPA). After a period of circulation and comment on the draft environmental document, all comments will be addressed and a final environmental document and project report will be issued for approval by regulatory agencies and Caltrans.

Schedule

The estimated schedule for completing the environmental process is as follows:

Hold Public Informational Meeting	June 22, 2010
Complete Draft Environmental Document (ED)	December 2010
Public Circulation of Draft ED	January 2011
Hold Public Hearing on Draft ED	February 2011
Complete Final ED	September 2011
Approve Environmental Document	October 2011

Hal Bohner

From: Hing Wong [Hingw@abag.ca.gov]
Sent: Wednesday, July 14, 2010 12:00 PM
To: Hal Bohner
Cc: Kenneth Moy; Paul Fassinger
Subject: Re: Requested Information
Attachments: San Mateo Coast - What If.xls; San Mateo County Map.pdf

Dear Mr. Bohner:

The ***Building Momentum: Projections and Priorities 2009*** data is in the attached Excel file under the tab "Projections 2009 (adopted)".

Half Moon Bay Unincorporated is north of the City of Half Moon Bay. It includes the communities of Montara, Moss Beach, Half Moon Bay Airport, and El Granada. Attached is a San Mateo County map which shows that area.

Hing Wong, AICP

Senior Regional Planner, Association of Bay Area Governments (ABAG)

P.O. Box 2050, Oakland, CA 94604-2050

510.464.7966 | 510.433.5566 | hingw@abag.ca.gov

>>> "Hal Bohner" <hbohner@earthlink.net> 7/14/2010 9:22 AM >>>
Dear Mr. Wong:

Thank you for this very helpful information. I have some additional questions, please, if you don't mind.

Concerning the ABAG final projections in the ***Building Momentum: Projections and Priorities 2009*** document - could you please let me know the population in 2010 and the projections for 2035 for: 1) Pacifica, 2) Half Moon Bay Unincorporated; and 3) San Mateo County.

Also, could you please give me a general idea of the boundaries of the area denominated "Half Moon Bay Unincorporated."

Thanks again for your help.

Hal Bohner

----- Original Message -----
From: Hing Wong
To: hbohner@earthlink.net
Cc: Kenneth Moy ; Paul Fassinger
Sent: Friday, July 09, 2010 5:55 PM
Subject: Requested Information

Dear Mr. Bohner:

Approximately every two years, the Association of Bay Area Governments prepares a population, households, and jobs forecast for the San Francisco Bay Area. The ***Projections 2009: What If?*** document is a prelude to the ***Building Momentum: Projections and Priorities 2009*** document. The ***Projections 2009: What If?*** was meant to stimulate discussion with local jurisdictions, communities, and stakeholders about possible scenarios of local land use changes. Please note that it is the data from ***Building Momentum: Projections and Priorities 2009*** that were adopted by the ABAG Executive Board and are the official numbers (our latest forecast) – not the data from the ***Projections 2009: What If?*** document.

To answer your questions regarding the ***Projections 2009: What If?*** document:

In the first scenario, ***Scattered Success***, we assume local and regional policymakers make limited progress in developing more transportation-efficient projects. Thousands of additional acres of low density, auto-dependent, single-use neighborhoods are still being added to our urban-footprint. Transit remains unavailable in many parts of the region and walking is nearly impossible in many places. This means that the majority of people will continue to drive to their daily destinations. Consequently, under this scenario, we project that the transportation-related carbon emissions will go up.

In the second scenario, ***Focused Future***, we assume that local governments approve more development and redevelopment around the light- and heavy-rail stations, bus stops and ferry terminals. We also assume that transportation services will be extended and improved with seamless connections. Existing, autodependent suburbs will be transformed into walkable downtowns and mixed-use neighborhoods, where more housing and businesses will locate. Walking, biking and transit use are projected to be the norm. As a result, we forecast that transportation-related carbon emissions will go down.

The ***Projections 2009: What If?*** document goes into details regarding these two scenarios: ***Scattered Success*** and ***Focused Future***. I'm sure you've already obtained this document since you are referring to it. However, if you do not have it yet, it can be downloaded at www.abag.ca.gov/rss/pdfs/whatif.pdf.

Attached are the data of San Mateo County for the two scenarios from the ***Projections 2009: What if?*** in PDF format. I've also attached a spreadsheet that contains Pacifica, Half Moon Bay, and Half Moon Bay Unincorporated (area between Pacifica and Half Moon Bay). In that spreadsheet, there is a graph which shows the population differences between the two scenarios.

There are no specific write-ups for the Pacifica and Half Moon Bay areas. However, here is something for San Mateo County as a whole:

In San Mateo County, more growth is projected to occur under the ***Focused*** alternative. Nearly 900,000 people are projected to live in San Mateo County – over 137,000 more people under ***Scattered*** and 160,000 in the ***Focused Future*** alternative. There are also more jobs in the county in each scenario; over 165,000 more jobs in ***Scattered*** and 157,000 jobs in ***Focused***. The differences in the scenarios are mostly at the city level. Relatively more growth is directed to communities along El Camino Real, near the train stations and job centers under ***Focused*** than in ***Scattered Success***. For example, the City of San Mateo and Redwood City is where most of San Mateo County's new development takes place. Most of this development is projected to take place in each city's downtown and along the rail corridor adjacent to El Camino Real, such as near the Hillsdale and Hayward Park Caltrain stations in the City of San Mateo. The Bay Meadows race track is also projected to be redeveloped into a place of relatively higher density homes, retail stores and restaurants. Downtown Redwood City, where the city and county civic centers are located, is projected to continue its transformation into a vibrant, pedestrian friendly area, with residential buildings, some as high as 8 stories, shops, restaurants, cultural venues and an active public square.

In summary, population will increase at a slower pace for Pacifica, Half Moon Bay, and Half Moon Bay Unincorporated in the ***Focused Future*** scenario. This is not surprising due to the lack of transportation options in that area.

If you have any questions, please feel free to contact me.

Hing Wong, AICP

Senior Regional Planner, Association of Bay Area Governments (ABAG)

P.O. Box 2050, Oakland, CA 94604-2050
510.464.7966 | 510.433.5566 | hingw@abag.ca.gov

Population	**2000**	**2005**	**2010**	**2015**	**2020**
Half Moon Bay	11,842	12,600	13,000	13,200	13,400
Pacifica	38,445	38,800	39,100	39,200	39,400
Half Moon Bay Unincorporated	10,627	11,400	11,600	11,700	11,700
San Mateo County	**707,163**	**721,900**	**733,300**	**766,900**	**801,300**

2025	2030	2035
13,600	13,800	13,900
39,600	39,700	39,800
11,700	11,800	11,800
832,400	**862,800**	**893,000**

APPENDIX I

TRAFFIC AND TRANSPORTATION

APPENDIX I–1

TRAFFIC IMPACT REPORT, RKH
FEBRUARY 2011

RKH

Civil and Transportation Engineering

D R A F T

TRAFFIC IMPACT ANALYSIS

ODDSTAD ASSISTED LIVING
PACIFICA, CALIFORNIA

September 4, 2009
Revised February 24, 2011

Prepared for -
JC Engineering
225 Rockaway Beach Avenue
Suite 400
Pacifica, CA 94044

837 Columba Lane • Foster City, CA 94404 • (650)212-0837 • FAX(650)212-3150

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INTRODUCTION
SECTION 1.

STUDY PURPOSE

The purpose of this study is to quantify and analyze the traffic impacts of a proposed a 141 bed assisted living facility on Oddstad Boulevard. See Figure 1, Location Map, page 2.

ANALYSIS METHODOLOGIES

Five intersections have been designated for analysis in this study. They are –

1) Route 1 & Linda Mar Boulevard/San Pedro Avenue
2) Route 1 & Fassler Avenue/Rockaway Beach Avenue
3) Route 1 & Reina Del Mar Avenue
4) Fassler Avenue & Terra Nova Boulevard
5) Terra Nova Boulevard & Oddstad Boulevard

The Linda Mar Boulevard & Oddstad Boulevard intersection is not included because the major movements between the two streets are uncontrolled. The five designated study area intersections have been analyzed according to the methodologies contained in the 2000 edition of the *Highway Capacity Manual.* Using the TRAFFIX[1] network modeling program a traffic network model was created to analyze the streets and intersections within the project study area.

ANALYSIS SCENARIOS

Four scenarios have been developed and analyzed in this study.

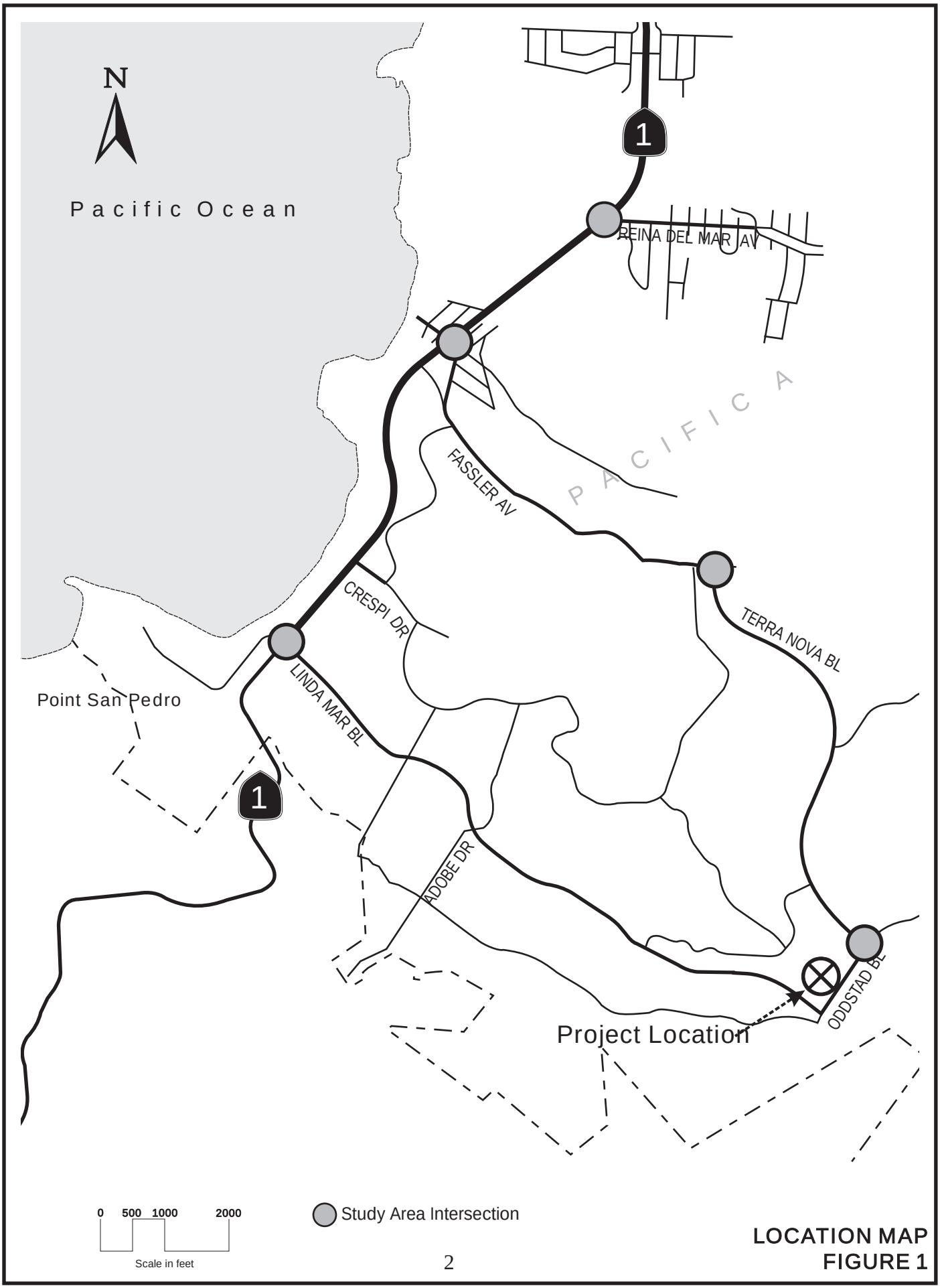
1. **Existing Conditions.** Current (2009) traffic volumes within the study area.

2. **Background Conditions (Existing + Pending Projects).** Background traffic is that traffic expected to be present at the time the project is ready for occupancy. It consists of existing traffic plus traffic to be generated by those developments that are anticipated to be built and occupied by the time the project is ready for occupancy.

3. **Project Conditions. (Existing + Project and Existing + Pending + Project)** Project trips are estimated based on the proposed land use and are then added to Background Conditions traffic in order to obtain the Project Conditions traffic scenario. An Existing + Project scenario is also included.

4. **Near-Term Cumulative Conditions. (Existing + Pending + Future Development)** Cumulative traffic is that traffic expected to be present within the next five years. It consists of existing traffic plus trips from pending projects plus trips from near-term future development projects within the study area. This scenario is analyzed without and with the project.

[1] Dowling Associates, TRAFFIX 8.0.0715, ©2008



LOCATION MAP
FIGURE 1

RKH

EXISTING CONDITIONS
SECTION 2.

ROADWAY NETWORK

State Route 1. Route 1 through the project study area is a 4-lane, divided highway running generally north-south through the project study area.

Linda Mar Boulevard. This arterial street is 4-lanes with parking allowed in some areas on both sides of the street as it approaches Route 1. Further to the east the street narrows to two lanes with parking.

Fassler Avenue. This street is a 2-4 lane arterial street with no parking allowed on either side of the street.

Terra Nova Boulevard. Terra Nova Boulevard is a 2-lane arterial street with parking allowed on both sides of the street.

Oddstad Boulevard. Oddstad Boulevard between Linda Mar Boulevard and Terra Nova Boulevard is an arterial street with three lanes and parking allowed on one side of the street.

INTERSECTION LANE CONFIGURATIONS

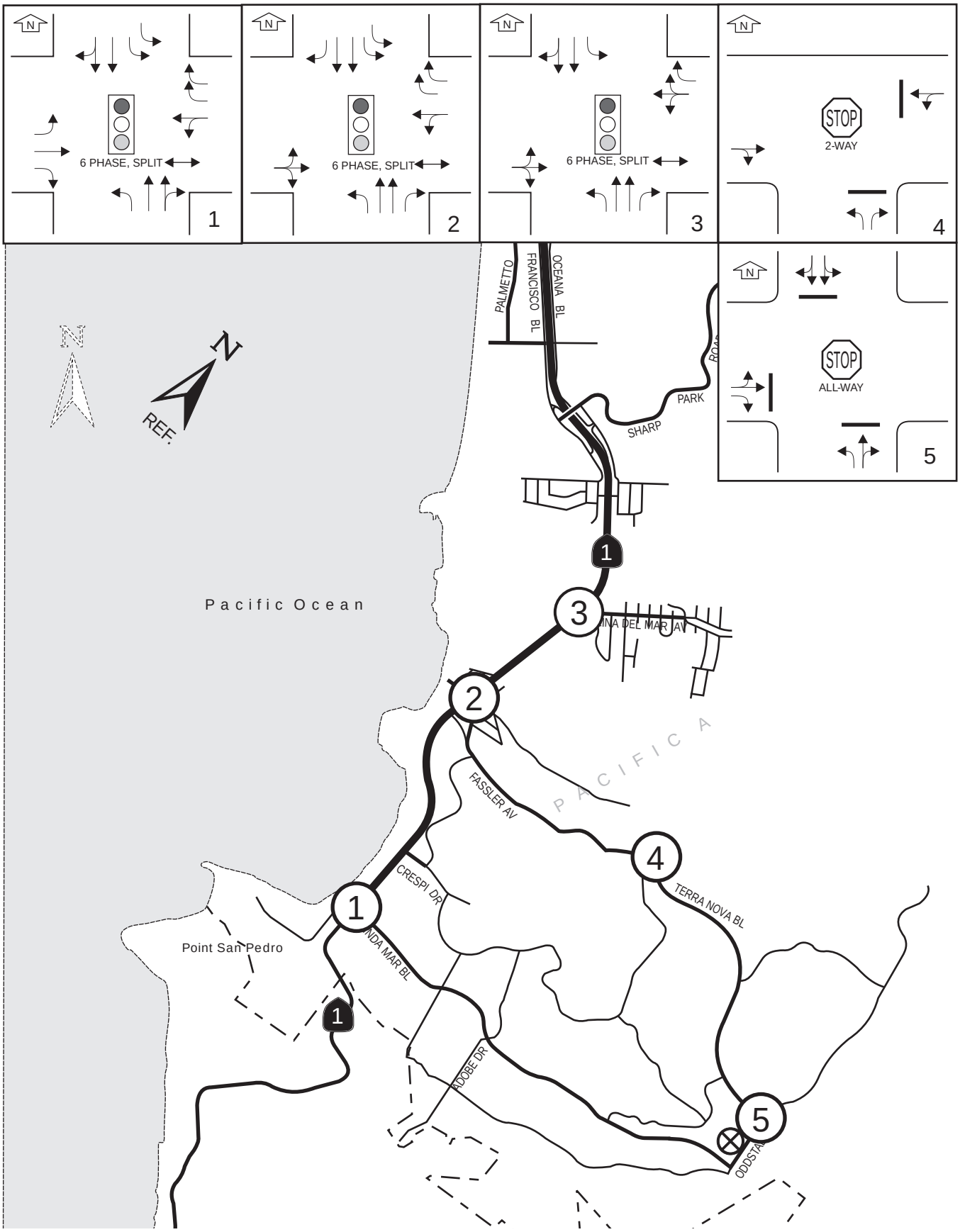
The lane configurations and controls of the five study area intersections are shown on Figure 2, Existing Intersection Lane Configurations, page 4.

EXISTING TRAFFIC VOLUMES

Existing 2009 peak hour traffic volumes through the study area intersections are shown on Figure 3, Existing Peak Hour Traffic Volumes, page 5. Peak hours for purposes of this study are those that occur between 7 and 9 a.m. and between 4 and 6 p.m. on an average weekday. See Appendix A for traffic count data.

LEVELS OF SERVICE DEFINED

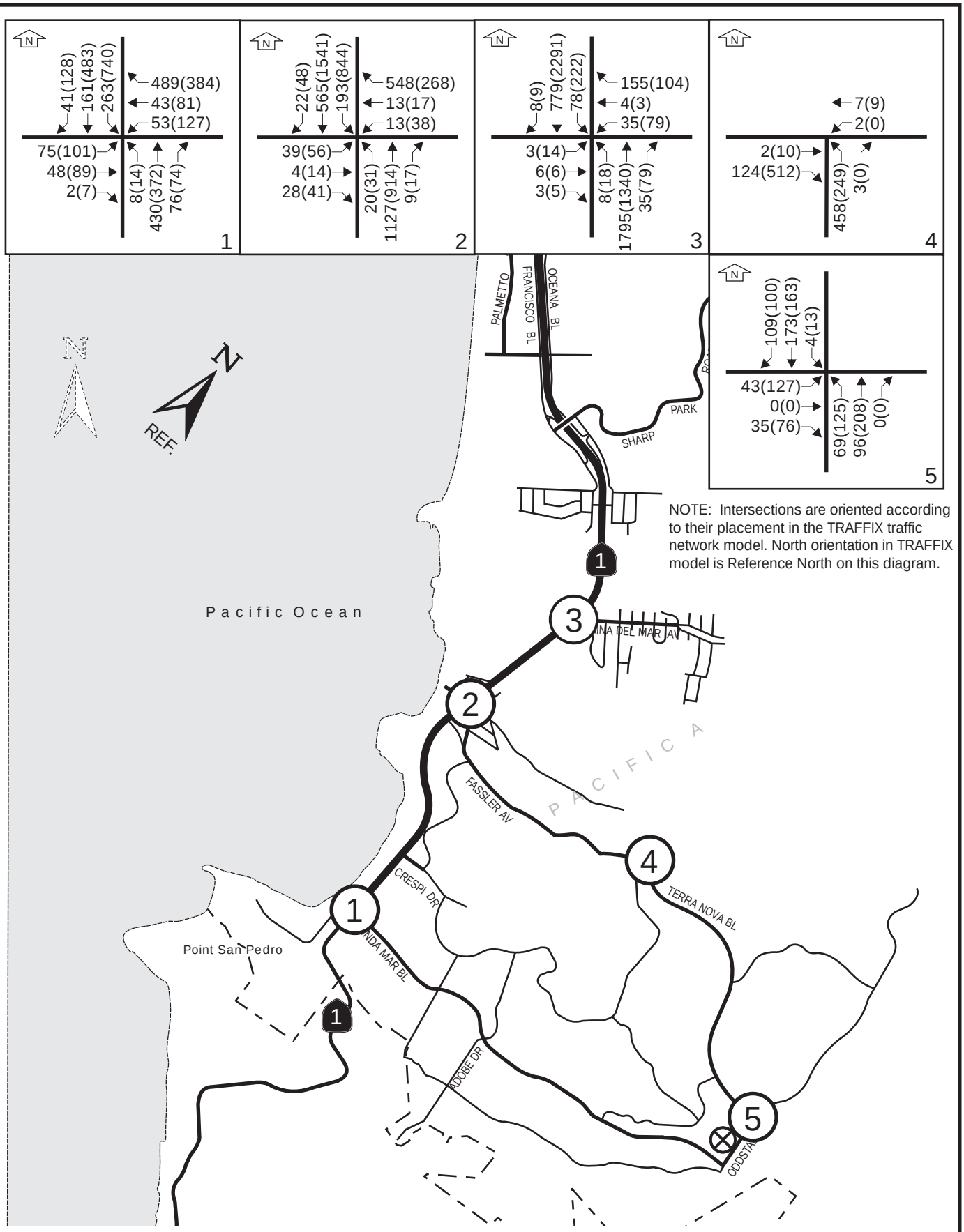
LOS (Levels of Service) methodologies are described in Section 1. Levels of Service define how well or how poorly a traffic facility (a street or an intersection) is operating. There are by definition six Levels of Service. These definitions are presented in Table A on page 6.



NOTE: Intersections are oriented according to their placement in the TRAFFIX traffic network model. North orientation in TRAFFIX model is Reference North on this diagram.

INTERSECTION CONFIGURATION AND CONTROL
FIGURE 2

RKH



KEY:
000(000) = AM(PM) Peak Hour Traffic Volumes
AM Peak Hour Between 7 and 9 AM
PM Peak Hour Between 4 and 6 PM

EXISTING PEAK HOUR TRAFFIC VOLUMES
FIGURE 3

RKH

TABLE A: Levels of Service Definitions for Signalized Intersections		
Level of Service	Traffic Flow Conditions	Control Delay per Vehicle (sec./veh)
A	Conditions of free flow; speed is controlled by driver's desires, stipulated speed limits, or physical roadway conditions.	≤10
B	Conditions of stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.	>10-20
C	Conditions of stable flow; speeds and maneuverability more closely restricted; occasional backups behind left-turning vehicles at intersections.	>20-35
D	Conditions approach unstable flow; tolerable speeds can be maintained but temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low; at intersections some motorists, especially those making left turns, may wait through one or more signal changes.	>35-55
E	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.	>55-80
F	Forced flow conditions; stoppages for long periods; low operating speeds. Delays at intersections average 60 seconds or more.	>80

Source: Exhibit 16-2, *Highway Capacity Manual*.

TABLE A1: Levels of Service Definitions for 2-Way and All-Way STOP Controlled Intersections	
Level of Service	Traffic Conditions
A	Very low delay, less than or equal to10.0 seconds of average control delay per vehicle.
B	Average control delay in the range of 10.1 to 15.0 seconds per vehicle
C	Average control delay in the range of 15.1 to 25.0 seconds per vehicle
D	Average control delay in the range of 25.1 to 35.0 seconds per vehicle
E	Average control delay in the range of 35.1 to 50.0 seconds per vehicle
F	Average control delay in excess of 50 seconds per vehicle.

Reference: *Highway Capacity Manual*, Chapter 17, HCM2000.

LEVELS OF SERVICE STANDARDS

The San Mateo County Congestion Management Program has set Levels of Service standards for major roadways and intersections within the County. Route 1 through Pacifica is a designated CMP roadway. The CMP designated LOS standard for Route 1 in Pacifica is E. While none of the four study area intersections is a designated CMP intersection, the CMP standards for intersections on designated CMP roadways is appropriate:

" . . .the (intersection) standard is set to be LOS E to correspond to the standard established for the adjacent roadway segment."[2]

For the City of Pacifica the LOS Standard is "D" for all public streets. For signalized intersections in Pacifica the project is said to create a significant adverse impact on traffic conditions at the intersection if for any peak hour -

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or

2. If the intersection is already operating at an unacceptable LOS E and the addition of project traffic causes both the critical movement delay at the intersection to increase by two (2) or more seconds and the critical demand-to-capacity (V/C) ratio to increase by more than 0.010, or

3. If the intersection is already operating at an unacceptable LOS F and the addition of project traffic causes both the critical movement delay at the intersection to increase by one (1) or more seconds and the demand-to-capacity (V/C) to increase by more than 0.010.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case the threshold of significance is an increase in the critical V/C value of more than 0.010.

[2] San Mateo County Congestion Management Program LOS Standard for Intersections, 5.e.

EXISTING CONDITIONS LEVELS OF SERVICE

Levels of Service have been calculated for the existing conditions scenario using the analysis methods contained in the *2000 Highway Capacity Manual*. The results of the LOS calculations are summarized in Table B below. The calculation worksheets are provided in Appendix B.

The LOS calculations reflect traffic conditions existing in the summer of 2009. Historically the intersections on Route 1 at Fassler/Rockaway and at Reina Del Mar during the morning peak hour operated at LOS significantly lower than that shown in Table B below. Time of year and economic conditions may have contributed to the reduction in total intersection volume from previous counts and, thus, precipitated an improvement in LOS. A comparison of Route 1 intersection volumes and LOS is provided in Appendix C. The City of Pacifica and the San Mateo County Transportation Authority are planning on widening Route 1 between Fassler Avenue/Rockaway Beach Avenue and Reina Del Mar Avenue from four lanes to six lanes. The project is still in the planning stages of development. Once completed, that project should significantly reduce the queuing that presently occurs on Route 1in the northbound direction during the morning peak traffic period.

TABLE B: Intersection Levels of Service
Existing Conditions

Signalized Intersection	Peak Hour	V/C	Delay	LOS
1- Route 1 & Linda Mar Blvd.	AM	0.438	26.7	C
	PM	0.581	26.0	C
2 - Route 1 & Fassler Ave./ Rockaway Bch.	AM	0.631	30.0	C
	PM	0.723	27.2	C
3 - Route 1 & Reina Del Mar Avenue	AM	0.703	17.0	B
	PM	0.839	22.2	C
STOP Controlled Intersections	**Controlled Approach**	**Peak Hour**	**Delay**	**LOS**
4 -Fassler Ave. & Terra Nova Blvd.	NB Terra Nova Blvd.*	AM	13.3	B
		PM	13.2	B
5 - Terra Nova Blvd. & Oddstad Blvd.	All	AM	8.6	A
		PM	10.4	B

Delay is average control delay in seconds per vehicle. V/C is critical volume-to-capacity ratio.
LOS is Level of Service. See Tables A and A1 for definitions.
* The westbound Fassler Avenue approach is also STOP sign controlled, but the HCM 2000 and TRAFFIX modeling programs cannot analyze an intersection where one of the opposing approaches is not controlled. Because the peak hour volume on the westbound Fassler Avenue approach is so low, the effect on the LOS of the controlled approach is minimal.

BACKGROUND CONDITIONS
SECTION 3.

Background Conditions are those traffic conditions which are expected to occur immediately prior to the completion and occupancy of the proposed subdivision. Traffic from developments that are approved and/or ones that are expected to be completed and occupied prior to the proposed project is added to existing traffic volumes to create this traffic analysis scenario.

APPROVED PROJECTS

For purposes of this study there are three projects that could be completed prior to occupancy of this project. They are:

1) A mixed use commercial project on Old County Road in the Rockaway Beach area.
2) A 13 lot, single family detached residential subdivision off of Roberts Road.
3) A 3,700 sq. ft. restaurant at 4627 Coast Highway near the bowling alley.

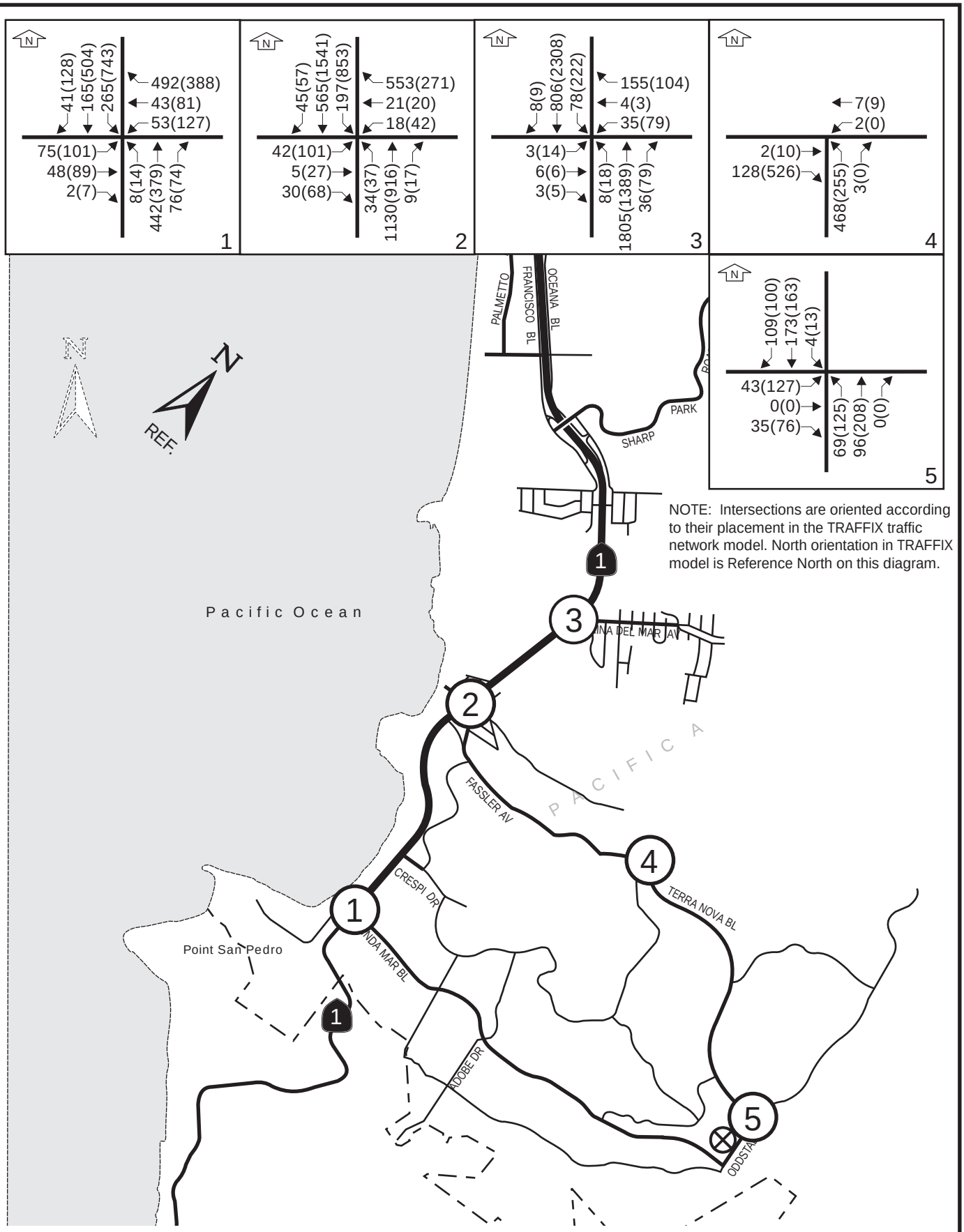
Projections of vehicle trip generation for these developments are provided in Appendix C.

BACKGROUND CONDITIONS PEAK HOUR TRAFFIC VOLUMES

Morning and afternoon street peak hour traffic volumes at the five designated intersections are shown on Figure 4 page 10, for the Background Conditions scenario.

BACKGROUND CONDITIONS LEVELS OF SERVICE

Levels of Service have been calculated for the background conditions scenario using the analysis methods contained in the *2000 Highway Capacity Manual*. The results of the LOS calculations are summarized in Table C on page 11. The calculation worksheets are provided in Appendix B.



KEY:
000(000) = AM(PM) Peak Hour Traffic Volumes
AM Peak Hour Between 7 and 9 AM
PM Peak Hour Between 4 and 6 PM

BACKGROUND CONDITIONS
PEAK HOUR TRAFFIC VOLUMES
FIGURE 4

RKH

TABLE C: Intersection Levels of Service Background Conditions							
Signalized Intersection	Peak Hour	Existing Conditions			Background Conditions		
		V/C	Delay	LOS	V/C	Delay	LOS
1- Route 1 & Linda Mar Blvd.	AM	0.438	26.7	C	0.443	26.7	C
	PM	0.581	26.0	C	0.584	25.9	C
2 - Route 1 & Fassler Ave./ Rockaway Bch.	AM	0.631	30.0	C	0.638	30.6	C
	PM	0.723	27.2	C	0.788	32.7	C
3 - Route 1 & Reina Del Mar Avenue	AM	0.703	17.0	B	0.706	16.9	B
	PM	0.839	22.2	C	0.844	22.4	C
STOP Controlled Intersections	Controlled Approach	Peak Hour	Delay	LOS	Peak Hour	Delay	LOS
4 -Fassler Ave. & Terra Nova Blvd.	NB Terra Nova Blvd.	AM	13.3	B	AM	13.5	B
		PM	13.2	B	PM	13.4	B
5 - Terra Nova Blvd. & Oddstad Blvd.	All	AM	8.6	A	AM	8.6	B
		PM	10.4	B	PM	10.4	B

Delay is average control delay in seconds per vehicle. V/C is critical volume-to-capacity ratio.
LOS is Level of Service. See Tables A and A1 for definitions.

Only a slight change in delay or V/C ratio results when approved project trips are added to the roadway network.

PROJECT CONDITIONS
SECTION 4.

PROJECT DESCRIPTION

The project consists of a 141 bed assisted living facility on a vacant lot on Oddstad Boulevard.

PROJECT VEHICLE TRIP GENERATION

The estimate of vehicle trips to be generated by the project is shown in Table D below. The estimate is based on data contained in *Trip Generation.*[3] The AM Street Peak Hour is generally between 7 a.m. and 9 a.m. and the PM Street Peak Hour is generally between 4 p.m. and 6 p.m. A detailed trip generation table can be found in Appendix C.

Table D: Project Vehicle Trip Generation

Land Use	Size	Units	AM Street Peak Hour			PM Street Peak Hour		
			In	Out	Total	In	Out	Total
Assisted Living	141	BED	13	7	20	14	17	31

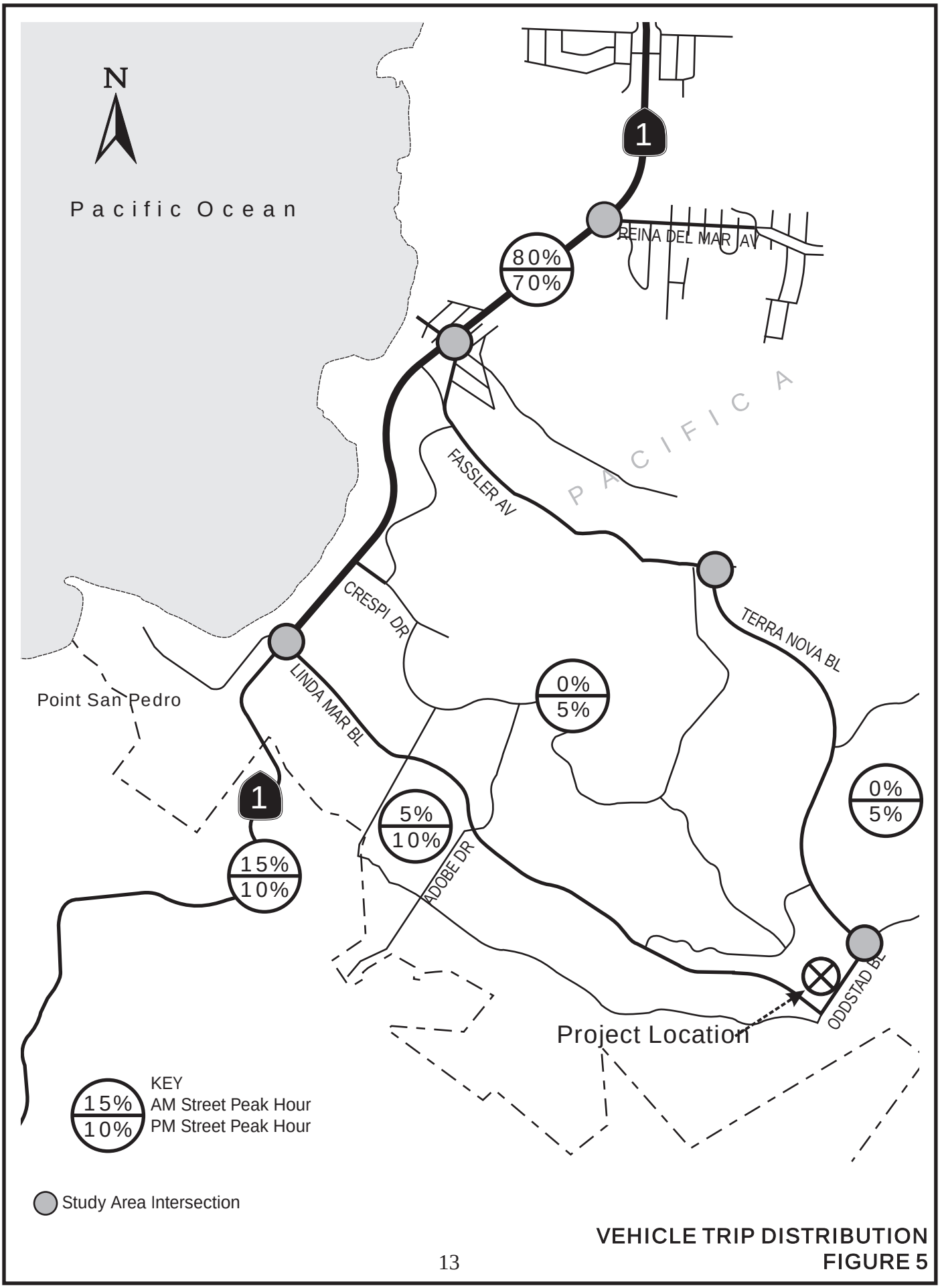
PROJECT VEHICLE TRIP DISTRIBUTION

Project vehicle trips have been distributed on the basis of likely employee and visitor travel patterns. The assumed vehicle trip distribution is shown on Figure 5, Project Vehicle Trip Distribution, page 13.

PROJECT PEAK HOUR TRAFFIC VOLUMES

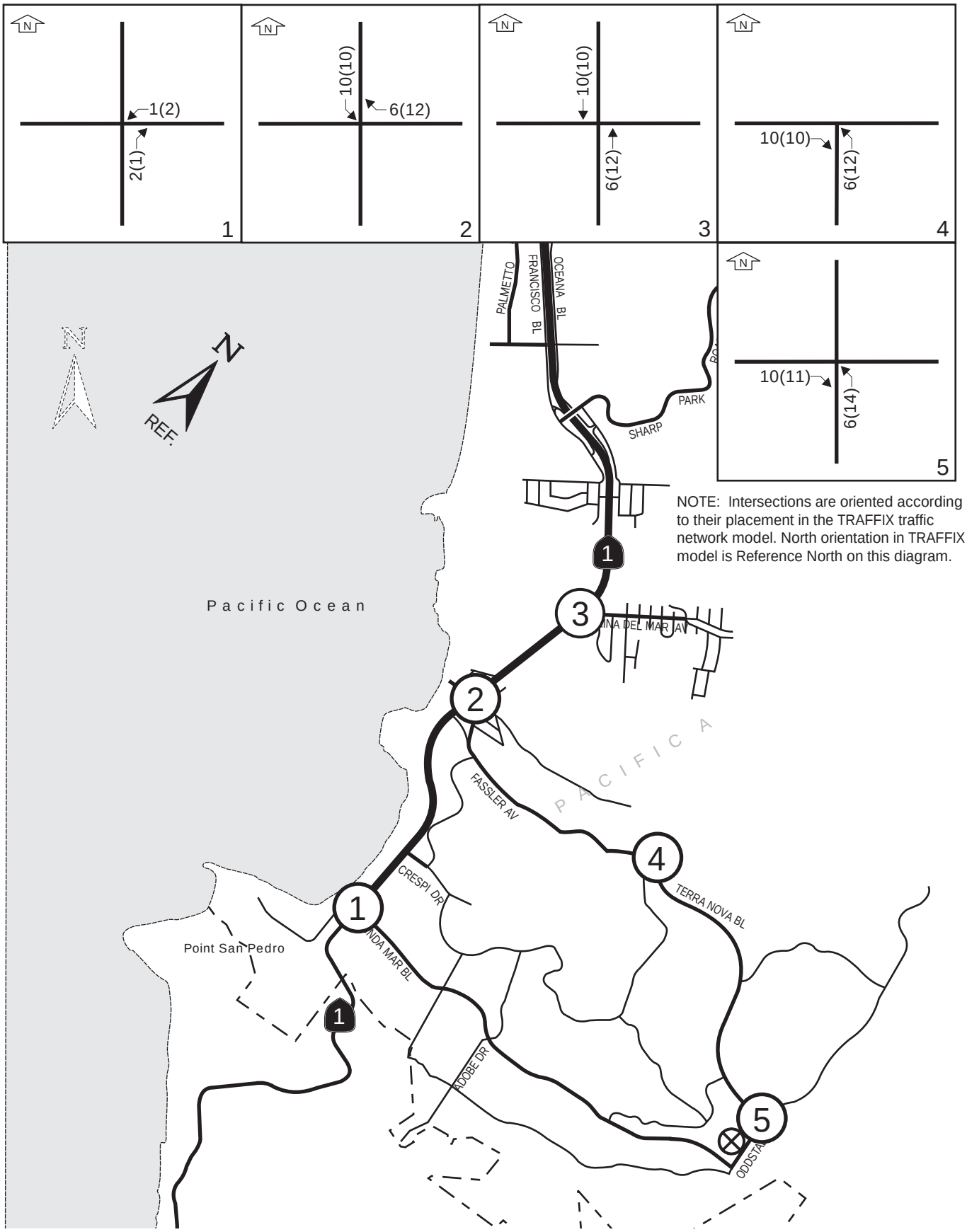
Figure 6, page 14, shows project only peak hour traffic volumes through each of the five study area intersections. The Project Conditions (Existing + Approved + Project) peak hour traffic volumes at the five study area intersections are shown on Figure 7, Project Conditions Peak Hour Traffic Volumes, page 15.

[3] Institute of Transportation Engineers, 8th Edition, © 2008.



VEHICLE TRIP DISTRIBUTION
FIGURE 5

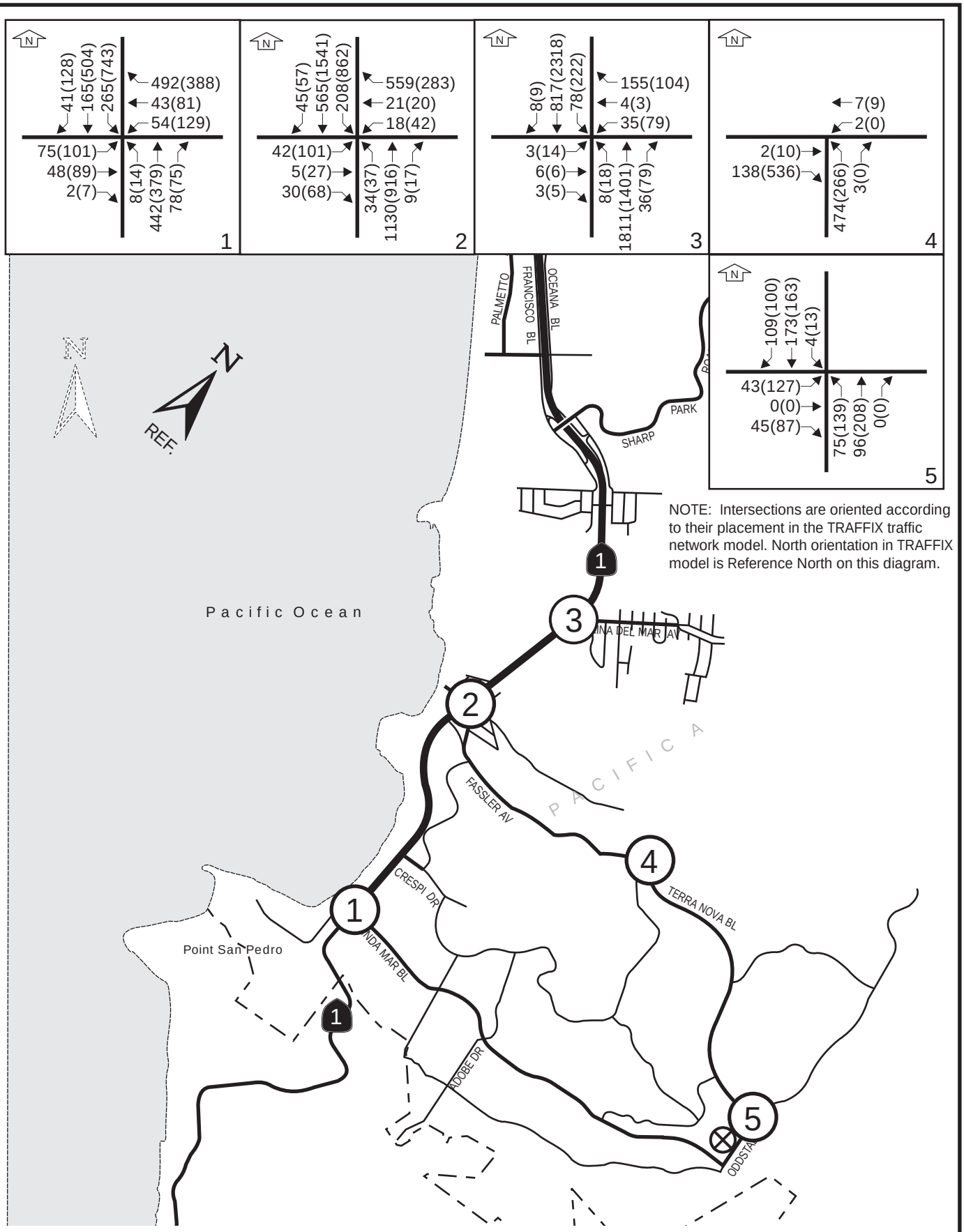
RKH



KEY:
000(000) = AM(PM) Peak Hour Traffic Volumes
AM Peak Hour Between 7 and 9 AM
PM Peak Hour Between 4 and 6 PM

PROJECT ONLY
PEAK HOUR TRAFFIC VOLUMES
FIGURE 6

RKH



KEY:
000(000) = AM(PM) Peak Hour Traffic Volumes
AM Peak Hour Between 7 and 9 AM
PM Peak Hour Between 4 and 6 PM

PROJECT CONDITIONS
PEAK HOUR TRAFFIC VOLUMES
FIGURE 7

RKH

PROJECT CONDITIONS LEVELS OF SERVICE

Levels of Service have been calculated for the project conditions scenario using the analysis methods contained in the *2000 Highway Capacity Manual*. The results of the LOS calculations are summarized in Table E below. The calculation worksheets are provided in Appendix B.

Project generated traffic adds minimally to the delay at some intersections. The increase in delay does not significantly worsen the LOS over that of the Background Conditions scenario.

TABLE E: Intersection Levels of Service
Project Conditions

Signalized Intersection	Peak Hour	Background Conditions			Project Conditions			Existing + Project		
		V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
1- Route 1 & Linda Mar Blvd.	AM	0.443	26.7	C	0.444	26.7	C	0.439	26.7	C
	PM	0.584	25.9	C	0.586	26.0	C	0.583	26.0	C
2 - Route 1 & Fassler Ave./ Rockaway Bch.	AM	0.638	30.6	C	0.641	30.7	C	0.634	30.1	C
	PM	0.788	32.7	C	0.791	32.8	C	0.726	27.3	C
3 - Route 1 & Reina Del Mar Avenue	AM	0.706	16.9	B	0.708	16.9	B	0.705	17.0	B
	PM	0.844	22.4	C	0.847	22.4	C	0.842	22.3	C
STOP Controlled Intersections	Controlled Approach	Peak Hour	Delay	LOS	Peak Hour	Delay	LOS	Peak Hour	Delay	LOS
4 -Fassler Ave. & Terra Nova Blvd.	NB Terra Nova Blvd.	AM	13.5	B	AM	13.8	B	AM	13.5	B
		PM	13.4	B	PM	13.8	B	PM	13.5	B
5 - Terra Nova Blvd. & Oddstad Blvd.	All	AM	8.6	B	AM	8.7	A	AM	8.7	A
		PM	10.4	B	PM	10.5	B	PM	10.5	B

Delay is average control delay in seconds per vehicle. V/C is critical volume-to-capacity ratio.
LOS is Level of Service. See Tables A and A1 for definitions.

Because of a recent California Supreme Court ruling, an Existing + Project scenario must be evaluated in traffic impact analyses. This is in addition to the Project scenario which is project generated traffic added to the Background scenario traffic (Existing + Pending + Project).

NEAR-TERM CUMULATIVE CONDITIONS
SECTION 5.

CUMULATIVE CONDITIONS SCENARIO

The Cumulative Conditions scenario for purposes of this study are those that are expected to within the next 3-5 years. The city has identified six developments that could occur subsequent to the development of this project within this near-term cumulative scenario. They are -

1) five single family residential units on Piedmont Avenue
2) a 29 unit condominium development on Fassler Avenue, The Prospects
3) a 63 unit condominium development on Fassler Avenue at Route 1
4) 11 single family residential units on Higgins Way
5) a seven unit condominium project on Adobe Drive
6) a 14 room hotel expansion on Nick Gust Way

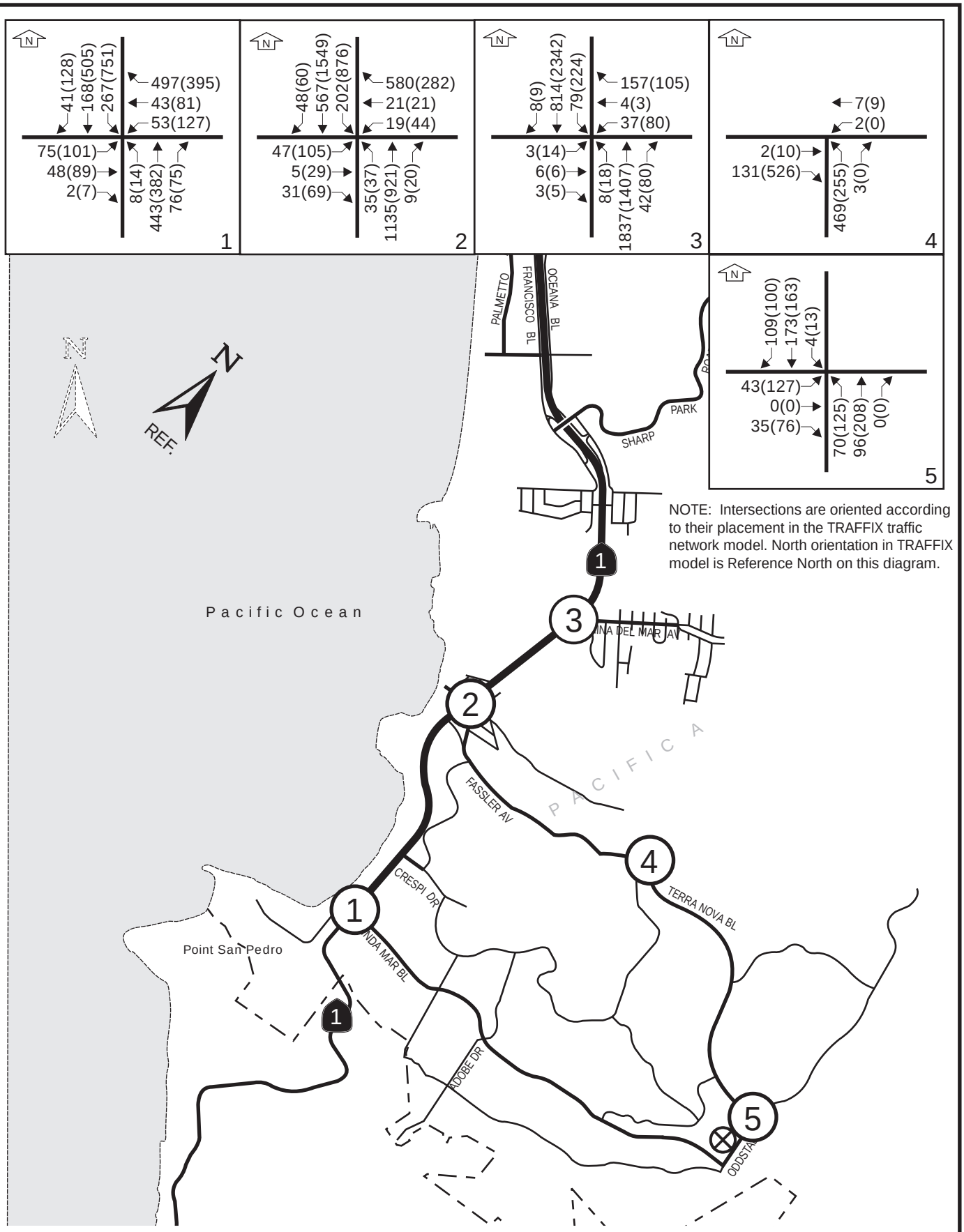
Projections of vehicle trip generation are provided in Appendix C.

CUMULATIVE CONDITIONS PEAK HOUR TRAFFIC VOLUMES

The near-term cumulative traffic volumes are shown on Figure 8, Near-Term Cumulative Conditions Peak Hour Traffic Volumes, page 18, and the Cumulative + Project Conditions Peak Hour Traffic Volumes, Figure 9, are shown on page 19.

CUMULATIVE CONDITIONS LEVELS OF SERVICE

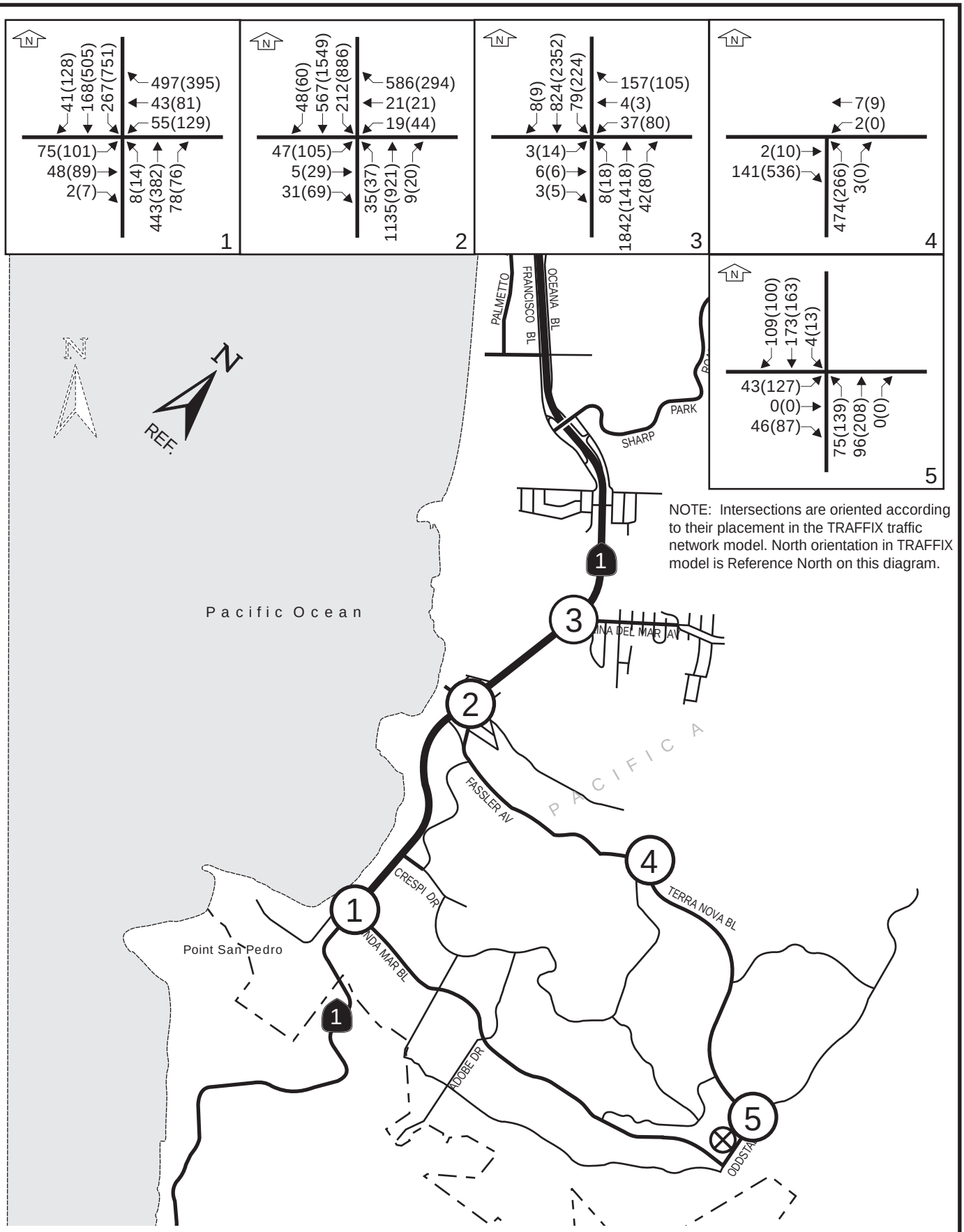
Levels of Service have been calculated for cumulative conditions scenario using the analysis methods contained in the *2000 Highway Capacity Manual*. The results of the LOS calculations Are summarized in Table F on page 20.



KEY:
000(000) = AM(PM) Peak Hour Traffic Volumes
AM Peak Hour Between 7 and 9 AM
PM Peak Hour Between 4 and 6 PM

NEAR TERM CUMULATIVE CONDITIONS
PEAK HOUR TRAFFIC VOLUMES
FIGURE 8

RKH



KEY:
000(000) = AM(PM) Peak Hour Traffic Volumes
AM Peak Hour Between 7 and 9 AM
PM Peak Hour Between 4 and 6 PM

CUMULATIVE + PROJECT CONDITIONS
PEAK HOUR TRAFFIC VOLUMES
FIGURE 9

RKH

TABLE F: Intersection Levels of Service Cumulative Conditions							
Signalized Intersection	Peak Hour	Near- Term Cumulative Conditions			Cumulative + Project Conditions		
		V/C	Delay	LOS	V/C	Delay	LOS
1- Route 1 & Linda Mar Blvd.	AM	0.446	26.7	C	0.447	26.7	C
	PM	0.588	25.9	C	0.590	26.0	C
2 - Route 1 & Fassler Ave./ Rockaway Bch.	AM	0.655	31.5	C	0.657	31.6	C
	PM	0.806	33.6	C	0.809	33.6	C
3 - Route 1 & Reina Del Mar Avenue	AM	0.721	17.3	B	0.722	17.2	B
	PM	0.856	22.9	C	0.859	23.1	C
STOP Controlled Intersections	Controlled Approach	Peak Hour	Delay	LOS	Peak Hour	Delay	LOS
4 -Fassler Ave. & Terra Nova Blvd.	NB Terra Nova Blvd.	AM	13.6	B	AM	13.8	B
		PM	13.4	B	PM	13.8	B
5 - Terra Nova Blvd. & Oddstad Blvd.	All	AM	8.6	A	AM	8.7	A
		PM	10.4	B	PM	10.5	B

Delay is average control delay in seconds per vehicle. V/C is critical volume-to-capacity ratio.
LOS is Level of Service. See Tables A and A1 for definitions.

Project generated traffic adds minimally to the delay at some intersections. The increase in delay does not significantly worsen the LOS over that of the Near-Term Cumulative Conditions scenario.

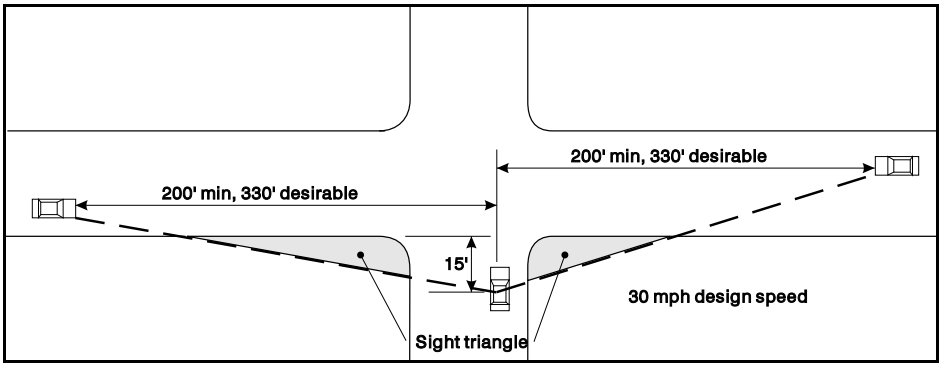
SITE ACCESS, CIRCULATION AND PARKING
SECTION 6.

SITE PLAN

The assisted living facility is shown on Figure 10, Site Plan, page 22.

SITE ACCESS

Access to the site will be from Oddstad Boulevard. At this location the street is 52 feet wide with parking allowed on the west side (project side). Driveway corner sight distance is good in both directions. However, site development could restrict sight distance. As shown in Figure 11 below, the area within the sight triangles should be free of obstructions.



Corner Sight Distance
Figure 11

While Figure 11 above presents a schematic diagram of the corner sight triangles, Figure 12, page 23, shows the actual driveway corner sight triangles for the facility on Oddstad Boulevard. In the southbound direction the desired corner sight distance may not be achievable because the adjacent property is not a part of the project. However, the minimum stopping sight distance of 200 feet appears to be achievable with parking in front of the project site prohibited.

Left turn movements into the site will operate at LOS A during the peak street traffic hours of a typical weekday. Traffic exiting the site during these same peak hours will operate at LOS B. The LOS calculation sheets are provided in Appendix B. There is not enough traffic making a left turn off of Oddstad Boulevard to warrant the installation of a separate left turn lane. Traffic making a left turn into the site will do so from the northbound through lane.

SITE PLAN
FIGURE 10

RKH

0 50 100 150

Scale in Feet

DRIVEWAY CORNER SIGHT DISTANCE
FIGURE 12

RKH

CIRCULATION

Within the site there are roadways without adjacent parking. These 2-way aisle ways should be not less than 22 feet in width. Where aisle ways are adjacent to perpendicular parking spaces the aisle ways should be not less than 25 feet in width.

PARKING

The project proposes to provide 75 parking spaces, 37 surface parking spaces and 38 spaces in a below ground level garage. According to data contained in *Parking Generation*[4] a 141 bed assisted living facility could expect the peak parking demand to be on the order of 41 spaces on an average weekday and 38 spaces on a Saturday. The project appears to be over parked.

[4] Institute of Transportation Engineers, Third Edition, © 2004

CONCLUSIONS AND RECOMMENDATIONS
SECTION 7.

CONCLUSIONS

The 141 bed Oddstad Assisted Living Facility is estimated to generate 20 new vehicle trips during the morning peak hour and 31 new vehicle trips during the afternoon peak traffic hour. The project will not create a significant impact at any of the five study area intersections.

RECOMMENDATIONS

Off-site:

None.

On-site:

1) Within the corner sight triangles and the street there should be no fencing or signs that would obstruct visibility. Trees should be planted so as to not create a "wall" effect when viewed at a shallow angle. The type of shrubbery planted within the triangles should such that it will grow no higher than three feet above the adjacent roadway surface. Trees planted within the sight triangle areas should be large enough that the lowest limbs are at least seven feet above the surface of the adjacent roadway.

Richard K Hopper

Richard K. Hopper, P.E., PTOE
Principal

APPENDICES

A. Traffic Count Data

B. Levels of Service Calculation Worksheets

C. Traffic Analysis Worksheets

A. Traffic Count Worksheets

Traffic Research Associates

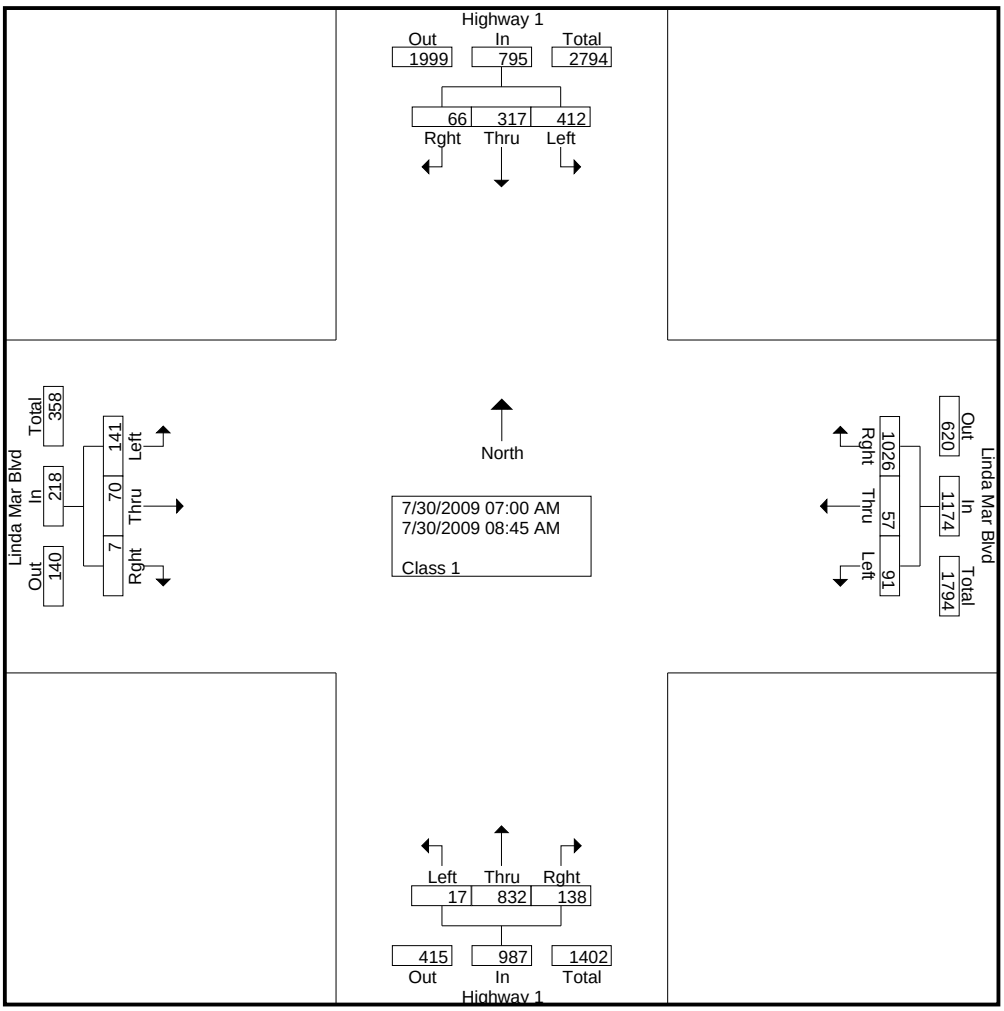
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Linda Mar Blvd
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Linda Mar AM
Site Code : 09241
Start Date : 7/30/2009
Page No : 1

Groups Printed- Class 1

	Highway 1 From North				Linda Mar Blvd From East				Highway 1 From South				Linda Mar Blvd From West				
Start Time	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Int. Total
07:00 AM	5	30	26	61	121	2	11	134	14	90	5	109	3	10	14	27	331
07:15 AM	4	36	39	79	118	4	9	131	15	98	2	115	0	5	17	22	347
07:30 AM	4	49	39	92	136	3	6	145	18	98	0	116	1	3	16	20	373
07:45 AM	12	41	45	98	162	5	12	179	15	116	2	133	1	4	19	24	434
Total	25	156	149	330	537	14	38	589	62	402	9	473	5	22	66	93	1485
08:00 AM	9	41	65	115	141	8	11	160	17	106	2	125	2	10	15	27	427
08:15 AM	9	40	56	105	103	15	19	137	13	102	4	119	0	12	22	34	395
08:30 AM	8	33	62	103	128	15	9	152	25	100	0	125	0	10	21	31	411
08:45 AM	15	47	80	142	117	5	14	136	21	122	2	145	0	16	17	33	456
Total	41	161	263	465	489	43	53	585	76	430	8	514	2	48	75	125	1689
Grand Total	66	317	412	795	1026	57	91	1174	138	832	17	987	7	70	141	218	3174
Apprch %	8.3	39.9	51.8		87.4	4.9	7.8		14	84.3	1.7		3.2	32.1	64.7		
Total %	2.1	10	13	25	32.3	1.8	2.9	37	4.3	26.2	0.5	31.1	0.2	2.2	4.4	6.9	



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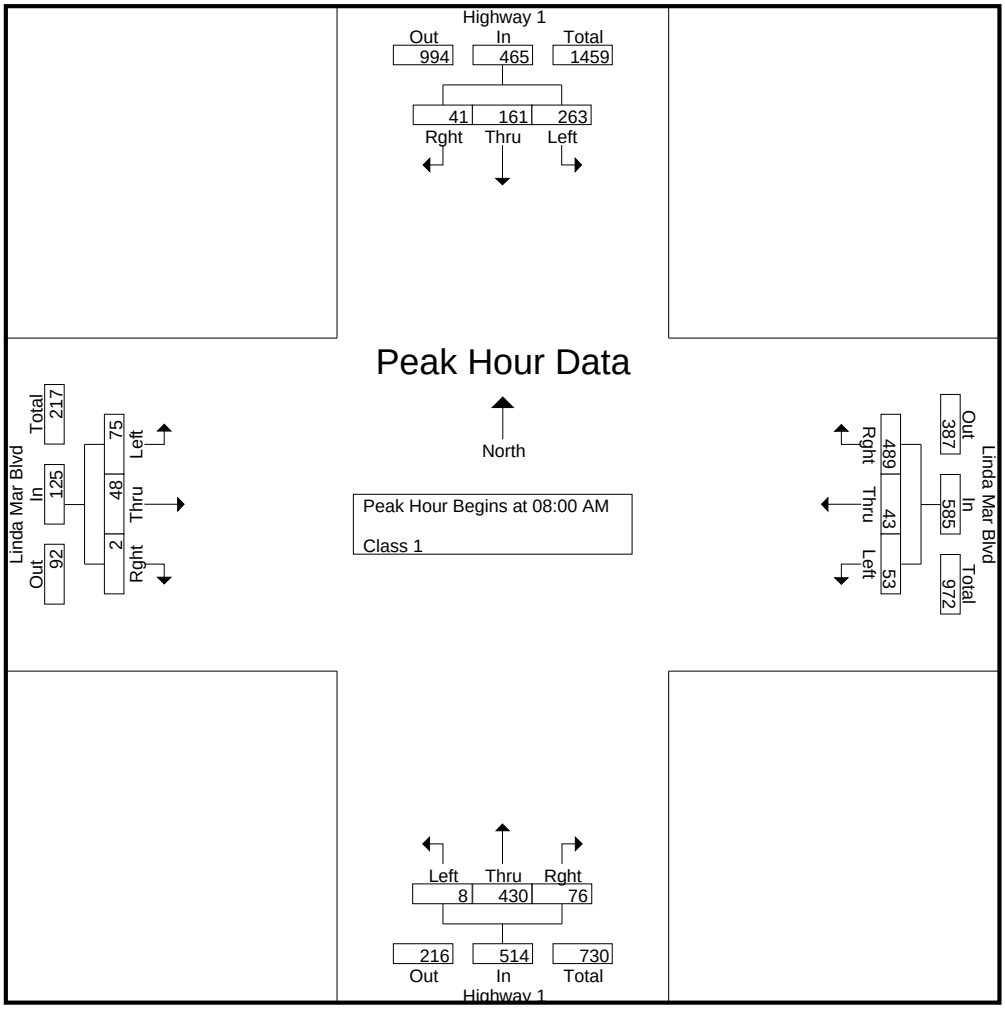
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Linda Mar Blvd
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Linda Mar AM
Site Code : 09241
Start Date : 7/30/2009
Page No : 2

	Highway 1 From North				Linda Mar Blvd From East				Highway 1 From South				Linda Mar Blvd From West				
Start Time	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	9	41	65	115	**141**	8	11	**160**	17	106	2	125	**2**	10	15	27	427
08:15 AM	9	40	56	105	103	**15**	**19**	137	13	102	**4**	119	0	12	**22**	**34**	395
08:30 AM	8	33	62	103	128	15	9	152	**25**	100	0	125	0	10	21	31	411
08:45 AM	**15**	**47**	**80**	**142**	117	5	14	136	21	**122**	2	**145**	0	**16**	17	33	**456**
Total Volume	41	161	263	465	489	43	53	585	76	430	8	514	2	48	75	125	1689
% App. Total	8.8	34.6	56.6		83.6	7.4	9.1		14.8	83.7	1.6		1.6	38.4	60		
PHF	.683	.856	.822	.819	.867	.717	.697	.914	.760	.881	.500	.886	.250	.750	.852	.919	.926



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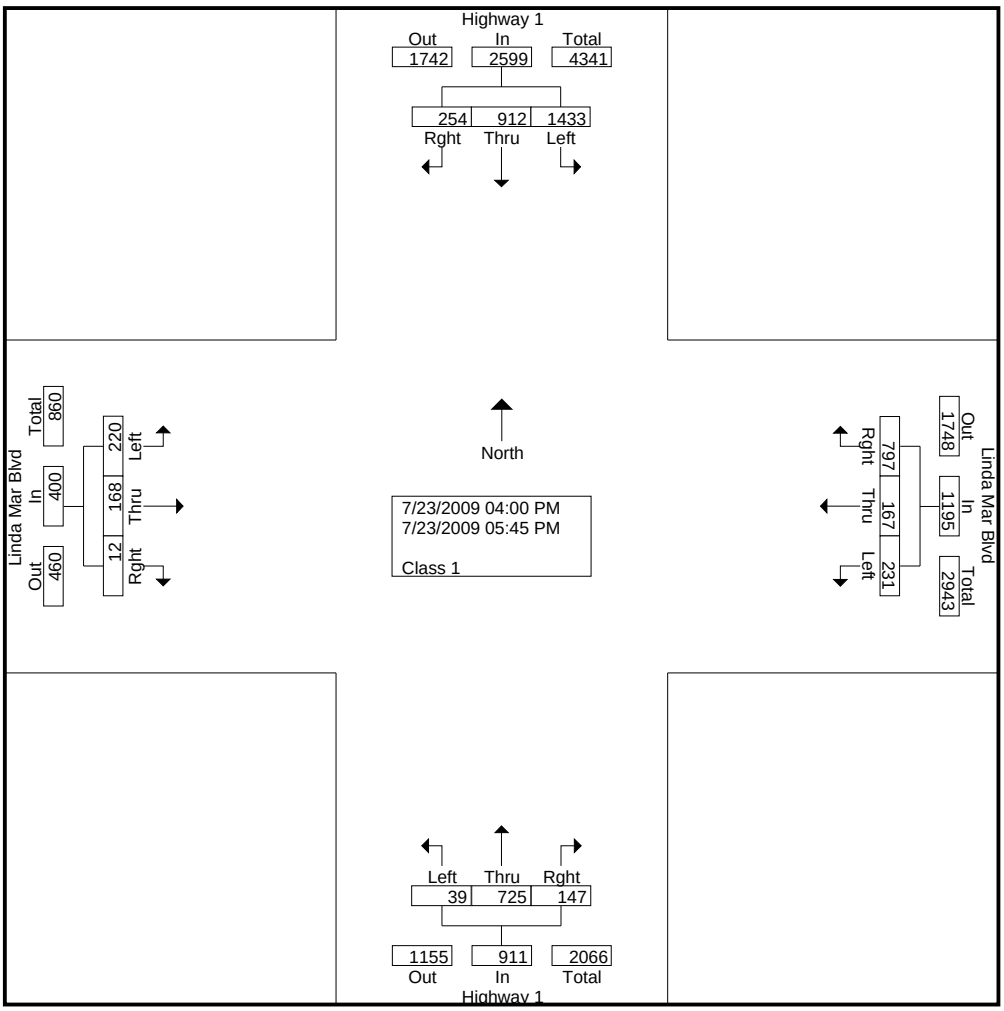
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Linda Mar Blvd
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Linda Mar PM
Site Code : 09241
Start Date : 7/23/2009
Page No : 1

Groups Printed- Class 1

	Highway 1 From North				Linda Mar Blvd From East				Highway 1 From South				Linda Mar Blvd From West				
Start Time	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Int. Total
04:00 PM	32	111	155	298	99	20	30	149	18	93	16	127	2	21	31	54	628
04:15 PM	26	113	178	317	100	24	22	146	21	94	2	117	1	16	26	43	623
04:30 PM	39	106	167	312	98	21	22	141	16	86	3	105	1	19	39	59	617
04:45 PM	29	99	193	321	116	21	30	167	18	80	4	102	1	23	23	47	637
Total	126	429	693	1248	413	86	104	603	73	353	25	451	5	79	119	203	2505
05:00 PM	27	133	170	330	88	22	38	148	23	100	3	126	3	24	25	52	656
05:15 PM	25	113	214	352	91	17	33	141	19	95	3	117	1	18	21	40	650
05:30 PM	35	116	169	320	106	16	30	152	13	94	7	114	1	22	29	52	638
05:45 PM	41	121	187	349	99	26	26	151	19	83	1	103	2	25	26	53	656
Total	128	483	740	1351	384	81	127	592	74	372	14	460	7	89	101	197	2600
Grand Total	254	912	1433	2599	797	167	231	1195	147	725	39	911	12	168	220	400	5105
Apprch %	9.8	35.1	55.1		66.7	14	19.3		16.1	79.6	4.3		3	42	55		
Total %	5	17.9	28.1	50.9	15.6	3.3	4.5	23.4	2.9	14.2	0.8	17.8	0.2	3.3	4.3	7.8	



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P.O. Box 4205
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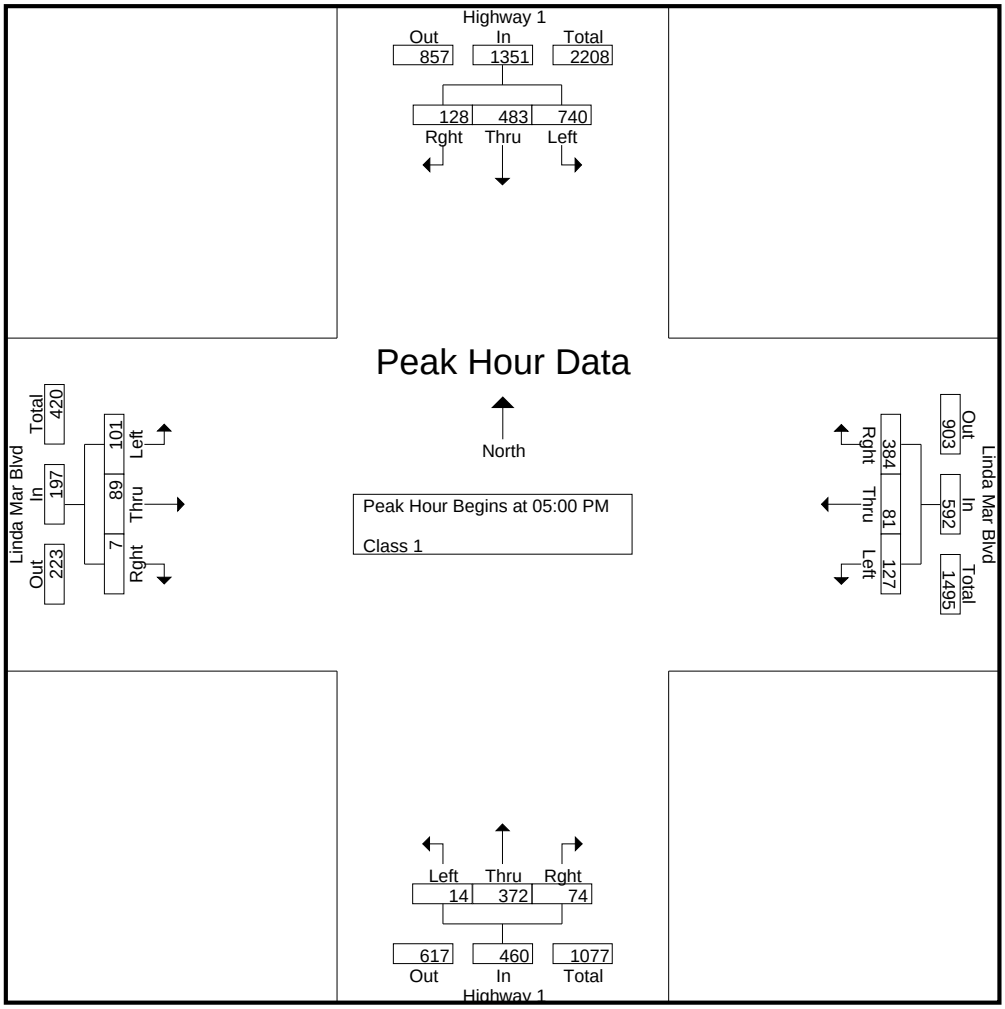
Data You Can Count On

Intersection: Highway 1 & Linda Mar Blvd
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Linda Mar PM
Site Code : 09241
Start Date : 7/23/2009
Page No : 2

	Highway 1 From North				Linda Mar Blvd From East				Highway 1 From South				Linda Mar Blvd From West				
Start Time	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Rght	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	27	**133**	170	330	88	22	**38**	148	**23**	**100**	3	**126**	**3**	24	25	52	**656**
05:15 PM	25	113	**214**	**352**	91	17	33	141	19	95	3	117	1	18	21	40	650
05:30 PM	35	116	169	320	**106**	16	30	**152**	13	94	**7**	114	1	22	**29**	52	638
05:45 PM	**41**	121	187	349	99	**26**	26	151	19	83	1	103	2	**25**	26	**53**	656
Total Volume	128	483	740	1351	384	81	127	592	74	372	14	460	7	89	101	197	2600
% App. Total	9.5	35.8	54.8		64.9	13.7	21.5		16.1	80.9	3		3.6	45.2	51.3		
PHF	.780	.908	.864	.960	.906	.779	.836	.974	.804	.930	.500	.913	.583	.890	.871	.929	.991



Traffic Research Associates

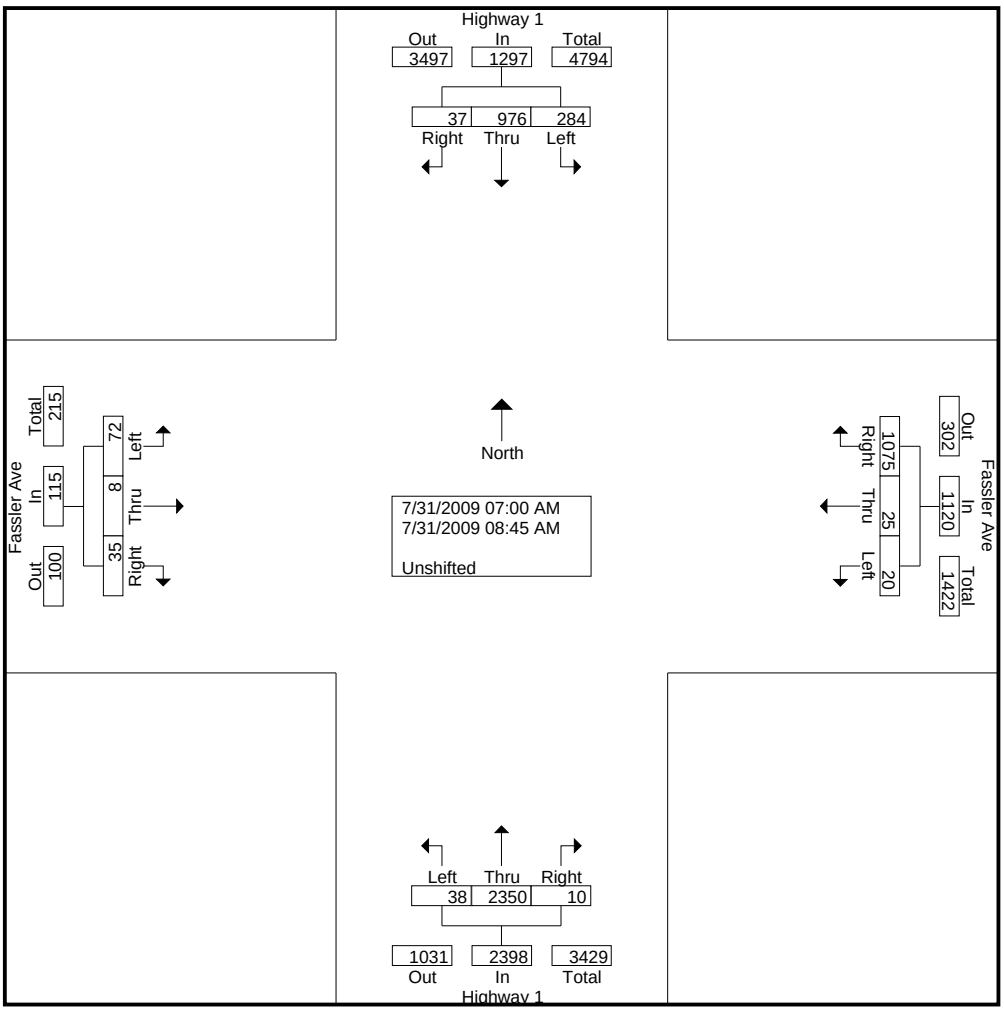
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Fassler Ave
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Fassler AM
Site Code : 09241
Start Date : 7/31/2009
Page No : 1

Groups Printed- Unshifted

	Highway 1 From North				Fassler Ave From East				Highway 1 From South				Fassler Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	4	82	19	105	119	3	1	123	0	311	5	316	3	1	15	19	563
07:15 AM	1	90	19	110	133	4	3	140	0	296	2	298	1	3	9	13	561
07:30 AM	7	114	20	141	140	3	2	145	0	327	6	333	3	0	3	6	625
07:45 AM	3	125	33	161	135	2	1	138	1	289	5	295	0	0	6	6	600
Total	15	411	91	517	527	12	7	546	1	1223	18	1242	7	4	33	44	2349
08:00 AM	5	129	51	185	127	2	5	134	0	263	5	268	4	1	9	14	601
08:15 AM	3	132	42	177	144	1	3	148	2	302	5	309	4	1	4	9	643
08:30 AM	3	142	47	192	158	2	2	162	4	271	4	279	13	2	15	30	663
08:45 AM	11	162	53	226	119	8	3	130	3	291	6	300	7	0	11	18	674
Total	22	565	193	780	548	13	13	574	9	1127	20	1156	28	4	39	71	2581
Grand Total	37	976	284	1297	1075	25	20	1120	10	2350	38	2398	35	8	72	115	4930
Apprch %	2.9	75.3	21.9		96	2.2	1.8		0.4	98	1.6		30.4	7	62.6		
Total %	0.8	19.8	5.8	26.3	21.8	0.5	0.4	22.7	0.2	47.7	0.8	48.6	0.7	0.2	1.5	2.3	



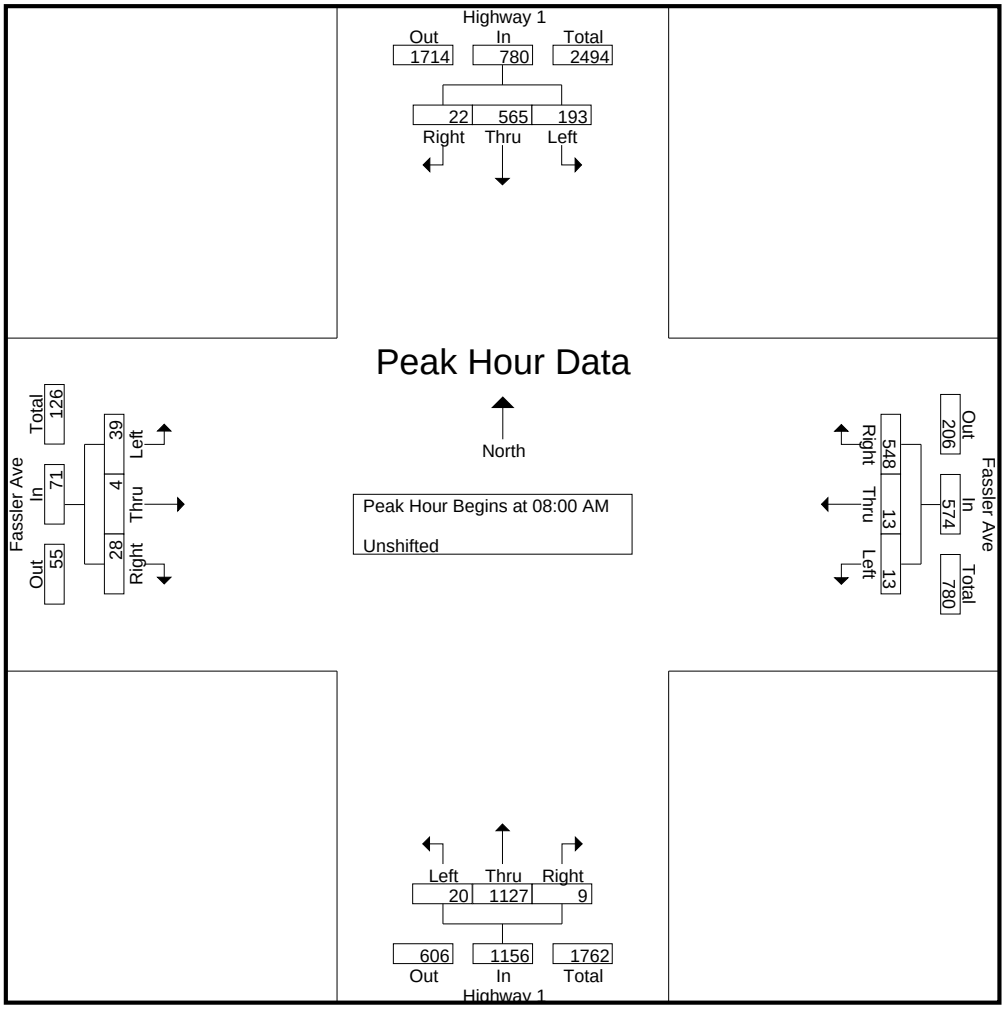
Traffic Research Associates

P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Fassler Ave
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Fassler AM
Site Code : 09241
Start Date : 7/31/2009
Page No : 2

	Highway 1 From North				Fassler Ave From East				Highway 1 From South				Fassler Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	129	51	185	127	2	**5**	134	0	263	5	268	4	1	9	14	601
08:15 AM	3	132	42	177	144	1	3	148	2	**302**	5	**309**	4	1	4	9	643
08:30 AM	3	142	47	192	**158**	2	2	**162**	**4**	271	4	279	**13**	**2**	**15**	**30**	663
08:45 AM	**11**	**162**	**53**	**226**	119	**8**	3	130	3	291	**6**	300	7	0	11	18	**674**
Total Volume	22	565	193	780	548	13	13	574	9	1127	20	1156	28	4	39	71	2581
% App. Total	2.8	72.4	24.7		95.5	2.3	2.3		0.8	97.5	1.7		39.4	5.6	54.9		
PHF	.500	.872	.910	.863	.867	.406	.650	.886	.563	.933	.833	.935	.538	.500	.650	.592	.957



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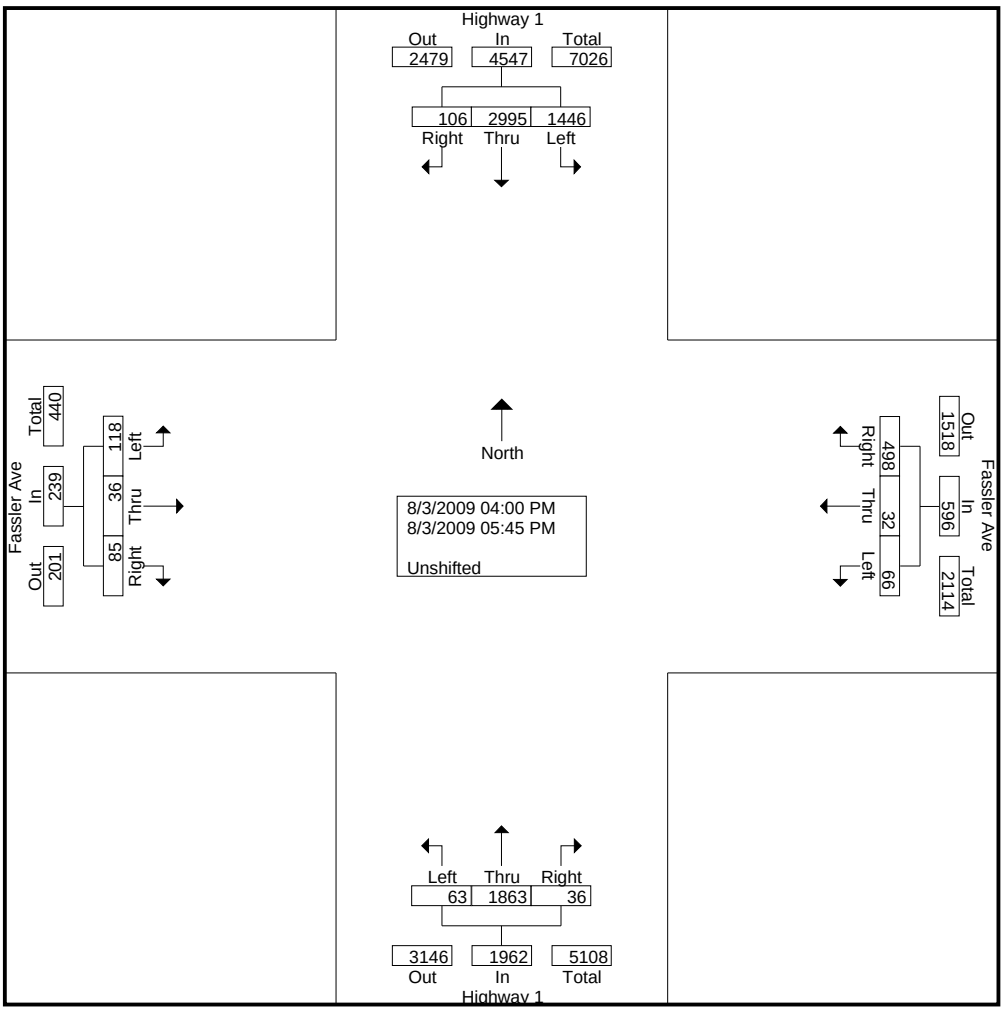
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Fassler Ave
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Fassler PM
Site Code : 09241
Start Date : 8/3/2009
Page No : 1

Groups Printed- Unshifted

	Highway 1 From North				Fassler Ave From East				Highway 1 From South				Fassler Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	15	322	130	467	45	5	9	59	9	214	8	231	11	3	17	31	788
04:15 PM	17	407	167	591	62	1	5	68	5	276	8	289	10	4	16	30	978
04:30 PM	16	353	142	511	64	1	6	71	2	243	8	253	8	9	15	32	867
04:45 PM	10	372	163	545	59	8	8	75	3	216	8	227	15	6	14	35	882
Total	58	1454	602	2114	230	15	28	273	19	949	32	1000	44	22	62	128	3515
05:00 PM	15	364	195	574	62	6	3	71	8	210	6	224	3	2	9	14	883
05:15 PM	12	331	209	552	59	5	15	79	2	220	9	231	11	10	20	41	903
05:30 PM	14	445	217	676	65	4	12	81	3	264	6	273	13	0	15	28	1058
05:45 PM	7	401	223	631	82	2	8	92	4	220	10	234	14	2	12	28	985
Total	48	1541	844	2433	268	17	38	323	17	914	31	962	41	14	56	111	3829
Grand Total	106	2995	1446	4547	498	32	66	596	36	1863	63	1962	85	36	118	239	7344
Apprch %	2.3	65.9	31.8		83.6	5.4	11.1		1.8	95	3.2		35.6	15.1	49.4		
Total %	1.4	40.8	19.7	61.9	6.8	0.4	0.9	8.1	0.5	25.4	0.9	26.7	1.2	0.5	1.6	3.3	



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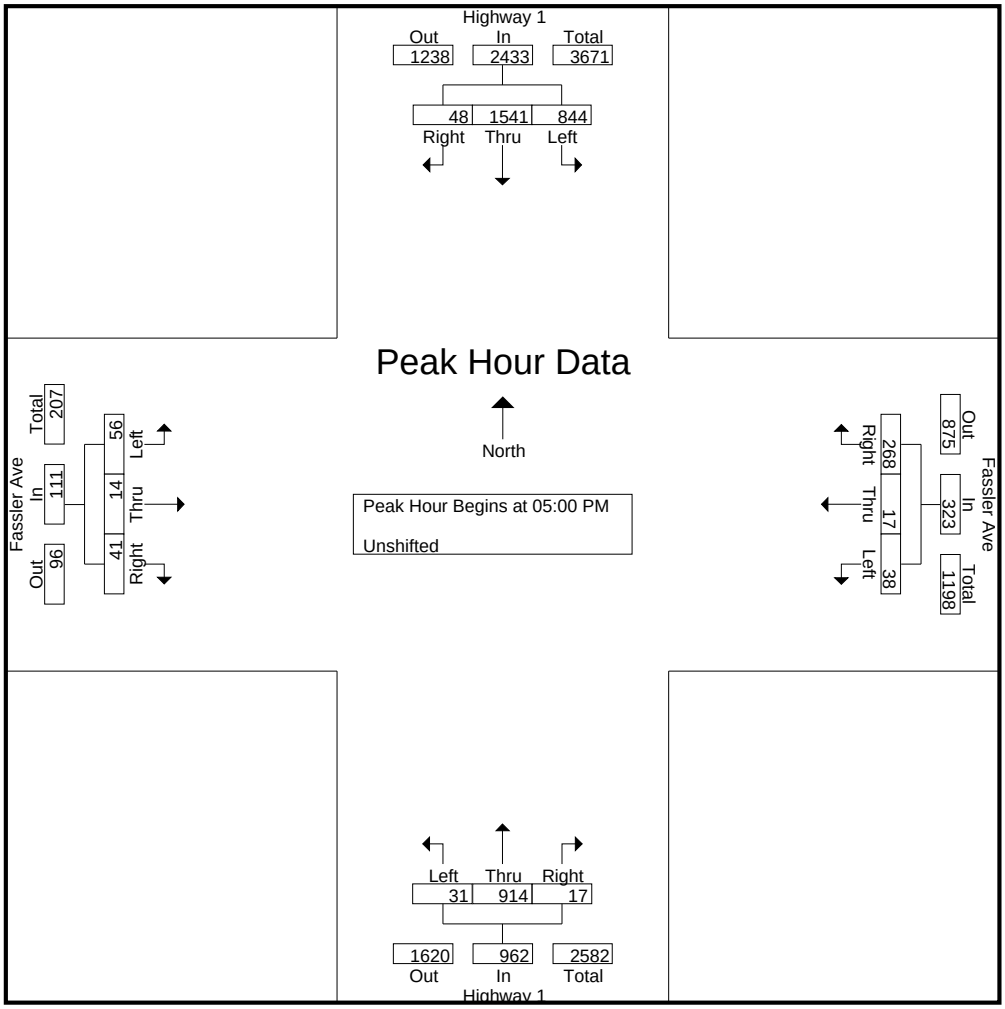
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Fassler Ave
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Fassler PM
Site Code : 09241
Start Date : 8/3/2009
Page No : 2

	Highway 1 From North				Fassler Ave From East				Highway 1 From South				Fassler Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**15**	364	195	574	62	**6**	3	71	**8**	210	6	224	3	2	9	14	883
05:15 PM	12	331	209	552	59	5	**15**	79	2	220	9	231	11	**10**	**20**	**41**	903
05:30 PM	14	**445**	217	**676**	65	4	12	81	3	**264**	6	**273**	13	0	15	28	**1058**
05:45 PM	7	401	**223**	631	**82**	2	8	**92**	4	220	**10**	234	**14**	2	12	28	985
Total Volume	48	1541	844	2433	268	17	38	323	17	914	31	962	41	14	56	111	3829
% App. Total	2	63.3	34.7		83	5.3	11.8		1.8	95	3.2		36.9	12.6	50.5		
PHF	.800	.866	.946	.900	.817	.708	.633	.878	.531	.866	.775	.881	.732	.350	.700	.677	.905



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P.O. Box 4205
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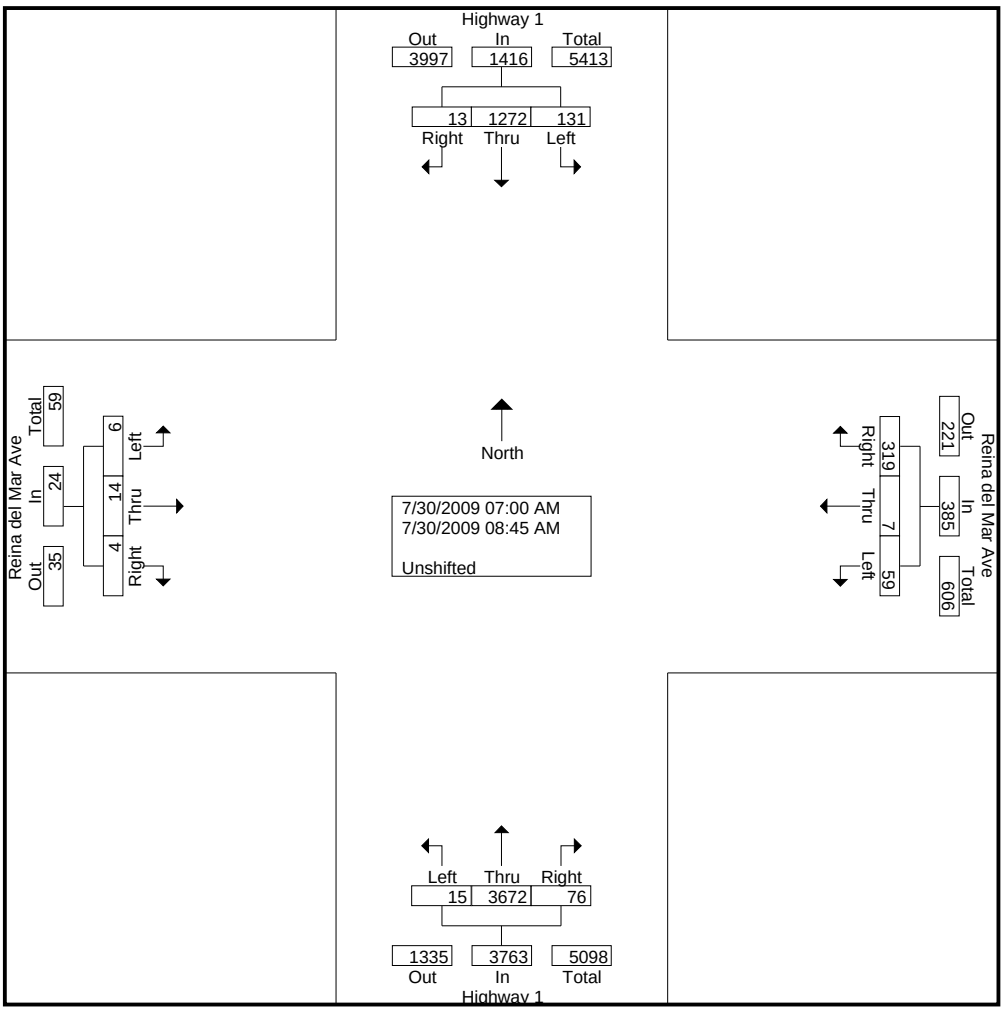
Data You Can Count On

Intersection: Highway 1 & Reina del Mar
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Reina del Mar AM
Site Code : 09241
Start Date : 7/30/2009
Page No : 1

Groups Printed- Unshifted

	Highway 1 From North				Reina del Mar Ave From East				Highway 1 From South				Reina del Mar Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	90	15	105	45	0	5	50	9	430	3	442	0	1	0	1	598
07:15 AM	0	132	6	138	41	1	4	46	8	490	1	499	0	4	0	4	687
07:30 AM	0	131	16	147	41	1	6	48	12	459	1	472	0	1	3	4	671
07:45 AM	5	140	16	161	37	1	9	47	12	498	2	512	1	2	0	3	723
Total	5	493	53	551	164	3	24	191	41	1877	7	1925	1	8	3	12	2679
08:00 AM	3	160	24	187	39	1	5	45	11	460	3	474	0	2	0	2	708
08:15 AM	2	190	21	213	43	0	9	52	8	432	2	442	1	2	0	3	710
08:30 AM	2	213	13	228	37	1	8	46	10	451	2	463	2	1	2	5	742
08:45 AM	1	216	20	237	36	2	13	51	6	452	1	459	0	1	1	2	749
Total	8	779	78	865	155	4	35	194	35	1795	8	1838	3	6	3	12	2909
Grand Total	13	1272	131	1416	319	7	59	385	76	3672	15	3763	4	14	6	24	5588
Apprch %	0.9	89.8	9.3		82.9	1.8	15.3		2	97.6	0.4		16.7	58.3	25		
Total %	0.2	22.8	2.3	25.3	5.7	0.1	1.1	6.9	1.4	65.7	0.3	67.3	0.1	0.3	0.1	0.4	



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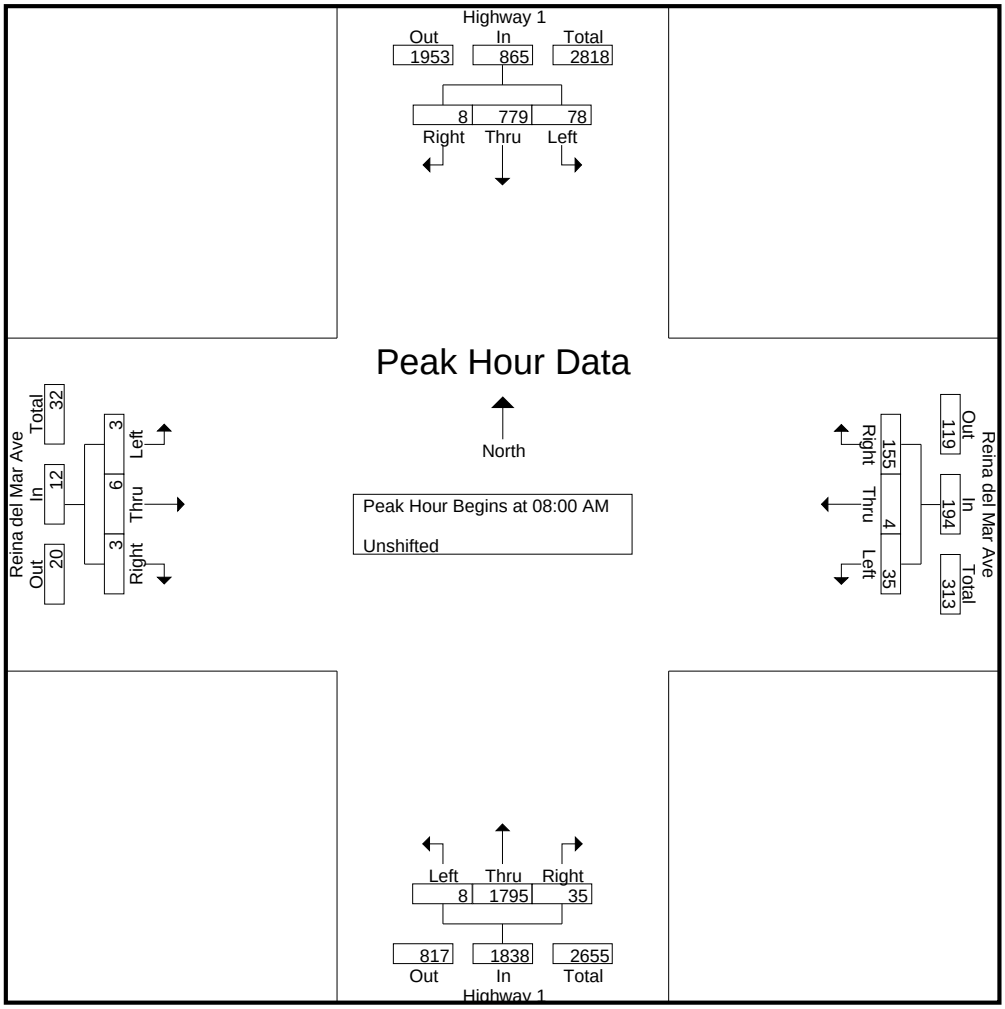
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Reina del Mar
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Reina del Mar AM
Site Code : 09241
Start Date : 7/30/2009
Page No : 2

	Highway 1 From North				Reina del Mar Ave From East				Highway 1 From South				Reina del Mar Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**3**	160	**24**	187	39	1	5	45	**11**	**460**	**3**	**474**	0	**2**	0	2	708
08:15 AM	2	190	21	213	**43**	0	9	**52**	8	432	2	442	1	2	0	3	710
08:30 AM	2	213	13	228	37	1	8	46	10	451	2	463	**2**	1	**2**	**5**	742
08:45 AM	1	**216**	20	**237**	36	**2**	**13**	51	6	452	1	459	0	1	1	2	**749**
Total Volume	8	779	78	865	155	4	35	194	35	1795	8	1838	3	6	3	12	2909
% App. Total	0.9	90.1	9		79.9	2.1	18		1.9	97.7	0.4		25	50	25		
PHF	.667	.902	.813	.912	.901	.500	.673	.933	.795	.976	.667	.969	.375	.750	.375	.600	.971



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P.O. Box 4205
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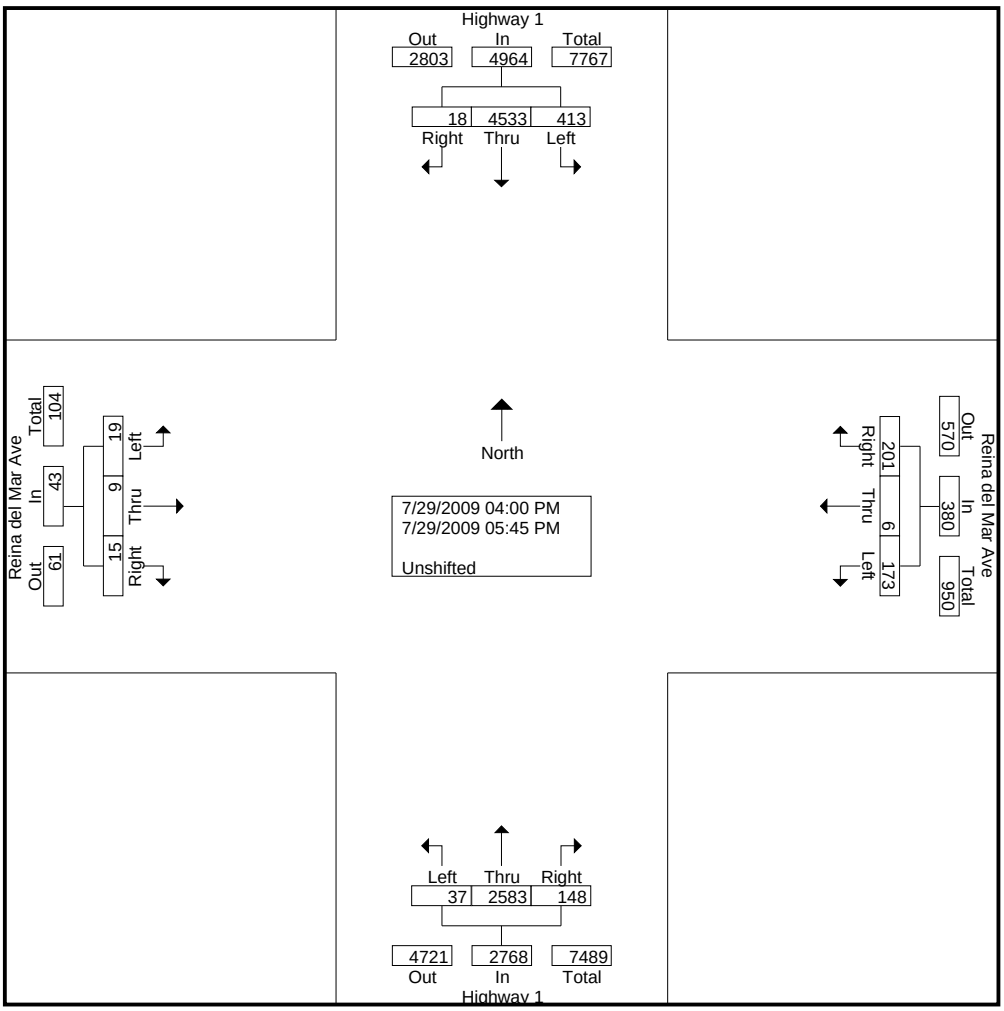
Data You Can Count On

Intersection: Highway 1 & Reina del Mar
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Reina del Mar PM
Site Code : 09241
Start Date : 7/29/2009
Page No : 1

Groups Printed- Unshifted

	Highway 1 From North				Reina del Mar Ave From East				Highway 1 From South				Reina del Mar Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	4	498	42	544	33	0	18	51	18	270	2	290	2	2	1	5	890
04:15 PM	3	626	48	677	28	2	24	54	14	334	4	352	3	0	1	4	1087
04:30 PM	0	558	48	606	18	0	16	34	22	331	7	360	1	0	2	3	1003
04:45 PM	2	560	53	615	18	1	36	55	15	308	6	329	4	1	1	6	1005
Total	9	2242	191	2442	97	3	94	194	69	1243	19	1331	10	3	5	18	3985
05:00 PM	3	509	43	555	29	1	23	53	24	353	9	386	2	0	5	7	1001
05:15 PM	2	582	60	644	21	0	19	40	16	339	2	357	2	1	4	7	1048
05:30 PM	1	541	73	615	26	0	22	48	19	338	6	363	1	2	4	7	1033
05:45 PM	3	659	46	708	28	2	15	45	20	310	1	331	0	3	1	4	1088
Total	9	2291	222	2522	104	3	79	186	79	1340	18	1437	5	6	14	25	4170
Grand Total	18	4533	413	4964	201	6	173	380	148	2583	37	2768	15	9	19	43	8155
Apprch %	0.4	91.3	8.3		52.9	1.6	45.5		5.3	93.3	1.3		34.9	20.9	44.2		
Total %	0.2	55.6	5.1	60.9	2.5	0.1	2.1	4.7	1.8	31.7	0.5	33.9	0.2	0.1	0.2	0.5	



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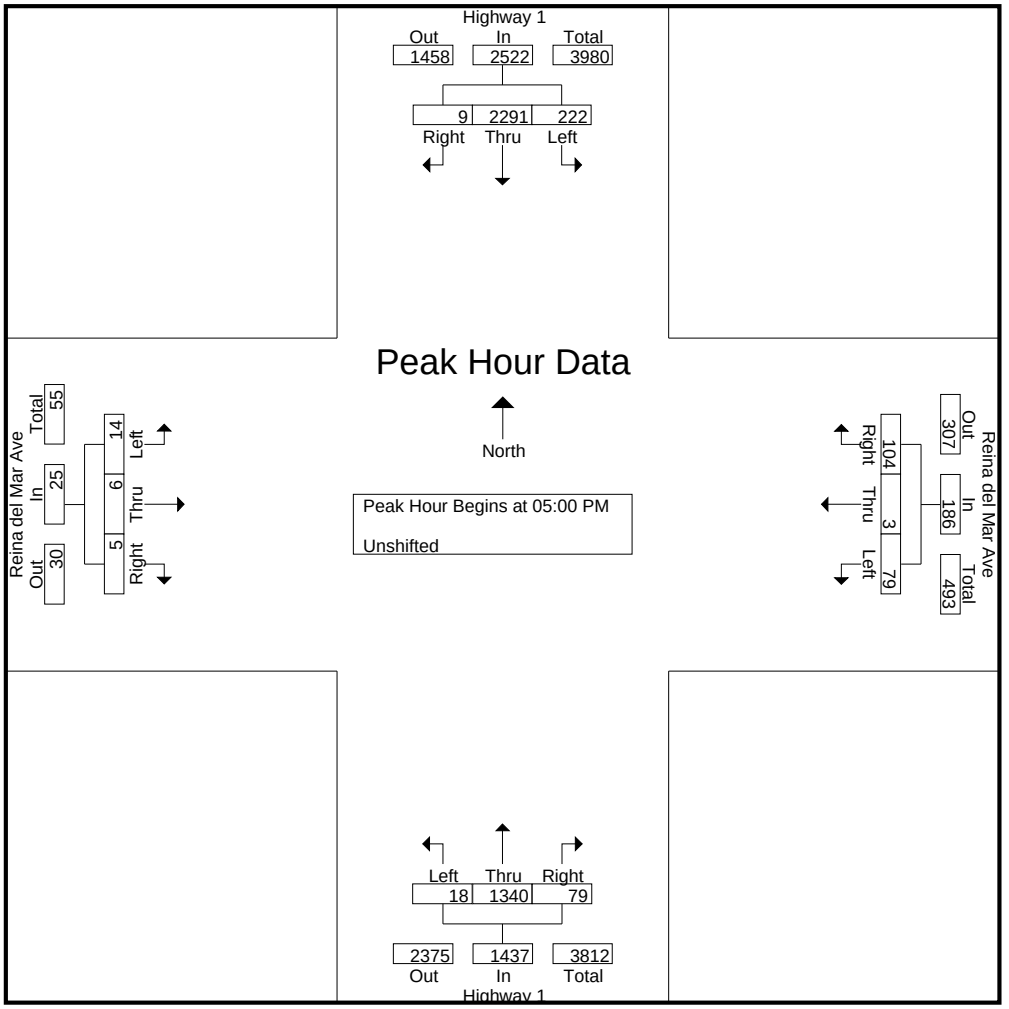
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Highway 1 & Reina del Mar
Engineering Firm: RKH
Project: City of Pacifica

File Name : Highway 1 & Reina del Mar PM
Site Code : 09241
Start Date : 7/29/2009
Page No : 2

	Highway 1 From North				Reina del Mar Ave From East				Highway 1 From South				Reina del Mar Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**3**	509	43	555	**29**	1	**23**	**53**	**24**	**353**	**9**	**386**	**2**	0	**5**	**7**	1001
05:15 PM	2	582	60	644	21	0	19	40	16	339	2	357	2	1	4	7	1048
05:30 PM	1	541	**73**	615	26	0	22	48	19	338	6	363	1	2	4	7	1033
05:45 PM	3	**659**	46	**708**	28	**2**	15	45	20	310	1	331	0	**3**	1	4	**1088**
Total Volume	9	2291	222	2522	104	3	79	186	79	1340	18	1437	5	6	14	25	4170
% App. Total	0.4	90.8	8.8		55.9	1.6	42.5		5.5	93.2	1.3		20	24	56		
PHF	.750	.869	.760	.891	.897	.375	.859	.877	.823	.949	.500	.931	.625	.500	.700	.893	.958



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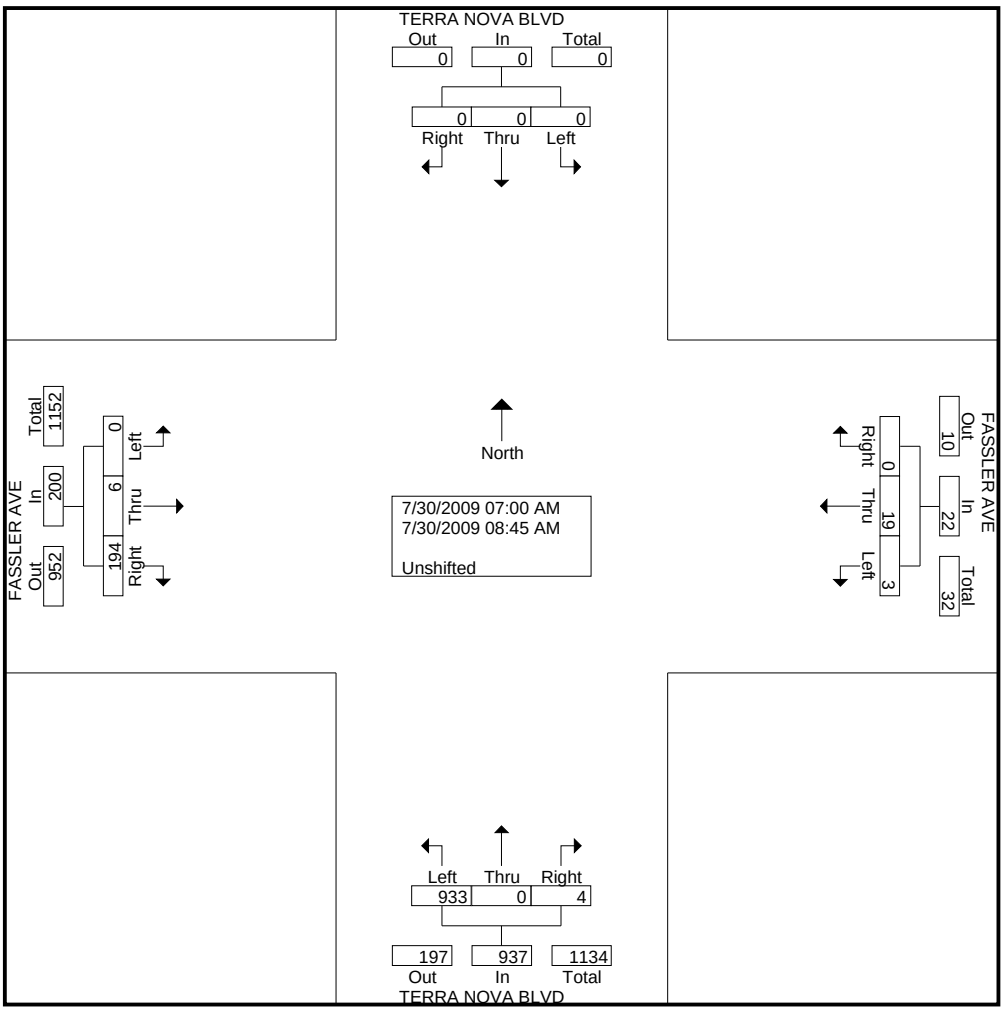
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Terra Nova & Fassler
Engineering Firm: RKH
Project: City of Pacifica

File Name : Terra Nova & Fassler AM
Site Code : 09241
Start Date : 7/30/2009
Page No : 1

Groups Printed- Unshifted

	TERRA NOVA BLVD From North				FASSLER AVE From East				TERRA NOVA BLVD From South				FASSLER AVE From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	2	0	0	133	133	13	0	0	13	148
07:15 AM	0	0	0	0	0	2	0	2	0	0	127	127	21	2	0	23	152
07:30 AM	0	0	0	0	0	4	0	4	1	0	125	126	11	1	0	12	142
07:45 AM	0	0	0	0	0	1	1	2	0	0	107	107	20	1	0	21	130
Total	0	0	0	0	0	9	1	10	1	0	492	493	65	4	0	69	572
08:00 AM	0	0	0	0	0	1	0	1	0	0	122	122	32	0	0	32	155
08:15 AM	0	0	0	0	0	3	1	4	2	0	113	115	31	1	0	32	151
08:30 AM	0	0	0	0	0	2	0	2	1	0	116	117	41	0	0	41	160
08:45 AM	0	0	0	0	0	4	1	5	0	0	90	90	25	1	0	26	121
Total	0	0	0	0	0	10	2	12	3	0	441	444	129	2	0	131	587
Grand Total	0	0	0	0	0	19	3	22	4	0	933	937	194	6	0	200	1159
Apprch %	0	0	0		0	86.4	13.6		0.4	0	99.6		97	3	0		
Total %	0	0	0	0	0	1.6	0.3	1.9	0.3	0	80.5	80.8	16.7	0.5	0	17.3	



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P.O. Box 4205
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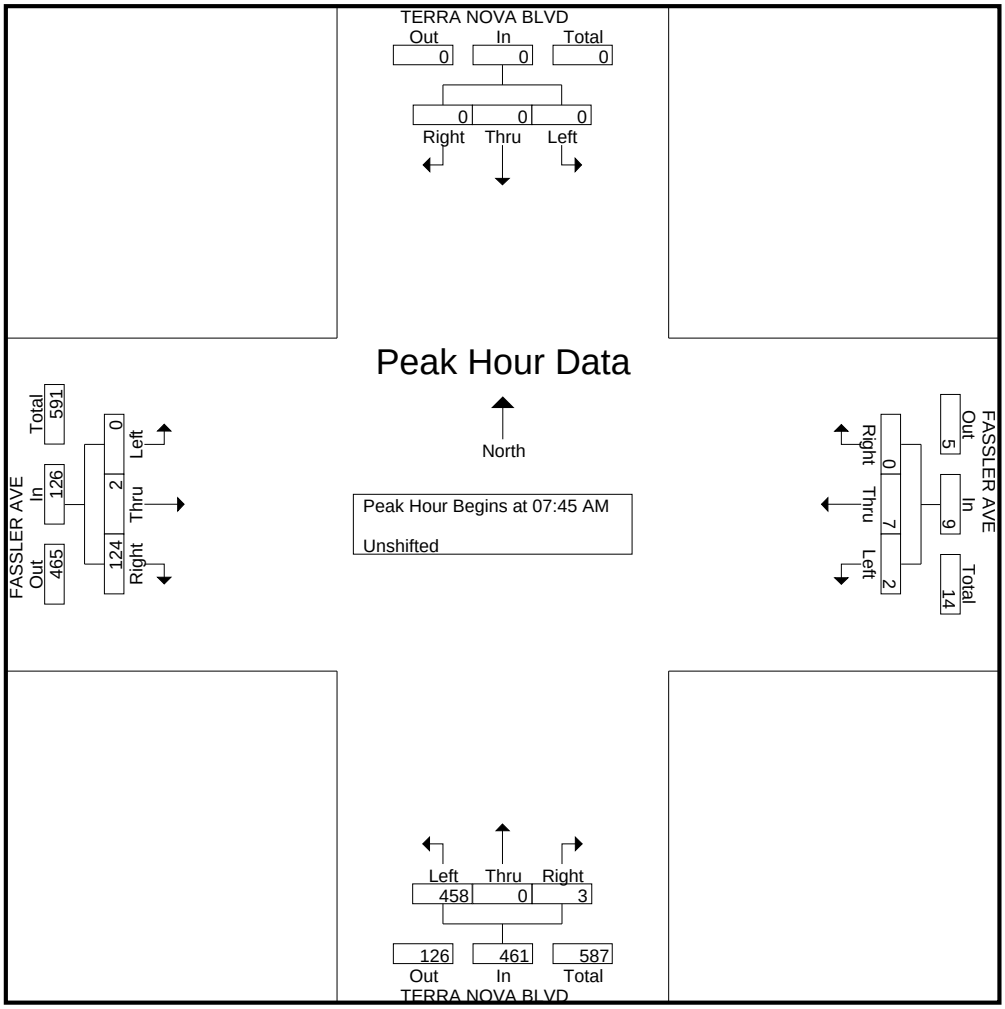
Data You Can Count On

Intersection: Terra Nova & Fassler
Engineering Firm: RKH
Project: City of Pacifica

File Name : Terra Nova & Fassler AM
Site Code : 09241
Start Date : 7/30/2009
Page No : 2

	TERRA NOVA BLVD From North				FASSLER AVE From East				TERRA NOVA BLVD From South				FASSLER AVE From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	**1**	2	0	0	107	107	20	**1**	0	21	130
08:00 AM	0	0	0	0	0	1	0	1	0	0	**122**	**122**	32	0	0	32	155
08:15 AM	0	0	0	0	0	**3**	1	**4**	**2**	0	113	115	31	1	0	32	151
08:30 AM	0	0	0	0	0	2	0	2	1	0	116	117	**41**	0	0	**41**	**160**
Total Volume	0	0	0	0	0	7	2	9	3	0	458	461	124	2	0	126	596
% App. Total	0	0	0		0	77.8	22.2		0.7	0	99.3		98.4	1.6	0		
PHF	.000	.000	.000	.000	.000	.583	.500	.563	.375	.000	.939	.945	.756	.500	.500	.768	.931



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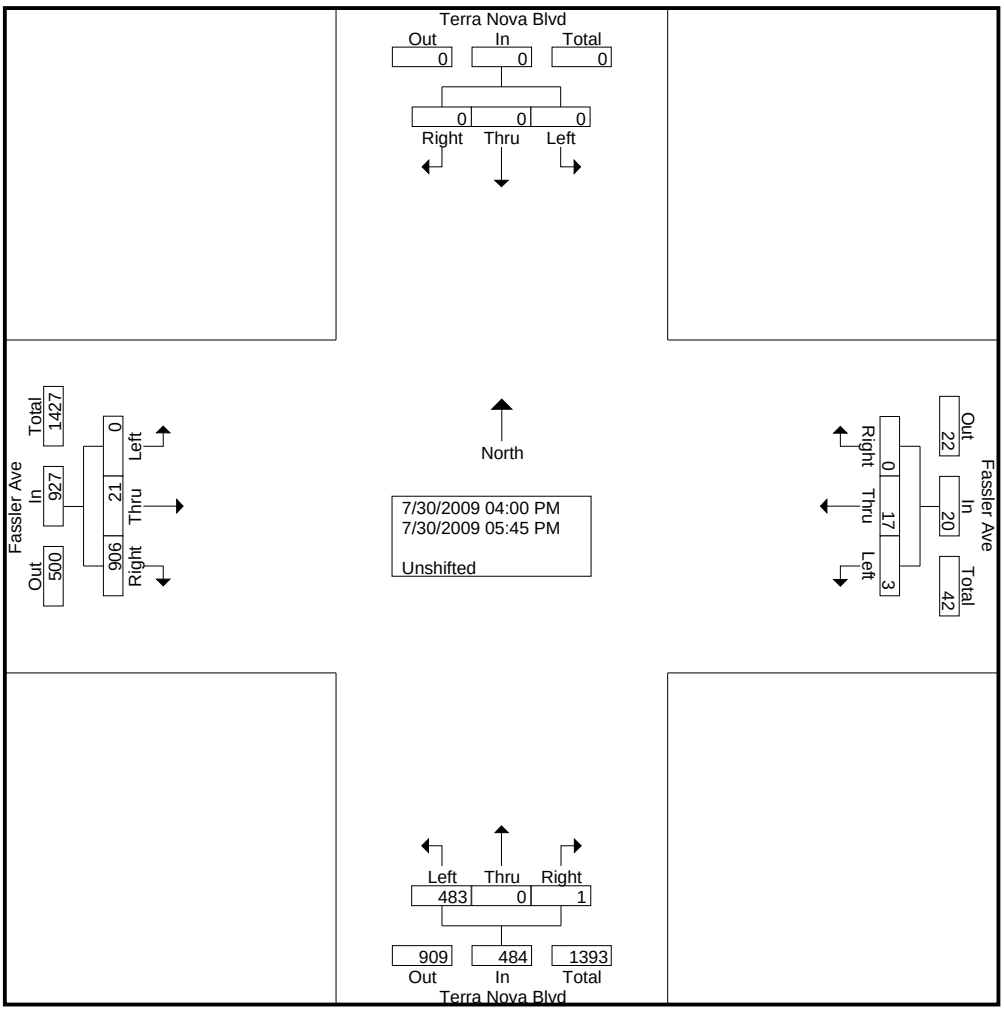
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Terra Nova & Fassler
Engineering Firm: RKH
Project: City of Pacifica

File Name : Terra Nova & Fassler PM
Site Code : 09241
Start Date : 7/30/2009
Page No : 1

Groups Printed- Unshifted

	Terra Nova Blvd From North				Fassler Ave From East				Terra Nova Blvd From South				Fassler Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	1	4	0	0	39	39	89	3	0	92	135
04:15 PM	0	0	0	0	0	1	0	1	1	0	73	74	93	2	0	95	170
04:30 PM	0	0	0	0	0	2	0	2	0	0	71	71	118	2	0	120	193
04:45 PM	0	0	0	0	0	2	2	4	0	0	51	51	94	4	0	98	153
Total	0	0	0	0	0	8	3	11	1	0	234	235	394	11	0	405	651
05:00 PM	0	0	0	0	0	2	0	2	0	0	48	48	123	1	0	124	174
05:15 PM	0	0	0	0	0	1	0	1	0	0	67	67	127	3	0	130	198
05:30 PM	0	0	0	0	0	0	0	0	0	0	65	65	133	3	0	136	201
05:45 PM	0	0	0	0	0	6	0	6	0	0	69	69	129	3	0	132	207
Total	0	0	0	0	0	9	0	9	0	0	249	249	512	10	0	522	780
Grand Total	0	0	0	0	0	17	3	20	1	0	483	484	906	21	0	927	1431
Apprch %	0	0	0		0	85	15		0.2	0	99.8		97.7	2.3	0		
Total %	0	0	0	0	0	1.2	0.2	1.4	0.1	0	33.8	33.8	63.3	1.5	0	64.8	



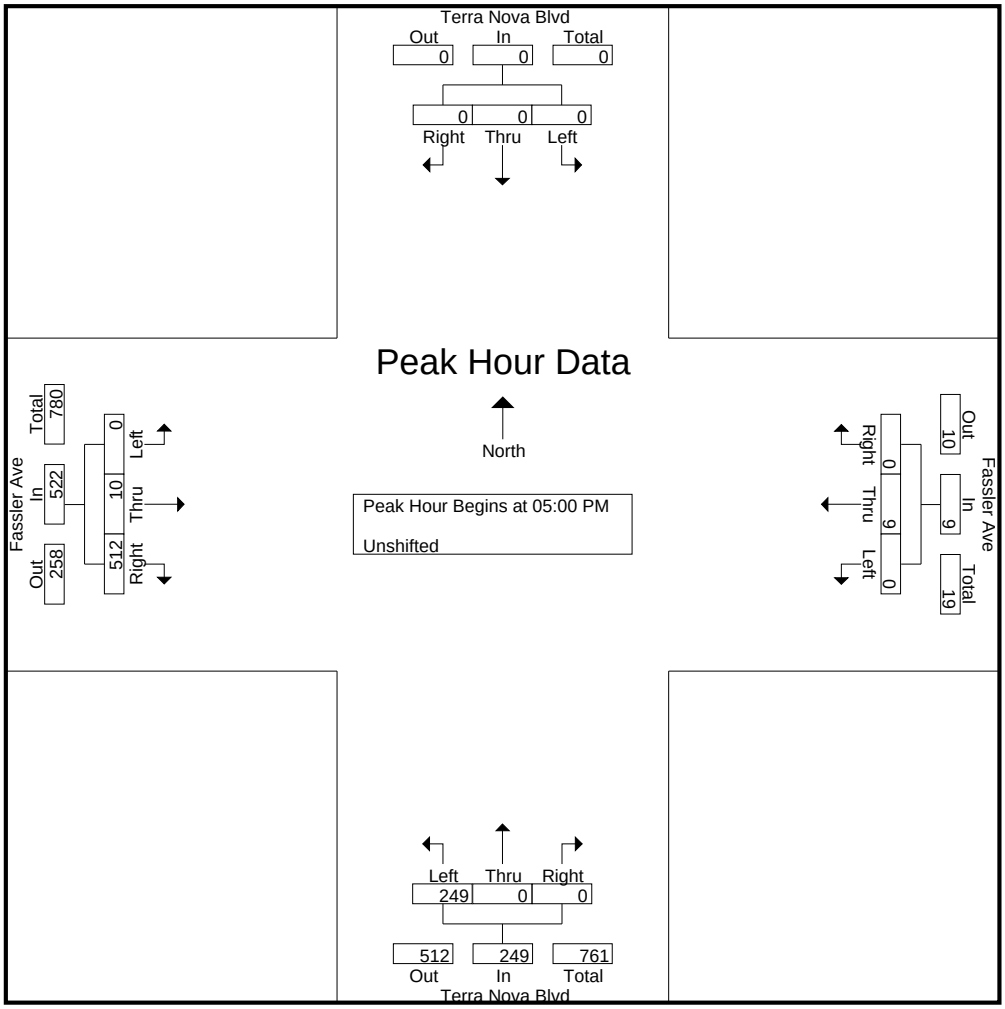
Traffic Research Associates

P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Terra Nova & Fassler
Engineering Firm: RKH
Project: City of Pacifica

File Name : Terra Nova & Fassler PM
Site Code : 09241
Start Date : 7/30/2009
Page No : 2

	Terra Nova Blvd From North				Fassler Ave From East				Terra Nova Blvd From South				Fassler Ave From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	2	0	2	0	0	48	48	123	1	0	124	174
05:15 PM	0	0	0	0	0	1	0	1	0	0	67	67	127	**3**	0	130	198
05:30 PM	0	0	0	0	0	0	0	0	0	0	65	65	**133**	3	0	**136**	201
05:45 PM	0	0	0	0	0	**6**	0	**6**	0	0	**69**	**69**	129	3	0	132	**207**
Total Volume	0	0	0	0	0	9	0	9	0	0	249	249	512	10	0	522	780
% App. Total	0	0	0		0	100	0		0	0	100		98.1	1.9	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.902	.902	.962	.833	.000	.960	.942



Traffic Research Associates

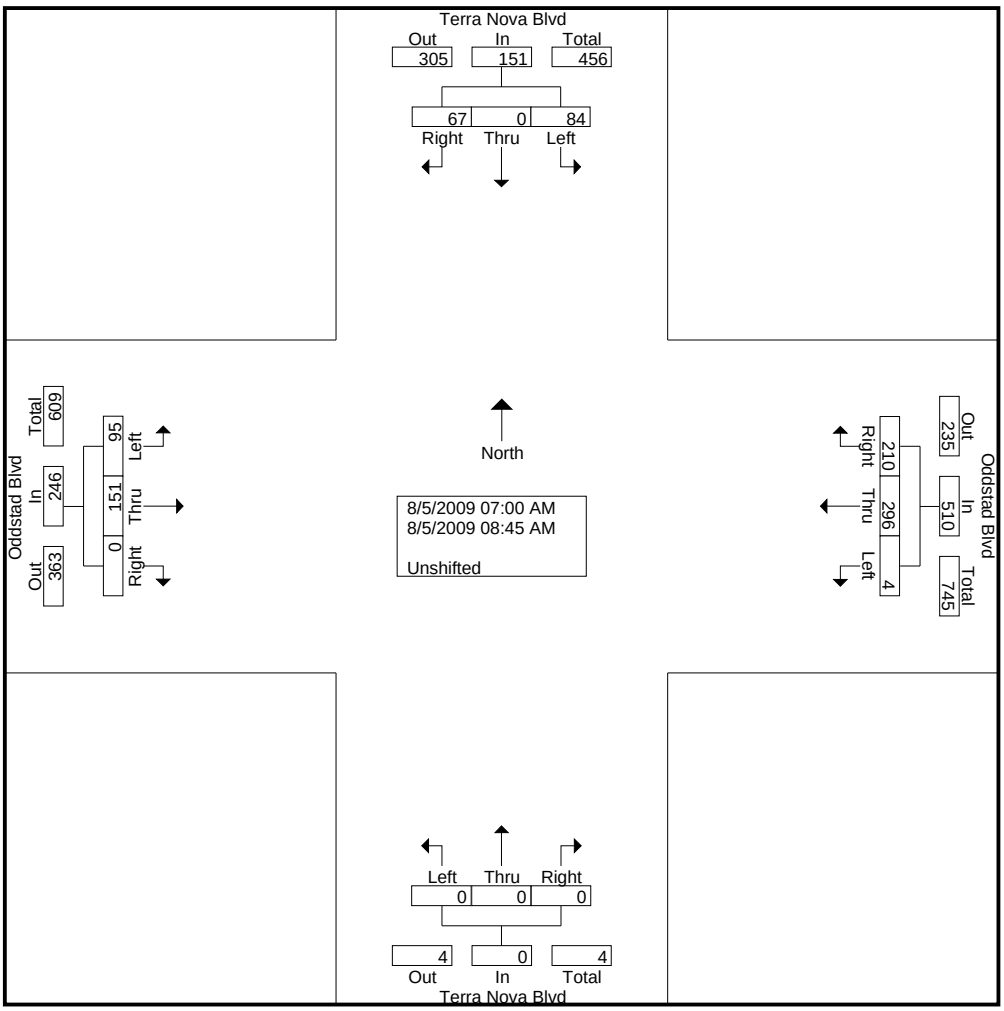
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Terra Nova & Oddstad
Engineering Firm: RKH
Project: City of Pacifica

File Name : Terra Nova & Oddstad AM
Site Code : 09241
Start Date : 8/5/2009
Page No : 1

Groups Printed- Unshifted

	Terra Nova Blvd From North				Oddstad Blvd From East				Terra Nova Blvd From South				Oddstad Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	3	0	15	18	29	31	0	60	0	0	0	0	0	16	4	20	98
07:15 AM	9	0	2	11	16	31	0	47	0	0	0	0	0	13	8	21	79
07:30 AM	12	0	8	20	26	33	0	59	0	0	0	0	0	11	10	21	100
07:45 AM	8	0	16	24	30	28	0	58	0	0	0	0	0	15	4	19	101
Total	32	0	41	73	101	123	0	224	0	0	0	0	0	55	26	81	378
08:00 AM	7	0	8	15	40	50	2	92	0	0	0	0	0	26	14	40	147
08:15 AM	11	0	15	26	27	31	0	58	0	0	0	0	0	21	12	33	117
08:30 AM	9	0	9	18	27	40	0	67	0	0	0	0	0	27	23	50	135
08:45 AM	8	0	11	19	15	52	2	69	0	0	0	0	0	22	20	42	130
Total	35	0	43	78	109	173	4	286	0	0	0	0	0	96	69	165	529
Grand Total	67	0	84	151	210	296	4	510	0	0	0	0	0	151	95	246	907
Apprch %	44.4	0	55.6		41.2	58	0.8		0	0	0		0	61.4	38.6		
Total %	7.4	0	9.3	16.6	23.2	32.6	0.4	56.2	0	0	0	0	0	16.6	10.5	27.1	



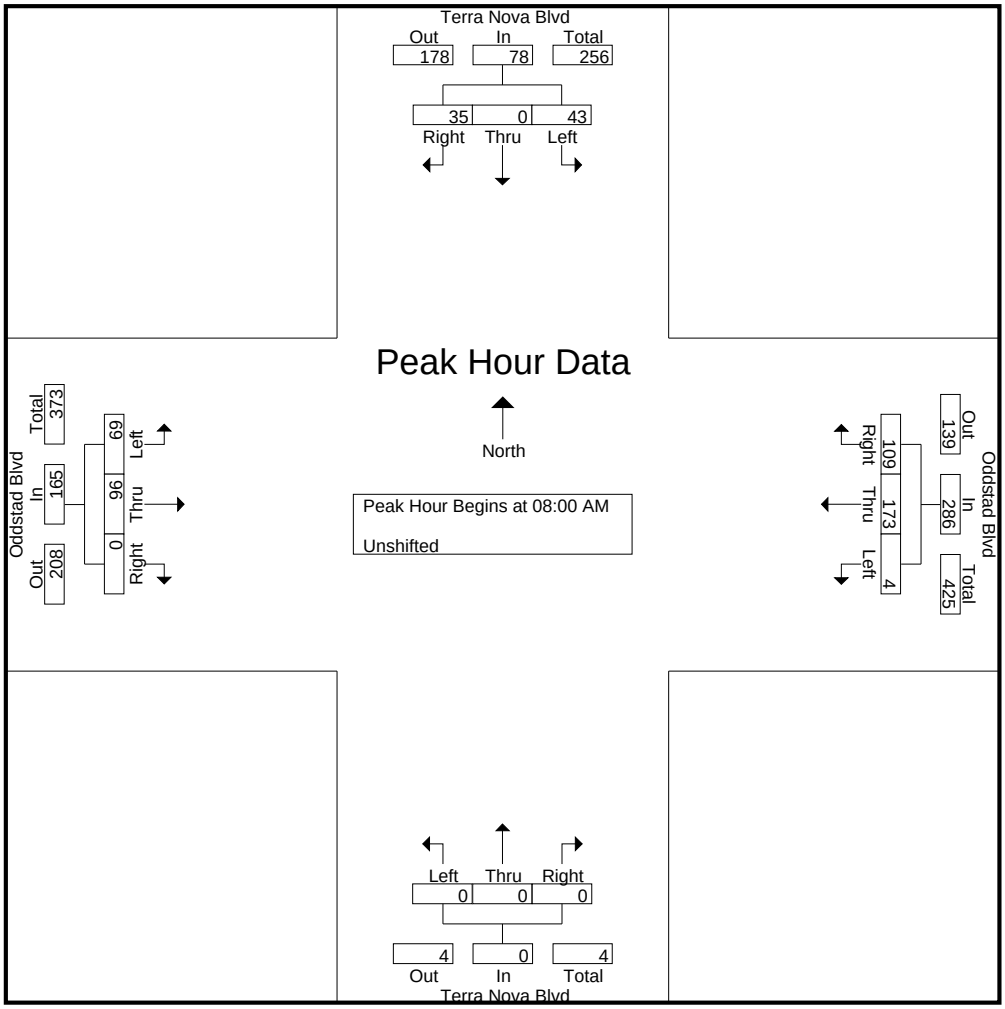
Traffic Research Associates

P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Terra Nova & Oddstad
Engineering Firm: RKH
Project: City of Pacifica

File Name : Terra Nova & Oddstad AM
Site Code : 09241
Start Date : 8/5/2009
Page No : 2

	Terra Nova Blvd From North				Oddstad Blvd From East				Terra Nova Blvd From South				Oddstad Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	7	0	8	15	**40**	50	**2**	**92**	0	0	0	0	0	26	14	40	**147**
08:15 AM	**11**	0	**15**	**26**	27	31	0	58	0	0	0	0	0	21	12	33	117
08:30 AM	9	0	9	18	27	40	0	67	0	0	0	0	0	**27**	**23**	**50**	135
08:45 AM	8	0	11	19	15	**52**	2	69	0	0	0	0	0	22	20	42	130
Total Volume	35	0	43	78	109	173	4	286	0	0	0	0	0	96	69	165	529
% App. Total	44.9	0	55.1		38.1	60.5	1.4		0	0	0		0	58.2	41.8		
PHF	.795	.000	.717	.750	.681	.832	.500	.777	.000	.000	.000	.000	.000	.889	.750	.825	.900



Traffic Research Associates

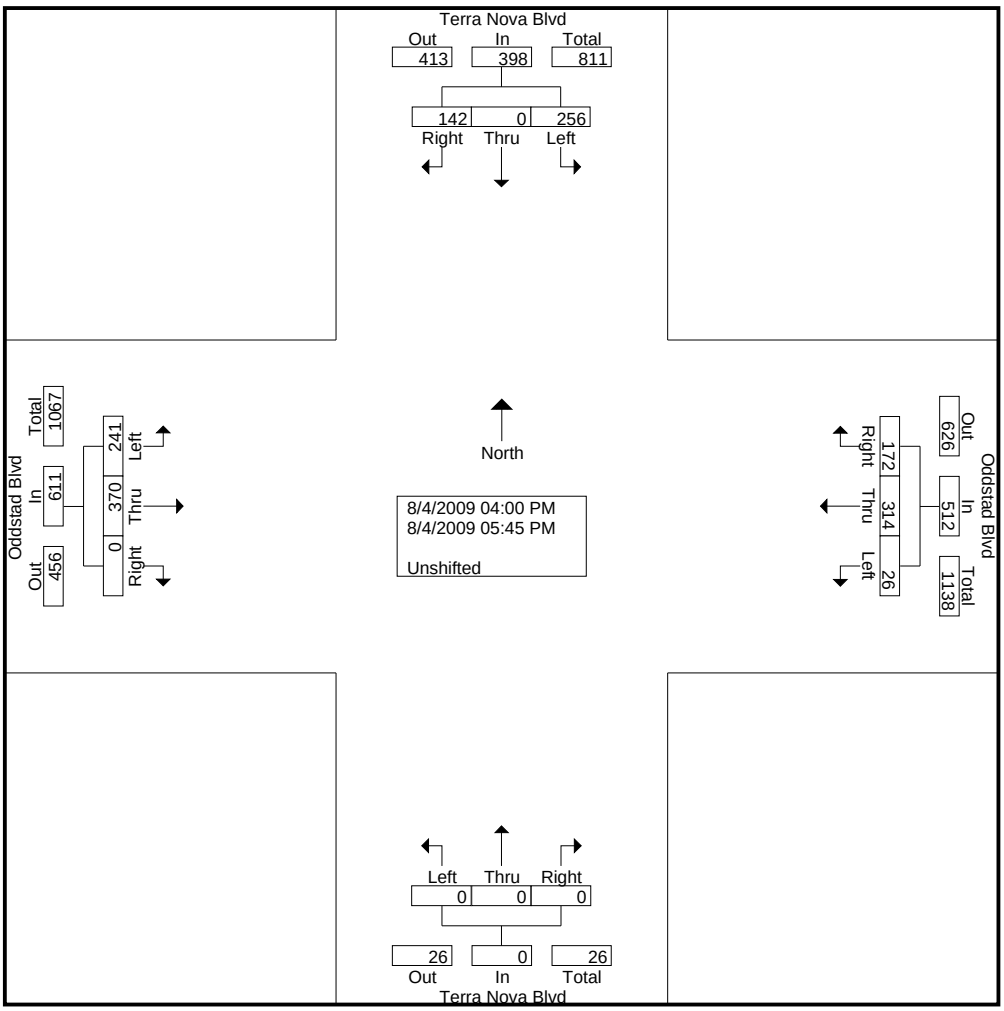
P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Terra Nova & Oddstad
Engineering Firm: RKH
Project: City of Pacifica

File Name : Terra Nova & Oddstad PM
Site Code : 09241
Start Date : 8/4/2009
Page No : 1

Groups Printed- Unshifted

	Terra Nova Blvd From North				Oddstad Blvd From East				Terra Nova Blvd From South				Oddstad Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	23	0	32	55	18	41	1	60	0	0	0	0	0	48	28	76	191
04:15 PM	15	0	34	49	13	44	5	62	0	0	0	0	0	37	27	64	175
04:30 PM	17	0	22	39	18	27	2	47	0	0	0	0	0	40	22	62	148
04:45 PM	11	0	41	52	23	39	5	67	0	0	0	0	0	37	39	76	195
Total	66	0	129	195	72	151	13	236	0	0	0	0	0	162	116	278	709
05:00 PM	18	0	33	51	24	46	4	74	0	0	0	0	0	48	39	87	212
05:15 PM	22	0	36	58	20	31	4	55	0	0	0	0	0	56	26	82	195
05:30 PM	14	0	26	40	26	41	1	68	0	0	0	0	0	44	28	72	180
05:45 PM	22	0	32	54	30	45	4	79	0	0	0	0	0	60	32	92	225
Total	76	0	127	203	100	163	13	276	0	0	0	0	0	208	125	333	812
Grand Total	142	0	256	398	172	314	26	512	0	0	0	0	0	370	241	611	1521
Apprch %	35.7	0	64.3		33.6	61.3	5.1		0	0	0		0	60.6	39.4		
Total %	9.3	0	16.8	26.2	11.3	20.6	1.7	33.7	0	0	0	0	0	24.3	15.8	40.2	



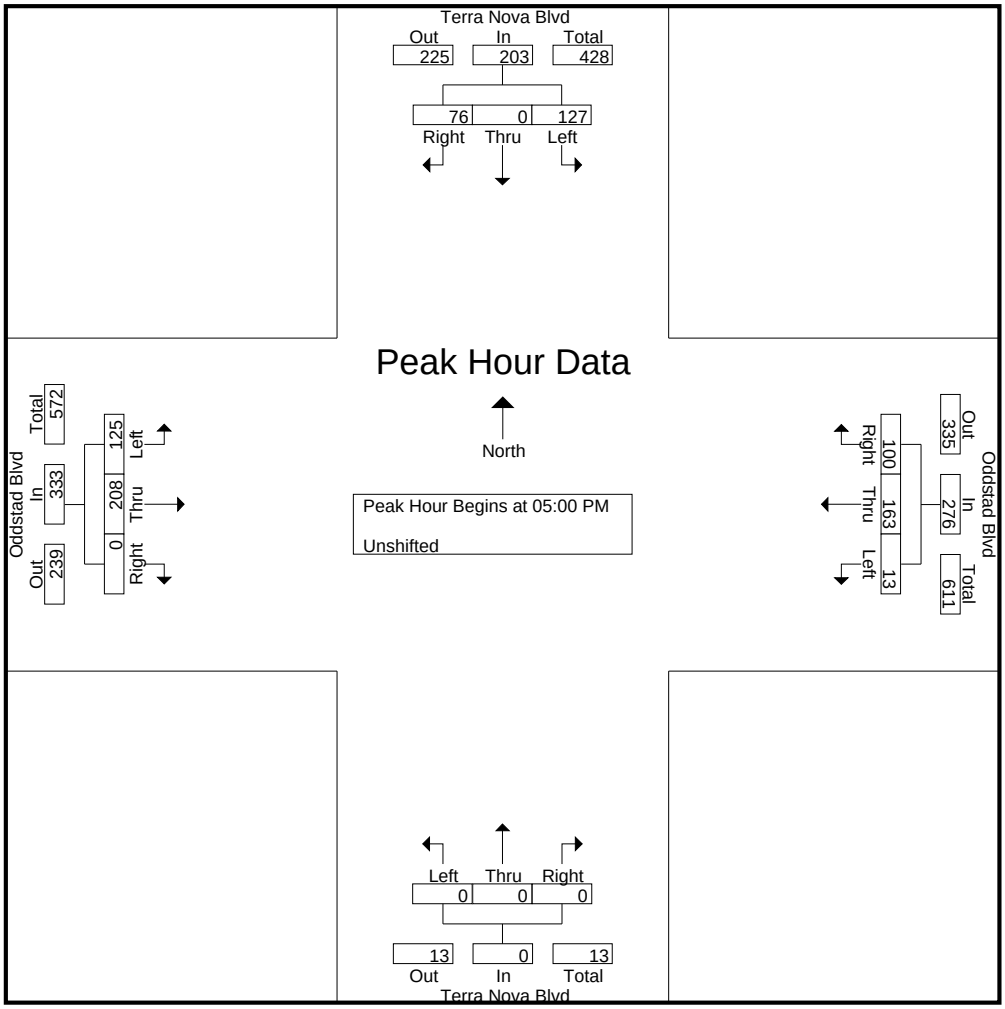
Traffic Research Associates

P.O. Box 4205
San Leandro, CA 94579
Data You Can Count On

Intersection: Terra Nova & Oddstad
Engineering Firm: RKH
Project: City of Pacifica

File Name : Terra Nova & Oddstad PM
Site Code : 09241
Start Date : 8/4/2009
Page No : 2

	Terra Nova Blvd From North				Oddstad Blvd From East				Terra Nova Blvd From South				Oddstad Blvd From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	18	0	33	51	24	**46**	**4**	74	0	0	0	0	0	48	**39**	87	212
05:15 PM	**22**	0	**36**	**58**	20	31	4	55	0	0	0	0	0	56	26	82	195
05:30 PM	14	0	26	40	26	41	1	68	0	0	0	0	0	44	28	72	180
05:45 PM	22	0	32	54	**30**	45	4	**79**	0	0	0	0	0	**60**	32	**92**	**225**
Total Volume	76	0	127	203	100	163	13	276	0	0	0	0	0	208	125	333	812
% App. Total	37.4	0	62.6		36.2	59.1	4.7		0	0	0		0	62.5	37.5		
PHF	.864	.000	.882	.875	.833	.886	.813	.873	.000	.000	.000	.000	.000	.867	.801	.905	.902



B. Levels of Service Calculation Worksheets

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
AM STREET PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	12	Average Delay (sec/veh):	26.7
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	2 0	1 1	0	1 0	1 0	1	0 1	0 0	2
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	430	76	263	161	41	75	48	2	53	43	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	430	76	263	161	41	75	48	2	53	43	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	9	464	82	284	174	44	81	52	2	57	46	528
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	464	82	284	174	44	81	52	2	57	46	528
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	464	82	284	174	44	81	52	2	57	46	528
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.70	0.30	2.00	1.59	0.41	1.00	1.00	1.00	0.55	0.45	2.00
Final Sat.:	1805	3000	530	3502	2791	711	1805	1900	1615	1021	828	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.08	0.06	0.06	0.04	0.03	0.00	0.06	0.06	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.35	0.35	0.19	0.38	0.38	0.10	0.10	0.26	0.24	0.24	0.42
Volume/Cap:	0.03	0.44	0.44	0.44	0.16	0.16	0.44	0.27	0.01	0.23	0.23	0.44
Delay/Veh:	36.0	25.0	25.0	36.6	20.2	20.2	43.8	42.1	27.7	31.0	31.0	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:	36.0	25.0	25.0	36.6	20.2	20.2	43.8	42.1	27.7	31.0	31.0	20.6
LOS by Move:	D	C	C	D	C	C	D	D	C	C	C	C
HCM2kAvgQ:	0	7	7	4	2	2	3	2	0	3	3	7

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
AM STREET PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	12	Average Delay (sec/veh):	30.0
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	2 0	1 1	0	0 0	1! 0	0	0 1	0 0	2
Volume Module: >> Count Date: 31 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	20	1127	9	193	565	22	39	4	28	13	13	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1127	9	193	565	22	39	4	28	13	13	548
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	1178	9	202	590	23	41	4	29	14	14	573
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1178	9	202	590	23	41	4	29	14	14	573
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1178	9	202	590	23	41	4	29	14	14	573
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.94	0.94	0.92	0.92	0.92	0.98	0.98	0.75
Lanes:	1.00	1.98	0.02	2.00	1.93	0.07	0.55	0.06	0.39	0.50	0.50	2.00
Final Sat.:	1805	3578	29	3502	3454	134	962	99	690	927	927	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.06	0.17	0.17	0.04	0.04	0.04	0.01	0.01	0.20
Crit Moves:		****		****					****			****
Green/Cycle:	0.10	0.52	0.52	0.09	0.51	0.51	0.07	0.07	0.07	0.23	0.23	0.32
Volume/Cap:	0.11	0.63	0.63	0.63	0.33	0.33	0.63	0.63	0.63	0.06	0.06	0.63
Delay/Veh:	53.3	22.9	22.9	61.0	18.9	18.9	69.7	69.7	69.7	39.4	39.4	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:	53.3	22.9	22.9	61.0	18.9	18.9	69.7	69.7	69.7	39.4	39.4	39.2
LOS by Move:	D	C	C	E	B	B	E	E	E	D	D	D
HCM2kAvgQ:	1	18	18	4	7	7	4	4	4	1	1	12

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
AM STREET PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	12	Average Delay (sec/veh):	17.0
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	1
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	1795	35	78	779	8	3	6	3	35	4	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1795	35	78	779	8	3	6	3	35	4	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	1849	36	80	802	8	3	6	3	36	4	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1849	36	80	802	8	3	6	3	36	4	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	8	1849	36	80	802	8	3	6	3	36	4	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.98	0.02	0.25	0.50	0.25	0.30	0.03	1.67
Final Sat.:	1805	3530	69	1805	3570	37	453	907	453	498	57	2759
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.04	0.22	0.22	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.73	0.73	0.06	0.71	0.71	0.03	0.03	0.03	0.10	0.10	0.16
Volume/Cap:	0.05	0.72	0.72	0.72	0.32	0.32	0.26	0.26	0.26	0.72	0.72	0.35
Delay/Veh:	64.3	12.5	12.5	89.7	8.3	8.3	75.4	75.4	75.4	74.8	74.8	56.9
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:	64.3	12.5	12.5	89.7	8.3	8.3	75.4	75.4	75.4	74.8	74.8	56.9
LOS by Move:	E	B	B	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	26	26	5	7	7	1	1	1	7	7	4

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
AM STREET PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 10.3 Worst Case Level Of Service: B[13.3]

Street Name:	Terra Nova Blvd.						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module: >> Count Date: 30 Jul 2009 << 7:45-8:45 a.m.												
Base Vol:	458	0	3	0	0	0	0	2	124	2	7	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:	458	0	3	0	0	0	0	2	124	2	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	492	0	3	0	0	0	0	2	133	2	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	492	0	3	0	0	0	0	2	133	2	8	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	81	81	69	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	135	xxxx	xxxxx
Potent Cap.:	927	814	1000	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1461	xxxx	xxxxx
Move Cap.:	926	812	1000	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1461	xxxx	xxxxx
Volume/Cap:	0.53	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	926	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
AM STREET PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.												
Base Vol:	69	96	0	4	173	109	43	0	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	96	0	4	173	109	43	0	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	77	107	0	4	192	121	48	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	107	0	4	192	121	48	0	39	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	77	107	0	4	192	121	48	0	39	0	0	0
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:	1.00	1.00	0.00	0.03	1.21	0.76	1.00	0.10	0.90	0.00	1.00	0.00
Final Sat.:	644	707	0	20	894	618	557	69	606	0	588	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	xxxx	0.22	0.22	0.20	0.09	0.00	0.06	xxxx	0.00	xxxx
Crit Moves:	****			****			****				****	
Delay/Veh:	8.9	8.6	0.0	9.0	8.8	8.1	9.3	8.0	8.0	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
AdjDel/Veh:	8.9	8.6	0.0	9.0	8.8	8.1	9.3	8.0	8.0	0.0	0.0	0.0
LOS by Move:	A	A	*	A	A	A	A	A	A	*	*	*
ApproachDel:	8.7			8.5			8.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.7			8.5			8.7			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	12	Average Delay (sec/veh):	26.0
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	2 0	1 1	0	1 0	1 0	1	0 1	0 0	2
Volume Module: >> Count Date: 23 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	14	372	74	740	483	128	101	89	7	127	81	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	372	74	740	483	128	101	89	7	127	81	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	14	375	75	747	487	129	102	90	7	128	82	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	375	75	747	487	129	102	90	7	128	82	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	14	375	75	747	487	129	102	90	7	128	82	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.67	0.33	2.00	1.58	0.42	1.00	1.00	1.00	0.61	0.39	2.00
Final Sat.:	1805	2936	584	3502	2765	733	1805	1900	1615	1125	718	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.21	0.18	0.18	0.06	0.05	0.00	0.11	0.11	0.14
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.22	0.22	0.37	0.48	0.48	0.10	0.10	0.21	0.20	0.20	0.56
Volume/Cap:	0.07	0.58	0.58	0.58	0.37	0.37	0.58	0.49	0.02	0.58	0.58	0.24
Delay/Veh:	40.2	36.0	36.0	26.2	16.7	16.7	48.1	44.8	31.7	38.9	38.9	11.1
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:	40.2	36.0	36.0	26.2	16.7	16.7	48.1	44.8	31.7	38.9	38.9	11.1
LOS by Move:	D	D	D	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	0	7	7	9	6	6	4	3	0	7	7	3

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	12	Average Delay (sec/veh):	27.2
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 3 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	31	914	17	844	1541	48	58	14	41	38	17	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	914	17	844	1541	48	58	14	41	38	17	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	34	1010	19	933	1703	53	64	15	45	42	19	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1010	19	933	1703	53	64	15	45	42	19	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	34	1010	19	933	1703	53	64	15	45	42	19	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.93	0.93	0.93	0.97	0.97	0.75
Lanes:	1.00	1.96	0.04	2.00	1.94	0.06	0.52	0.12	0.36	0.69	0.31	2.00
Final Sat.:	1805	3533	66	3502	3487	109	904	218	639	1269	568	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.27	0.49	0.49	0.07	0.07	0.07	0.03	0.03	0.10
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.40	0.40	0.37	0.71	0.71	0.10	0.10	0.10	0.05	0.05	0.41
Volume/Cap:	0.34	0.72	0.72	0.72	0.69	0.69	0.72	0.72	0.72	0.72	0.72	0.25
Delay/Veh:	61.1	35.1	35.1	37.4	11.6	11.6	70.9	70.9	70.9	87.6	87.6	25.0
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:	61.1	35.1	35.1	37.4	11.6	11.6	70.9	70.9	70.9	87.6	87.6	25.0
LOS by Move:	E	D	D	D	B	B	E	E	E	F	F	C
HCM2kAvgQ:	1	18	18	16	20	20	6	6	6	4	4	4

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	12	Average Delay (sec/veh):	22.2
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	1
Volume Module: >> Count Date: 29 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	18	1340	79	222	2291	9	14	6	5	79	3	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1340	79	222	2291	9	14	6	5	79	3	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	19	1399	82	232	2391	9	15	6	5	82	3	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1399	82	232	2391	9	15	6	5	82	3	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	19	1399	82	232	2391	9	15	6	5	82	3	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90
Lanes:	1.00	1.89	0.11	1.00	1.99	0.01	0.56	0.24	0.20	0.59	0.02	1.39
Final Sat.:	1805	3382	199	1805	3592	14	1007	432	360	1005	38	2365
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.13	0.67	0.67	0.01	0.01	0.01	0.08	0.08	0.05
Crit Moves:	****				****			****			****	
Green/Cycle:	0.03	0.61	0.61	0.19	0.77	0.77	0.03	0.03	0.03	0.10	0.10	0.28
Volume/Cap:	0.40	0.68	0.68	0.68	0.86	0.86	0.55	0.55	0.55	0.86	0.86	0.16
Delay/Veh:	78.2	20.6	20.6	62.7	14.7	14.7	86.4	86.4	86.4	94.7	94.7	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	20.6	20.6	62.7	14.7	14.7	86.4	86.4	86.4	94.7	94.7	40.8
LOS by Move:	E	C	C	E	B	B	F	F	F	F	F	D
HCM2kAvgQ:	1	23	23	11	41	41	2	2	2	9	9	3

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: B[13.2]

Street Name:	Terra Nova Blvd.									Fassler Ave.									
Approach:	North Bound					South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled			
Rights:	Include					Include					Include					Include			
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module: >> Count Date: 30 Jul 2009 << 5:00-6:00 p.m.																				
Base Vol:	249		0		0	0		0		0	0		10		512	0		9		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:	249		0		0	0		0		0	0		10		512	0		9		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	
PHF Volume:	264		0		0	0		0		0	0		11		544	0		10		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	264		0		0	0		0		0	0		11		544	0		10		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	292	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	703	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	703	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.38	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	13.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	B	*		*		*	*		*		*	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:		13.2				xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:		B					*					*					*			

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

ODDSTAD ASSISTED LIVING
EXISTING CONDITIONS
PM PEAK HOUR

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			0 1 0 1 0			0 1 0 1 0			0 0 1! 0 0		
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	125	208	0	13	163	100	127	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	208	0	13	163	100	127	0	76	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	139	231	0	14	181	111	141	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	231	0	14	181	111	141	0	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	139	231	0	14	181	111	141	0	84	0	0	0
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:	1.00	1.00	0.00	0.09	1.19	0.72	1.00	0.25	0.75	0.00	1.00	0.00
Final Sat.:	585	638	0	58	750	496	520	153	455	0	510	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.36	xxxx	0.25	0.24	0.22	0.27	0.00	0.19	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	10.5	11.2	0.0	10.1	9.9	9.2	11.6	9.1	9.1	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
AdjDel/Veh:	10.5	11.2	0.0	10.1	9.9	9.2	11.6	9.1	9.1	0.0	0.0	0.0
LOS by Move:	B	B	*	B	A	A	B	A	A	*	*	*
ApproachDel:		10.9			9.7			10.6			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		10.9			9.7			10.6			xxxxxx	
LOS by Appr:		B			A			B			*	
AllWayAvgQ:	0.3	0.5	0.5	0.3	0.3	0.3	0.3	0.1	0.1	0.0	0.0	0.0

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

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
AM PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	12	Average Delay (sec/veh):	26.7
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			Ovl	
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	430	76	263	161	41	75	48	2	53	43	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	430	76	263	161	41	75	48	2	53	43	489
Added Vol:	0	12	0	2	4	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	442	76	265	165	41	75	48	2	53	43	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	9	477	82	286	178	44	81	52	2	57	46	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	477	82	286	178	44	81	52	2	57	46	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	477	82	286	178	44	81	52	2	57	46	531
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.71	0.29	2.00	1.60	0.40	1.00	1.00	1.00	0.55	0.45	2.00
Final Sat.:	1805	3013	518	3502	2805	697	1805	1900	1615	1021	828	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.08	0.06	0.06	0.04	0.03	0.00	0.06	0.06	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.36	0.36	0.18	0.39	0.39	0.10	0.10	0.26	0.24	0.24	0.42
Volume/Cap:	0.03	0.44	0.44	0.44	0.16	0.16	0.44	0.27	0.01	0.24	0.24	0.44
Delay/Veh:	35.9	24.8	24.8	36.7	20.1	20.1	44.0	42.3	27.7	31.1	31.1	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:	35.9	24.8	24.8	36.7	20.1	20.1	44.0	42.3	27.7	31.1	31.1	20.8
LOS by Move:	D	C	C	D	C	C	D	D	C	C	C	C
HCM2kAvgQ:	0	7	7	4	2	2	3	2	0	3	3	7

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

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
AM PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	12	Average Delay (sec/veh):	30.6
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	2 0	1 1	0	0 0	1! 0	0	0 1	0 0	2
Volume Module: >> Count Date: 31 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	20	1127	9	193	565	22	39	4	28	13	13	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1127	9	193	565	22	39	4	28	13	13	548
Added Vol:	14	3	0	4	0	23	3	1	2	5	8	5
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1130	9	197	565	45	42	5	30	18	21	553
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	36	1181	9	206	590	47	44	5	31	19	22	578
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1181	9	206	590	47	44	5	31	19	22	578
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1181	9	206	590	47	44	5	31	19	22	578
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.94	0.94	0.92	0.92	0.92	0.98	0.98	0.75
Lanes:	1.00	1.98	0.02	2.00	1.85	0.15	0.55	0.06	0.39	0.46	0.54	2.00
Final Sat.:	1805	3578	28	3502	3307	263	955	114	682	857	1000	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.06	0.18	0.18	0.05	0.05	0.05	0.02	0.02	0.20
Crit Moves:		****		****					****			****
Green/Cycle:	0.10	0.52	0.52	0.09	0.51	0.51	0.07	0.07	0.07	0.23	0.23	0.32
Volume/Cap:	0.19	0.64	0.64	0.64	0.35	0.35	0.64	0.64	0.64	0.10	0.10	0.64
Delay/Veh:	54.0	23.4	23.4	61.2	19.3	19.3	69.1	69.1	69.1	39.9	39.9	39.4
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:	54.0	23.4	23.4	61.2	19.3	19.3	69.1	69.1	69.1	39.9	39.9	39.4
LOS by Move:	D	C	C	E	B	B	E	E	E	D	D	D
HCM2kAvgQ:	1	18	18	4	8	8	4	4	4	1	1	12

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
AM PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	12	Average Delay (sec/veh):	16.9
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1 0		1 0	1 1 0		0 0	1! 0 0		0 0	1! 0 1	
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	1795	35	78	779	8	3	6	3	35	4	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1795	35	78	779	8	3	6	3	35	4	155
Added Vol:	0	10	1	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1805	36	78	806	8	3	6	3	35	4	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	1859	37	80	830	8	3	6	3	36	4	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1859	37	80	830	8	3	6	3	36	4	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	8	1859	37	80	830	8	3	6	3	36	4	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.98	0.02	0.25	0.50	0.25	0.30	0.03	1.67
Final Sat.:	1805	3529	70	1805	3571	35	453	907	453	498	57	2759
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.04	0.23	0.23	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.73	0.73	0.06	0.71	0.71	0.03	0.03	0.03	0.10	0.10	0.16
Volume/Cap:	0.06	0.72	0.72	0.72	0.33	0.33	0.26	0.26	0.26	0.72	0.72	0.36
Delay/Veh:	64.7	12.5	12.5	90.2	8.2	8.2	75.4	75.4	75.4	75.1	75.1	57.0
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:	64.7	12.5	12.5	90.2	8.2	8.2	75.4	75.4	75.4	75.1	75.1	57.0
LOS by Move:	E	B	B	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	26	26	5	7	7	1	1	1	7	7	4

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
AM PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 10.5 Worst Case Level Of Service: B[13.5]

Street Name:	Terra Nova Blvd.						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module: >> Count Date: 30 Jul 2009 << 7:45-8:45 a.m.												
Base Vol:	458	0	3	0	0	0	0	2	124	2	7	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:	458	0	3	0	0	0	0	2	124	2	7	0
Added Vol:	10	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	468	0	3	0	0	0	0	2	128	2	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	503	0	3	0	0	0	0	2	137	2	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	503	0	3	0	0	0	0	2	137	2	8	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	83	83	71	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	140	xxxx	xxxxx
Potent Cap.:	924	811	997	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1456	xxxx	xxxxx
Move Cap.:	923	810	997	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1456	xxxx	xxxxx
Volume/Cap:	0.54	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	924	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
AM PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			0 1 0 1 0			0 1 0 1 0			0 0 1! 0 0		
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.												
Base Vol:	69	96	0	4	173	109	43	0	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	96	0	4	173	109	43	0	35	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	96	0	4	173	109	43	0	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	77	107	0	4	192	121	48	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	107	0	4	192	121	48	0	39	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	77	107	0	4	192	121	48	0	39	0	0	0
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:	1.00	1.00	0.00	0.03	1.21	0.76	1.00	0.10	0.90	0.00	1.00	0.00
Final Sat.:	644	707	0	20	894	618	557	69	606	0	588	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	xxxx	0.22	0.22	0.20	0.09	0.00	0.06	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	8.9	8.6	0.0	9.0	8.8	8.1	9.3	8.0	8.0	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
AdjDel/Veh:	8.9	8.6	0.0	9.0	8.8	8.1	9.3	8.0	8.0	0.0	0.0	0.0
LOS by Move:	A	A	*	A	A	A	A	A	A	*	*	*
ApproachDel:	8.7			8.5			8.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.7			8.5			8.7			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
PM PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	12	Average Delay (sec/veh):	25.9
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 23 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	14	372	74	740	483	128	101	89	7	127	81	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	372	74	740	483	128	101	89	7	127	81	384
Added Vol:	0	7	0	3	21	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	379	74	743	504	128	101	89	7	127	81	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	14	382	75	750	509	129	102	90	7	128	82	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	382	75	750	509	129	102	90	7	128	82	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	14	382	75	750	509	129	102	90	7	128	82	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.67	0.33	2.00	1.59	0.41	1.00	1.00	1.00	0.61	0.39	2.00
Final Sat.:	1805	2948	576	3502	2792	709	1805	1900	1615	1125	718	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.21	0.18	0.18	0.06	0.05	0.00	0.11	0.11	0.14
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.22	0.22	0.37	0.48	0.48	0.10	0.10	0.20	0.19	0.19	0.56
Volume/Cap:	0.07	0.58	0.58	0.58	0.38	0.38	0.58	0.49	0.02	0.58	0.58	0.25
Delay/Veh:	40.4	35.9	35.9	26.2	16.5	16.5	48.3	44.9	32.0	39.0	39.0	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:	40.4	35.9	35.9	26.2	16.5	16.5	48.3	44.9	32.0	39.0	39.0	11.2
LOS by Move:	D	D	D	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	0	7	7	9	6	6	4	3	0	7	7	3

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

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
PM PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	12	Average Delay (sec/veh):	32.7
Optimal Cycle:	80	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 3 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	31	914	17	844	1541	48	58	14	41	38	17	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	914	17	844	1541	48	58	14	41	38	17	268
Added Vol:	6	2	0	9	0	9	43	13	27	4	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	916	17	853	1541	57	101	27	68	42	20	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	41	1012	19	943	1703	63	112	30	75	46	22	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1012	19	943	1703	63	112	30	75	46	22	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1012	19	943	1703	63	112	30	75	46	22	299
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.93	0.93	0.93	0.97	0.97	0.75
Lanes:	1.00	1.96	0.04	2.00	1.93	0.07	0.51	0.14	0.35	0.68	0.32	2.00
Final Sat.:	1805	3534	66	3502	3464	128	910	243	612	1245	593	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.27	0.49	0.49	0.12	0.12	0.12	0.04	0.04	0.11
Crit Moves:		****		****					****		****	
Green/Cycle:	0.05	0.36	0.36	0.34	0.65	0.65	0.16	0.16	0.16	0.05	0.05	0.39
Volume/Cap:	0.44	0.79	0.79	0.79	0.75	0.75	0.79	0.79	0.79	0.79	0.79	0.27
Delay/Veh:	63.2	40.2	40.2	42.2	16.7	16.7	66.9	66.9	66.9	98.2	98.2	27.3
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:	63.2	40.2	40.2	42.2	16.7	16.7	66.9	66.9	66.9	98.2	98.2	27.3
LOS by Move:	E	D	D	D	B	B	E	E	E	F	F	C
HCM2kAvgQ:	2	20	20	17	24	24	10	10	10	4	4	5

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
PM PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	12	Average Delay (sec/veh):	22.4
Optimal Cycle:	103	Level Of Service:	C

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 1
Volume Module: >> Count Date: 29 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	18	1340	79	222	2291	9	14	6	5	79	3	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1340	79	222	2291	9	14	6	5	79	3	104
Added Vol:	0	49	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1389	79	222	2308	9	14	6	5	79	3	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	19	1450	82	232	2409	9	15	6	5	82	3	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1450	82	232	2409	9	15	6	5	82	3	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	19	1450	82	232	2409	9	15	6	5	82	3	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90
Lanes:	1.00	1.89	0.11	1.00	1.99	0.01	0.56	0.24	0.20	0.59	0.02	1.39
Final Sat.:	1805	3388	193	1805	3592	14	1007	432	360	1005	38	2365
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.13	0.67	0.67	0.01	0.01	0.01	0.08	0.08	0.05
Crit Moves:	****				****			****			****	
Green/Cycle:	0.03	0.62	0.62	0.18	0.77	0.77	0.03	0.03	0.03	0.09	0.09	0.28
Volume/Cap:	0.40	0.70	0.70	0.70	0.87	0.87	0.55	0.55	0.55	0.87	0.87	0.16
Delay/Veh:	78.2	20.6	20.6	64.2	15.0	15.0	86.4	86.4	86.4	95.9	95.9	41.4
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:	78.2	20.6	20.6	64.2	15.0	15.0	86.4	86.4	86.4	95.9	95.9	41.4
LOS by Move:	E	C	C	E	B	B	F	F	F	F	F	D
HCM2kAvgQ:	1	24	24	11	42	42	2	2	2	9	9	3

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
PM PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[13.4]

Street Name:	Terra Nova Blvd.									Fassler Ave.								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module: >> Count Date: 30 Jul 2009 << 5:00-6:00 p.m.																				
Base Vol:	249		0		0		0		0		0		10		512		0		9	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	249		0		0		0		0		0		10		512		0		9	
Added Vol:	6		0		0		0		0		0		0		14		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0	
Initial Fut:	255		0		0		0		0		0		10		526		0		9	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	
PHF Volume:	271		0		0		0		0		0		11		558		0		10	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0	
FinalVolume:	271		0		0		0		0		0		11		558		0		10	
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	299	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	696	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	696	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

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

ODDSTAD ASSISTED LIVING
BACKGROUND CONDITIONS
PM PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0	1 0	0 1	0	1 0	0 0	1!	0 0
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	125	208	0	13	163	100	127	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	208	0	13	163	100	127	0	76	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	208	0	13	163	100	127	0	76	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	139	231	0	14	181	111	141	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	231	0	14	181	111	141	0	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	139	231	0	14	181	111	141	0	84	0	0	0
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:	1.00	1.00	0.00	0.09	1.19	0.72	1.00	0.25	0.75	0.00	1.00	0.00
Final Sat.:	585	638	0	58	750	496	520	153	455	0	510	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.36	xxxx	0.25	0.24	0.22	0.27	0.00	0.19	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	10.5	11.2	0.0	10.1	9.9	9.2	11.6	9.1	9.1	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
AdjDel/Veh:	10.5	11.2	0.0	10.1	9.9	9.2	11.6	9.1	9.1	0.0	0.0	0.0
LOS by Move:	B	B	*	B	A	A	B	A	A	*	*	*
ApproachDel:		10.9			9.7			10.6			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		10.9			9.7			10.6			xxxxxx	
LOS by Appr:		B			A			B			*	
AllWayAvgQ:	0.3	0.5	0.5	0.3	0.3	0.3	0.3	0.1	0.1	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	12	Average Delay (sec/veh):	26.7
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	430	76	263	161	41	75	48	2	53	43	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	430	76	263	161	41	75	48	2	53	43	489
Added Vol:	0	12	2	2	4	0	0	0	0	1	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	442	78	265	165	41	75	48	2	54	43	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	9	477	84	286	178	44	81	52	2	58	46	531
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	477	84	286	178	44	81	52	2	58	46	531
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	477	84	286	178	44	81	52	2	58	46	531
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.70	0.30	2.00	1.60	0.40	1.00	1.00	1.00	0.56	0.44	2.00
Final Sat.:	1805	3001	530	3502	2805	697	1805	1900	1615	1029	820	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.08	0.06	0.06	0.04	0.03	0.00	0.06	0.06	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.36	0.36	0.18	0.39	0.39	0.10	0.10	0.26	0.24	0.24	0.42
Volume/Cap:	0.03	0.44	0.44	0.44	0.16	0.16	0.44	0.27	0.01	0.24	0.24	0.44
Delay/Veh:	35.9	24.7	24.7	36.7	20.1	20.1	44.0	42.3	27.7	31.2	31.2	20.9
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:	35.9	24.7	24.7	36.7	20.1	20.1	44.0	42.3	27.7	31.2	31.2	20.9
LOS by Move:	D	C	C	D	C	C	D	D	C	C	C	C
HCM2kAvgQ:	0	7	7	4	2	2	3	2	0	3	3	7

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

ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	12	Average Delay (sec/veh):	30.7
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 31 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	20	1127	9	193	565	22	39	4	28	13	13	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1127	9	193	565	22	39	4	28	13	13	548
Added Vol:	14	3	0	15	0	23	3	1	2	5	8	11
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1130	9	208	565	45	42	5	30	18	21	559
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	36	1181	9	217	590	47	44	5	31	19	22	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1181	9	217	590	47	44	5	31	19	22	584
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1181	9	217	590	47	44	5	31	19	22	584
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.94	0.94	0.92	0.92	0.92	0.98	0.98	0.75
Lanes:	1.00	1.98	0.02	2.00	1.85	0.15	0.55	0.06	0.39	0.46	0.54	2.00
Final Sat.:	1805	3578	28	3502	3307	263	955	114	682	857	1000	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.06	0.18	0.18	0.05	0.05	0.05	0.02	0.02	0.21
Crit Moves:		****		****					****			****
Green/Cycle:	0.10	0.52	0.52	0.10	0.51	0.51	0.07	0.07	0.07	0.22	0.22	0.32
Volume/Cap:	0.19	0.64	0.64	0.64	0.35	0.35	0.64	0.64	0.64	0.10	0.10	0.64
Delay/Veh:	54.0	23.6	23.6	60.6	19.1	19.1	69.4	69.4	69.4	40.1	40.1	39.3
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:	54.0	23.6	23.6	60.6	19.1	19.1	69.4	69.4	69.4	40.1	40.1	39.3
LOS by Move:	D	C	C	E	B	B	E	E	E	D	D	D
HCM2kAvgQ:	1	18	18	4	8	8	4	4	4	1	1	12

ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
AM PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	12	Average Delay (sec/veh):	16.9
Optimal Cycle:	66	Level Of Service:	B

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	1
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	1795	35	78	779	8	3	6	3	35	4	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1795	35	78	779	8	3	6	3	35	4	155
Added Vol:	0	16	1	0	38	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1811	36	78	817	8	3	6	3	35	4	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	1865	37	80	841	8	3	6	3	36	4	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1865	37	80	841	8	3	6	3	36	4	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	8	1865	37	80	841	8	3	6	3	36	4	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.98	0.02	0.25	0.50	0.25	0.30	0.03	1.67
Final Sat.:	1805	3529	70	1805	3571	35	453	907	453	498	57	2759
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.04	0.24	0.24	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.73	0.73	0.06	0.71	0.71	0.03	0.03	0.03	0.10	0.10	0.16
Volume/Cap:	0.06	0.72	0.72	0.72	0.33	0.33	0.26	0.26	0.26	0.72	0.72	0.36
Delay/Veh:	64.8	12.5	12.5	90.5	8.2	8.2	75.4	75.4	75.4	75.3	75.3	57.0
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:	64.8	12.5	12.5	90.5	8.2	8.2	75.4	75.4	75.4	75.3	75.3	57.0
LOS by Move:	E	B	B	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	26	26	5	8	8	1	1	1	7	7	4

ODDSTAD ASSISTED LIVING
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 10.5 Worst Case Level Of Service: B[13.8]

Street Name:	Terra Nova Blvd.						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module: >> Count Date: 30 Jul 2009 << 7:45-8:45 a.m.												
Base Vol:	458	0	3	0	0	0	0	2	124	2	7	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:	458	0	3	0	0	0	0	2	124	2	7	0
Added Vol:	16	0	0	0	0	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	0	3	0	0	0	0	2	138	2	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	509	0	3	0	0	0	0	2	148	2	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	509	0	3	0	0	0	0	2	148	2	8	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	88	88	76	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	xxxx	xxxxx
Potent Cap.:	918	806	990	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1443	xxxx	xxxxx
Move Cap.:	917	805	990	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1443	xxxx	xxxxx
Volume/Cap:	0.56	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	917	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

ODDSTAD ASSISTED LIVING
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.222
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.												
Base Vol:	69	96	0	4	173	109	43	0	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	96	0	4	173	109	43	0	35	0	0	0
Added Vol:	6	0	0	0	0	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	96	0	4	173	109	43	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	83	107	0	4	192	121	48	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	107	0	4	192	121	48	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	83	107	0	4	192	121	48	0	50	0	0	0
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:	1.00	1.00	0.00	0.03	1.21	0.76	0.98	0.02	1.00	0.00	1.00	0.00
Final Sat.:	639	702	0	20	886	611	544	13	682	0	584	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	xxxx	0.22	0.22	0.20	0.09	0.00	0.07	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	9.0	8.6	0.0	9.0	8.9	8.2	9.4	9.4	8.0	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
AdjDel/Veh:	9.0	8.6	0.0	9.0	8.9	8.2	9.4	9.4	8.0	0.0	0.0	0.0
LOS by Move:	A	A	*	A	A	A	A	A	A	*	*	*
ApproachDel:	8.8			8.6			8.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.8			8.6			8.7			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #36 Oddstad Blvd. & Site D/W

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.3]

Street Name:	Oddstad Blvd.								Site D/W							
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			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0	0	0	0	0	0	1 0	0	0	1!	0 0	0	0	0	0 0
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.																
Base Vol:	0	165	0	0	210	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	165	0	0	210	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	3	0	0	0	0	10	6	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	165	0	0	210	10	6	0	1	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	4	200	0	0	255	12	7	0	1	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	200	0	0	255	12	7	0	1	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	267	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	468	261	xxxx	xxxx	xxxxx				
Potent Cap.:	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx	557	496	783	xxxx	xxxx	xxxxx				
Move Cap.:	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx	556	494	783	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	580	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx						
ApproachLOS:	*			*			B			*						

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

ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	12	Average Delay (sec/veh):	26.0
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 23 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	14	372	74	740	483	128	101	89	7	127	81	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	372	74	740	483	128	101	89	7	127	81	384
Added Vol:	0	7	1	3	21	0	0	0	0	2	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	379	75	743	504	128	101	89	7	129	81	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	14	382	76	750	509	129	102	90	7	130	82	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	382	76	750	509	129	102	90	7	130	82	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	14	382	76	750	509	129	102	90	7	130	82	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.67	0.33	2.00	1.59	0.41	1.00	1.00	1.00	0.61	0.39	2.00
Final Sat.:	1805	2938	581	3502	2792	709	1805	1900	1615	1132	711	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.21	0.18	0.18	0.06	0.05	0.00	0.11	0.11	0.14
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.22	0.22	0.37	0.48	0.48	0.10	0.10	0.20	0.20	0.20	0.56
Volume/Cap:	0.07	0.59	0.59	0.59	0.38	0.38	0.59	0.49	0.02	0.59	0.59	0.25
Delay/Veh:	40.5	35.9	35.9	26.3	16.6	16.6	48.4	44.9	32.0	39.0	39.0	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:	40.5	35.9	35.9	26.3	16.6	16.6	48.4	44.9	32.0	39.0	39.0	11.2
LOS by Move:	D	D	D	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	0	7	7	9	6	6	4	3	0	7	7	3

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

ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	12	Average Delay (sec/veh):	32.8
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 3 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	31	914	17	844	1541	48	58	14	41	38	17	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	914	17	844	1541	48	58	14	41	38	17	268
Added Vol:	6	2	0	18	0	9	43	13	27	4	3	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	916	17	862	1541	57	101	27	68	42	20	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	41	1012	19	952	1703	63	112	30	75	46	22	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1012	19	952	1703	63	112	30	75	46	22	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1012	19	952	1703	63	112	30	75	46	22	313
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.93	0.93	0.93	0.97	0.97	0.75
Lanes:	1.00	1.96	0.04	2.00	1.93	0.07	0.51	0.14	0.35	0.68	0.32	2.00
Final Sat.:	1805	3534	66	3502	3464	128	910	243	612	1245	593	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.27	0.49	0.49	0.12	0.12	0.12	0.04	0.04	0.11
Crit Moves:		****		****					****		****	
Green/Cycle:	0.05	0.36	0.36	0.34	0.65	0.65	0.15	0.15	0.15	0.05	0.05	0.39
Volume/Cap:	0.44	0.79	0.79	0.79	0.75	0.75	0.79	0.79	0.79	0.79	0.79	0.28
Delay/Veh:	63.2	40.5	40.5	42.1	16.7	16.7	67.4	67.4	67.4	98.9	98.9	27.2
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:	63.2	40.5	40.5	42.1	16.7	16.7	67.4	67.4	67.4	98.9	98.9	27.2
LOS by Move:	E	D	D	D	B	B	E	E	E	F	F	C
HCM2kAvgQ:	2	20	20	17	24	24	10	10	10	4	4	5

ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	12	Average Delay (sec/veh):	22.5
Optimal Cycle:	104	Level Of Service:	C

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 1
Volume Module: >> Count Date: 29 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	18	1340	79	222	2291	9	14	6	5	79	3	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1340	79	222	2291	9	14	6	5	79	3	104
Added Vol:	0	61	0	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1401	79	222	2318	9	14	6	5	79	3	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	19	1462	82	232	2420	9	15	6	5	82	3	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1462	82	232	2420	9	15	6	5	82	3	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	19	1462	82	232	2420	9	15	6	5	82	3	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90
Lanes:	1.00	1.89	0.11	1.00	1.99	0.01	0.56	0.24	0.20	0.59	0.02	1.39
Final Sat.:	1805	3390	191	1805	3592	14	1007	432	360	1005	38	2365
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.13	0.67	0.67	0.01	0.01	0.01	0.08	0.08	0.05
Crit Moves:	****				****			****			****	
Green/Cycle:	0.03	0.62	0.62	0.18	0.77	0.77	0.03	0.03	0.03	0.09	0.09	0.28
Volume/Cap:	0.40	0.70	0.70	0.70	0.87	0.87	0.55	0.55	0.55	0.87	0.87	0.17
Delay/Veh:	78.2	20.6	20.6	64.6	15.1	15.1	86.4	86.4	86.4	96.6	96.6	41.6
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:	78.2	20.6	20.6	64.6	15.1	15.1	86.4	86.4	86.4	96.6	96.6	41.6
LOS by Move:	E	C	C	E	B	B	F	F	F	F	F	D
HCM2kAvgQ:	1	24	24	11	43	43	2	2	2	9	9	3

ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[13.8]

Street Name:	Terra Nova Blvd.									Fassler Ave.								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module: >> Count Date: 30 Jul 2009 << 5:00-6:00 p.m.																				
Base Vol:	249		0		0	0		0		0	0		0	10	512	0		9		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		1.00	
Initial Bse:	249		0		0	0		0		0	0		0	10	512	0		9		0
Added Vol:	17		0		0	0		0		0	0		0	0	24	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0	0	0	0		0		0
Initial Fut:	266		0		0	0		0		0	0		0	10	536	0		9		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	0.94	0.94	0.94		0.94	
PHF Volume:	282		0		0	0		0		0	0		0	11	569	0		10		0
Reduct Vol:	0		0		0	0		0		0	0		0	0	0	0		0		0
FinalVolume:	282		0		0	0		0		0	0		0	11	569	0		10		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	305	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	691	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	691	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	13.8			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

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

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ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	125	208	0	13	163	100	127	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	208	0	13	163	100	127	0	76	0	0	0
Added Vol:	14	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	208	0	13	163	100	127	0	87	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	154	231	0	14	181	111	141	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	231	0	14	181	111	141	0	96	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	154	231	0	14	181	111	141	0	96	0	0	0
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:	1.00	1.00	0.00	0.09	1.19	0.72	1.00	0.19	0.81	0.00	1.00	0.00
Final Sat.:	581	634	0	58	742	491	518	114	495	0	505	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	xxxx	0.25	0.24	0.23	0.27	0.00	0.19	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	10.8	11.3	0.0	10.2	10.0	9.3	11.6	9.2	9.2	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
AdjDel/Veh:	10.8	11.3	0.0	10.2	10.0	9.3	11.6	9.2	9.2	0.0	0.0	0.0
LOS by Move:	B	B	*	B	A	A	B	A	A	*	*	*
ApproachDel:		11.1			9.7			10.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		11.1			9.7			10.7			xxxxxx	
LOS by Appr:		B			A			B			*	
AllWayAvgQ:	0.3	0.5	0.5	0.3	0.3	0.3	0.3	0.2	0.2	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
PROJECT CONDITIONS
PM PEAK HOUR

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

Intersection #36 Oddstad Blvd. & Site D/W

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.7]

Street Name:	Oddstad Blvd.								Site D/W							
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			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.																
Base Vol:	0	210	0		0	240	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	210	0		0	240	0		0	0	0		0	0	0	
Added Vol:	3	0	0		0	0	11		14	0	3		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	210	0		0	240	11		14	0	3		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	3	232	0		0	265	12		15	0	3		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	3	232	0		0	265	12		15	0	3		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	277	xxxx	xxxxx	xxxx	xxxx	xxxxx			510	510	271	xxxx	xxxx	xxxxx		
Potent Cap.:	1297	xxxx	xxxxx	xxxx	xxxx	xxxxx			527	469	772	xxxx	xxxx	xxxxx		
Move Cap.:	1297	xxxx	xxxxx	xxxx	xxxx	xxxxx			526	468	772	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			0.03	0.00	0.00	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*			*	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	557	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*			*	B	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx					11.7			xxxxxx				
ApproachLOS:	*			*					B			*				

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

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
AM STREET PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	12	Average Delay (sec/veh):	26.7
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	430	76	263	161	41	75	48	2	53	43	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	430	76	263	161	41	75	48	2	53	43	489
Added Vol:	0	0	2	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	430	78	263	161	41	75	48	2	54	43	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	9	464	84	284	174	44	81	52	2	58	46	528
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	464	84	284	174	44	81	52	2	58	46	528
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	464	84	284	174	44	81	52	2	58	46	528
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.69	0.31	2.00	1.59	0.41	1.00	1.00	1.00	0.56	0.44	2.00
Final Sat.:	1805	2985	542	3502	2791	711	1805	1900	1615	1029	820	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.08	0.06	0.06	0.04	0.03	0.00	0.06	0.06	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.35	0.35	0.18	0.39	0.39	0.10	0.10	0.26	0.24	0.24	0.42
Volume/Cap:	0.03	0.44	0.44	0.44	0.16	0.16	0.44	0.27	0.01	0.24	0.24	0.44
Delay/Veh:	36.0	24.9	24.9	36.6	20.2	20.2	43.9	42.2	27.7	31.0	31.0	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:	36.0	24.9	24.9	36.6	20.2	20.2	43.9	42.2	27.7	31.0	31.0	20.7
LOS by Move:	D	C	C	D	C	C	D	D	C	C	C	C
HCM2kAvgQ:	0	7	7	4	2	2	3	2	0	3	3	7

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

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
AM STREET PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	12	Average Delay (sec/veh):	30.1
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	2 0	1 1	0	0 0	1! 0	0	0 1	0 0	2
Volume Module: >> Count Date: 31 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	20	1127	9	193	565	22	39	4	28	13	13	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1127	9	193	565	22	39	4	28	13	13	548
Added Vol:	0	0	0	10	0	0	0	0	0	0	0	6
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1127	9	203	565	22	39	4	28	13	13	554
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	21	1178	9	212	590	23	41	4	29	14	14	579
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1178	9	212	590	23	41	4	29	14	14	579
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1178	9	212	590	23	41	4	29	14	14	579
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.94	0.94	0.92	0.92	0.92	0.98	0.98	0.75
Lanes:	1.00	1.98	0.02	2.00	1.93	0.07	0.55	0.06	0.39	0.50	0.50	2.00
Final Sat.:	1805	3578	29	3502	3454	134	962	99	690	927	927	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.06	0.17	0.17	0.04	0.04	0.04	0.01	0.01	0.20
Crit Moves:		****		****					****			****
Green/Cycle:	0.10	0.52	0.52	0.10	0.51	0.51	0.07	0.07	0.07	0.23	0.23	0.32
Volume/Cap:	0.11	0.63	0.63	0.63	0.33	0.33	0.63	0.63	0.63	0.06	0.06	0.63
Delay/Veh:	53.2	23.1	23.1	60.5	18.7	18.7	69.9	69.9	69.9	39.6	39.6	39.1
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:	53.2	23.1	23.1	60.5	18.7	18.7	69.9	69.9	69.9	39.6	39.6	39.1
LOS by Move:	D	C	C	E	B	B	E	E	E	D	D	D
HCM2kAvgQ:	1	18	18	4	7	7	4	4	4	1	1	12

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
AM STREET PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	12	Average Delay (sec/veh):	17.0
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	1
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	1795	35	78	779	8	3	6	3	35	4	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1795	35	78	779	8	3	6	3	35	4	155
Added Vol:	0	6	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1801	35	78	789	8	3	6	3	35	4	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	1855	36	80	813	8	3	6	3	36	4	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1855	36	80	813	8	3	6	3	36	4	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	8	1855	36	80	813	8	3	6	3	36	4	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.98	0.02	0.25	0.50	0.25	0.30	0.03	1.67
Final Sat.:	1805	3531	69	1805	3570	36	453	907	453	498	57	2759
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.04	0.23	0.23	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.73	0.73	0.06	0.71	0.71	0.03	0.03	0.03	0.10	0.10	0.16
Volume/Cap:	0.06	0.72	0.72	0.72	0.32	0.32	0.26	0.26	0.26	0.72	0.72	0.36
Delay/Veh:	64.5	12.5	12.5	90.0	8.3	8.3	75.4	75.4	75.4	74.9	74.9	56.9
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:	64.5	12.5	12.5	90.0	8.3	8.3	75.4	75.4	75.4	74.9	74.9	56.9
LOS by Move:	E	B	B	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	26	26	5	7	7	1	1	1	7	7	4

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
AM STREET PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 10.3 Worst Case Level Of Service: B[13.5]

Street Name:	Terra Nova Blvd.						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module: >> Count Date: 30 Jul 2009 << 7:45-8:45 a.m.												
Base Vol:	458	0	3	0	0	0	0	2	124	2	7	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:	458	0	3	0	0	0	0	2	124	2	7	0
Added Vol:	6	0	0	0	0	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	0	3	0	0	0	0	2	134	2	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	498	0	3	0	0	0	0	2	144	2	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	498	0	3	0	0	0	0	2	144	2	8	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	86	86	74	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	146	xxxx	xxxxx
Potent Cap.:	920	808	993	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1448	xxxx	xxxxx
Move Cap.:	919	807	993	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1448	xxxx	xxxxx
Volume/Cap:	0.54	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	920	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

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

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
AM STREET PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.222
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.												
Base Vol:	69	96	0	4	173	109	43	0	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	96	0	4	173	109	43	0	35	0	0	0
Added Vol:	6	0	0	0	0	0	0	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	96	0	4	173	109	43	0	45	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	83	107	0	4	192	121	48	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	107	0	4	192	121	48	0	50	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	83	107	0	4	192	121	48	0	50	0	0	0
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:	1.00	1.00	0.00	0.03	1.21	0.76	0.98	0.02	1.00	0.00	1.00	0.00
Final Sat.:	639	702	0	20	886	611	544	13	682	0	584	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	xxxx	0.22	0.22	0.20	0.09	0.00	0.07	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	9.0	8.6	0.0	9.0	8.9	8.2	9.4	9.4	8.0	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
AdjDel/Veh:	9.0	8.6	0.0	9.0	8.9	8.2	9.4	9.4	8.0	0.0	0.0	0.0
LOS by Move:	A	A	*	A	A	A	A	A	A	*	*	*
ApproachDel:	8.8			8.6			8.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.8			8.6			8.7			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
AM STREET PEAK HOUR

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

Intersection #36 Oddstad Blvd. & Site D/W

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.3]

Street Name:	Oddstad Blvd.								Site D/W							
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			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.																
Base Vol:	0	165	0	0	210	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	165	0	0	210	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	3	0	0	0	0	10	6	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	165	0	0	210	10	6	0	1	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	4	200	0	0	255	12	7	0	1	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	200	0	0	255	12	7	0	1	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	267	xxxx	xxxxx	xxxx	xxxx	xxxxx	468	468	261	xxxx	xxxx	xxxxx				
Potent Cap.:	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx	557	496	783	xxxx	xxxx	xxxxx				
Move Cap.:	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx	556	494	783	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	580	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx						
ApproachLOS:	*			*			B			*						

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

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
PM STREET PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	12	Average Delay (sec/veh):	26.0
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 23 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	14	372	74	740	483	128	101	89	7	127	81	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	372	74	740	483	128	101	89	7	127	81	384
Added Vol:	0	0	1	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	372	75	740	483	128	101	89	7	129	81	384
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	14	375	76	747	487	129	102	90	7	130	82	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	375	76	747	487	129	102	90	7	130	82	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	14	375	76	747	487	129	102	90	7	130	82	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.66	0.34	2.00	1.58	0.42	1.00	1.00	1.00	0.61	0.39	2.00
Final Sat.:	1805	2929	591	3502	2765	733	1805	1900	1615	1132	711	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.21	0.18	0.18	0.06	0.05	0.00	0.11	0.11	0.14
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.22	0.22	0.37	0.48	0.48	0.10	0.10	0.21	0.20	0.20	0.56
Volume/Cap:	0.07	0.58	0.58	0.58	0.37	0.37	0.58	0.49	0.02	0.58	0.58	0.24
Delay/Veh:	40.2	36.0	36.0	26.2	16.7	16.7	48.2	44.8	31.7	38.8	38.8	11.1
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:	40.2	36.0	36.0	26.2	16.7	16.7	48.2	44.8	31.7	38.8	38.8	11.1
LOS by Move:	D	D	D	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	0	7	7	9	6	6	4	3	0	7	7	3

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

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
PM STREET PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	12	Average Delay (sec/veh):	27.3
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 3 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	31	914	17	844	1541	48	58	14	41	38	17	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	914	17	844	1541	48	58	14	41	38	17	268
Added Vol:	0	0	0	10	0	0	0	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	914	17	854	1541	48	58	14	41	38	17	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	34	1010	19	944	1703	53	64	15	45	42	19	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1010	19	944	1703	53	64	15	45	42	19	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	34	1010	19	944	1703	53	64	15	45	42	19	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.95	0.95	0.93	0.93	0.93	0.97	0.97	0.75
Lanes:	1.00	1.96	0.04	2.00	1.94	0.06	0.52	0.12	0.36	0.69	0.31	2.00
Final Sat.:	1805	3533	66	3502	3487	109	904	218	639	1269	568	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.27	0.49	0.49	0.07	0.07	0.07	0.03	0.03	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.39	0.39	0.37	0.71	0.71	0.10	0.10	0.10	0.05	0.05	0.42
Volume/Cap:	0.34	0.73	0.73	0.73	0.69	0.69	0.73	0.73	0.73	0.73	0.73	0.26
Delay/Veh:	61.1	35.4	35.4	37.3	11.6	11.6	71.3	71.3	71.3	88.2	88.2	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:	61.1	35.4	35.4	37.3	11.6	11.6	71.3	71.3	71.3	88.2	88.2	24.9
LOS by Move:	E	D	D	D	B	B	E	E	E	F	F	C
HCM2kAvgQ:	1	18	18	16	20	20	6	6	6	4	4	5

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
PM STREET PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	12	Average Delay (sec/veh):	22.3
Optimal Cycle:	102	Level Of Service:	C

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 1
Volume Module: >> Count Date: 29 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	18	1340	79	222	2291	9	14	6	5	79	3	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1340	79	222	2291	9	14	6	5	79	3	104
Added Vol:	0	12	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1352	79	222	2301	9	14	6	5	79	3	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	19	1411	82	232	2402	9	15	6	5	82	3	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1411	82	232	2402	9	15	6	5	82	3	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	19	1411	82	232	2402	9	15	6	5	82	3	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90
Lanes:	1.00	1.89	0.11	1.00	1.99	0.01	0.56	0.24	0.20	0.59	0.02	1.39
Final Sat.:	1805	3383	198	1805	3592	14	1007	432	360	1005	38	2365
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.13	0.67	0.67	0.01	0.01	0.01	0.08	0.08	0.05
Crit Moves:	****				****			****			****	
Green/Cycle:	0.03	0.61	0.61	0.19	0.77	0.77	0.03	0.03	0.03	0.09	0.09	0.28
Volume/Cap:	0.40	0.68	0.68	0.68	0.86	0.86	0.55	0.55	0.55	0.86	0.86	0.16
Delay/Veh:	78.2	20.6	20.6	63.1	14.8	14.8	86.4	86.4	86.4	95.4	95.4	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:	78.2	20.6	20.6	63.1	14.8	14.8	86.4	86.4	86.4	95.4	95.4	41.0
LOS by Move:	E	C	C	E	B	B	F	F	F	F	F	D
HCM2kAvgQ:	1	23	23	11	42	42	2	2	2	9	9	3

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ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
PM STREET PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: B[13.5]

Street Name:	Terra Nova Blvd.									Fassler Ave.								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module: >> Count Date: 30 Jul 2009 << 5:00-6:00 p.m.																				
Base Vol:	249		0		0	0		0		0	0		10		512	0		9		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:	249		0		0	0		0		0	0		10		512	0		9		0
Added Vol:	12		0		0	0		0		0	0		0		10	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	261		0		0	0		0		0	0		10		522	0		9		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	
PHF Volume:	277		0		0	0		0		0	0		11		554	0		10		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	277		0		0	0		0		0	0		11		554	0		10		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	297	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	698	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	698	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.40	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	13.5			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

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

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
PM STREET PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	125	208	0	13	163	100	127	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	208	0	13	163	100	127	0	76	0	0	0
Added Vol:	14	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	208	0	13	163	100	127	0	87	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	154	231	0	14	181	111	141	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	231	0	14	181	111	141	0	96	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	154	231	0	14	181	111	141	0	96	0	0	0
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:	1.00	1.00	0.00	0.09	1.19	0.72	1.00	0.19	0.81	0.00	1.00	0.00
Final Sat.:	581	634	0	58	742	491	518	114	495	0	505	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	xxxx	0.25	0.24	0.23	0.27	0.00	0.19	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	10.8	11.3	0.0	10.2	10.0	9.3	11.6	9.2	9.2	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
AdjDel/Veh:	10.8	11.3	0.0	10.2	10.0	9.3	11.6	9.2	9.2	0.0	0.0	0.0
LOS by Move:	B	B	*	B	A	A	B	A	A	*	*	*
ApproachDel:		11.1			9.7			10.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		11.1			9.7			10.7			xxxxxx	
LOS by Appr:		B			A			B			*	
AllWayAvgQ:	0.3	0.5	0.5	0.3	0.3	0.3	0.3	0.2	0.2	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
EXISTING + PROJECT
PM STREET PEAK HOUR

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

Intersection #36 Oddstad Blvd. & Site D/W

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.7]

Street Name:	Oddstad Blvd.								Site D/W							
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			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.																
Base Vol:	0	210	0		0	240	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	210	0		0	240	0		0	0	0		0	0	0	
Added Vol:	3	0	0		0	0	11		14	0	3		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	210	0		0	240	11		14	0	3		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	3	232	0		0	265	12		15	0	3		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	3	232	0		0	265	12		15	0	3		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	277	xxxx	xxxxx	xxxx	xxxx	xxxxx			510	510	271	xxxx	xxxx	xxxxx		
Potent Cap.:	1297	xxxx	xxxxx	xxxx	xxxx	xxxxx			527	469	772	xxxx	xxxx	xxxxx		
Move Cap.:	1297	xxxx	xxxxx	xxxx	xxxx	xxxxx			526	468	772	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			0.03	0.00	0.00	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*			*	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	557	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*			*	B	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx					11.7			xxxxxx				
ApproachLOS:	*			*					B			*				

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

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
AM PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.446
Loss Time (sec):	12	Average Delay (sec/veh):	26.7
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	430	76	263	161	41	75	48	2	53	43	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	430	76	263	161	41	75	48	2	53	43	489
Added Vol:	0	13	0	4	7	0	0	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	443	76	267	168	41	75	48	2	53	43	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	9	478	82	288	181	44	81	52	2	57	46	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	478	82	288	181	44	81	52	2	57	46	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	478	82	288	181	44	81	52	2	57	46	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.71	0.29	2.00	1.61	0.39	1.00	1.00	1.00	0.55	0.45	2.00
Final Sat.:	1805	3014	517	3502	2818	688	1805	1900	1615	1021	828	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.08	0.06	0.06	0.04	0.03	0.00	0.06	0.06	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.36	0.36	0.18	0.39	0.39	0.10	0.10	0.26	0.24	0.24	0.42
Volume/Cap:	0.03	0.45	0.45	0.45	0.17	0.17	0.45	0.27	0.01	0.23	0.23	0.45
Delay/Veh:	36.0	24.9	24.9	36.7	20.2	20.2	44.1	42.3	27.8	31.0	31.0	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:	36.0	24.9	24.9	36.7	20.2	20.2	44.1	42.3	27.8	31.0	31.0	20.8
LOS by Move:	D	C	C	D	C	C	D	D	C	C	C	C
HCM2kAvgQ:	0	7	7	4	2	2	3	2	0	3	3	7

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

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
AM PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	12	Average Delay (sec/veh):	31.5
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 31 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	20	1127	9	193	565	22	39	4	28	13	13	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1127	9	193	565	22	39	4	28	13	13	548
Added Vol:	15	8	0	9	2	26	8	1	3	6	8	32
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1135	9	202	567	48	47	5	31	19	21	580
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	37	1186	9	211	592	50	49	5	32	20	22	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1186	9	211	592	50	49	5	32	20	22	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1186	9	211	592	50	49	5	32	20	22	606
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.94	0.94	0.92	0.92	0.92	0.98	0.98	0.75
Lanes:	1.00	1.98	0.02	2.00	1.84	0.16	0.57	0.06	0.37	0.48	0.52	2.00
Final Sat.:	1805	3578	28	3502	3288	278	993	106	655	882	975	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.06	0.18	0.18	0.05	0.05	0.05	0.02	0.02	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.51	0.51	0.09	0.50	0.50	0.08	0.08	0.08	0.23	0.23	0.33
Volume/Cap:	0.20	0.65	0.65	0.65	0.36	0.36	0.65	0.65	0.65	0.10	0.10	0.65
Delay/Veh:	54.3	24.6	24.6	61.8	20.0	20.0	69.7	69.7	69.7	39.1	39.1	39.3
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:	54.3	24.6	24.6	61.8	20.0	20.0	69.7	69.7	69.7	39.1	39.1	39.3
LOS by Move:	D	C	C	E	C	C	E	E	E	D	D	D
HCM2kAvgQ:	1	18	18	4	8	8	5	5	5	1	1	12

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
AM PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	12	Average Delay (sec/veh):	17.3
Optimal Cycle:	68	Level Of Service:	B

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 1
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	1795	35	78	779	8	3	6	3	35	4	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1795	35	78	779	8	3	6	3	35	4	155
Added Vol:	0	42	7	1	35	0	0	0	0	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1837	42	79	814	8	3	6	3	37	4	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	1892	43	81	838	8	3	6	3	38	4	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1892	43	81	838	8	3	6	3	38	4	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:	8	1892	43	81	838	8	3	6	3	38	4	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.98	0.02	0.25	0.50	0.25	0.31	0.03	1.66
Final Sat.:	1805	3519	80	1805	3571	35	453	907	453	514	56	2749
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.54	0.05	0.23	0.23	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****				****			****	
Green/Cycle:	0.08	0.73	0.73	0.06	0.71	0.71	0.03	0.03	0.03	0.10	0.10	0.16
Volume/Cap:	0.06	0.73	0.73	0.73	0.33	0.33	0.26	0.26	0.26	0.73	0.73	0.36
Delay/Veh:	64.8	12.9	12.9	92.4	8.2	8.2	75.4	75.4	75.4	76.1	76.1	57.0
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:	64.8	12.9	12.9	92.4	8.2	8.2	75.4	75.4	75.4	76.1	76.1	57.0
LOS by Move:	E	B	B	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	27	27	5	8	8	1	1	1	7	7	4

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
AM PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 10.5 Worst Case Level Of Service: B[13.6]

Street Name:	Terra Nova Blvd.						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module: >> Count Date: 30 Jul 2009 << 7:45-8:45 a.m.												
Base Vol:	458	0	3	0	0	0	0	2	124	2	7	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:	458	0	3	0	0	0	0	2	124	2	7	0
Added Vol:	11	0	0	0	0	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	469	0	3	0	0	0	0	2	131	2	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	504	0	3	0	0	0	0	2	141	2	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	504	0	3	0	0	0	0	2	141	2	8	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	84	84	73	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	143	xxxx	xxxxx
Potent Cap.:	922	810	995	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1452	xxxx	xxxxx
Move Cap.:	921	808	995	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1452	xxxx	xxxxx
Volume/Cap:	0.55	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	922	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
AM PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.220
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0		0 1 0	1 0		0 1 0	1 0		0 0 1!	0 0	
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.												
Base Vol:	69	96	0	4	173	109	43	0	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	96	0	4	173	109	43	0	35	0	0	0
Added Vol:	1	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	96	0	4	173	109	43	0	35	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	78	107	0	4	192	121	48	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	107	0	4	192	121	48	0	39	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	78	107	0	4	192	121	48	0	39	0	0	0
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:	1.00	1.00	0.00	0.03	1.21	0.76	1.00	0.10	0.90	0.00	1.00	0.00
Final Sat.:	644	707	0	20	893	618	557	69	605	0	588	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	xxxx	0.22	0.22	0.20	0.09	0.00	0.06	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	8.9	8.6	0.0	9.0	8.8	8.1	9.3	8.0	8.0	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
AdjDel/Veh:	8.9	8.6	0.0	9.0	8.8	8.1	9.3	8.0	8.0	0.0	0.0	0.0
LOS by Move:	A	A	*	A	A	A	A	A	A	*	*	*
ApproachDel:	8.7			8.5			8.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.7			8.5			8.7			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
PM PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	12	Average Delay (sec/veh):	25.9
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 23 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	14	372	74	740	483	128	101	89	7	127	81	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	372	74	740	483	128	101	89	7	127	81	384
Added Vol:	0	10	1	11	22	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	382	75	751	505	128	101	89	7	127	81	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	14	385	76	758	510	129	102	90	7	128	82	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	385	76	758	510	129	102	90	7	128	82	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	14	385	76	758	510	129	102	90	7	128	82	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.67	0.33	2.00	1.60	0.40	1.00	1.00	1.00	0.61	0.39	2.00
Final Sat.:	1805	2942	578	3502	2794	708	1805	1900	1615	1125	718	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.22	0.18	0.18	0.06	0.05	0.00	0.11	0.11	0.14
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.22	0.22	0.37	0.48	0.48	0.10	0.10	0.20	0.19	0.19	0.56
Volume/Cap:	0.07	0.59	0.59	0.59	0.38	0.38	0.59	0.49	0.02	0.59	0.59	0.25
Delay/Veh:	40.4	35.9	35.9	26.2	16.4	16.4	48.5	45.0	32.0	39.3	39.3	11.3
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:	40.4	35.9	35.9	26.2	16.4	16.4	48.5	45.0	32.0	39.3	39.3	11.3
LOS by Move:	D	D	D	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	0	7	7	10	6	6	4	3	0	7	7	4

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

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
PM PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	12	Average Delay (sec/veh):	33.6
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 3 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	31	914	17	844	1541	48	58	14	41	38	17	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	914	17	844	1541	48	58	14	41	38	17	268
Added Vol:	6	7	3	32	8	12	47	15	28	6	4	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	921	20	876	1549	60	105	29	69	44	21	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	41	1018	22	968	1712	66	116	32	76	49	23	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1018	22	968	1712	66	116	32	76	49	23	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1018	22	968	1712	66	116	32	76	49	23	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.94	0.94	0.93	0.93	0.93	0.97	0.97	0.75
Lanes:	1.00	1.96	0.04	2.00	1.93	0.07	0.52	0.14	0.34	0.68	0.32	2.00
Final Sat.:	1805	3523	76	3502	3455	134	914	252	601	1244	594	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.28	0.50	0.50	0.13	0.13	0.13	0.04	0.04	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.36	0.36	0.34	0.65	0.65	0.16	0.16	0.16	0.05	0.05	0.39
Volume/Cap:	0.45	0.81	0.81	0.81	0.76	0.76	0.81	0.81	0.81	0.81	0.81	0.28
Delay/Veh:	63.4	41.4	41.4	42.9	17.2	17.2	68.5	68.5	68.5	100.9	101	27.2
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:	63.4	41.4	41.4	42.9	17.2	17.2	68.5	68.5	68.5	100.9	101	27.2
LOS by Move:	E	D	D	D	B	B	E	E	E	F	F	C
HCM2kAvgQ:	2	20	20	17	24	24	11	11	11	5	5	5

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
PM PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	12	Average Delay (sec/veh):	22.9
Optimal Cycle:	108	Level Of Service:	C

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 1
Volume Module: >> Count Date: 29 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	18	1340	79	222	2291	9	14	6	5	79	3	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1340	79	222	2291	9	14	6	5	79	3	104
Added Vol:	0	67	1	2	51	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1407	80	224	2342	9	14	6	5	80	3	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	19	1469	84	234	2445	9	15	6	5	84	3	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1469	84	234	2445	9	15	6	5	84	3	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:	19	1469	84	234	2445	9	15	6	5	84	3	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90
Lanes:	1.00	1.89	0.11	1.00	1.99	0.01	0.56	0.24	0.20	0.59	0.02	1.39
Final Sat.:	1805	3388	193	1805	3593	14	1007	432	360	1006	38	2364
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.13	0.68	0.68	0.01	0.01	0.01	0.08	0.08	0.05
Crit Moves:	****				****			****			****	
Green/Cycle:	0.03	0.62	0.62	0.18	0.77	0.77	0.03	0.03	0.03	0.09	0.09	0.28
Volume/Cap:	0.40	0.70	0.70	0.70	0.88	0.88	0.55	0.55	0.55	0.88	0.88	0.17
Delay/Veh:	78.2	20.8	20.8	64.8	15.7	15.7	86.4	86.4	86.4	98.3	98.3	41.5
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:	78.2	20.8	20.8	64.8	15.7	15.7	86.4	86.4	86.4	98.3	98.3	41.5
LOS by Move:	E	C	C	E	B	B	F	F	F	F	F	D
HCM2kAvgQ:	1	25	25	11	44	44	2	2	2	9	9	3

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
PM PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: B[13.4]

Street Name:	Terra Nova Blvd.									Fassler Ave.								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module: >> Count Date: 30 Jul 2009 << 5:00-6:00 p.m.																				
Base Vol:	249		0		0	0		0		0	0		10		512	0		9		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:	249		0		0	0		0		0	0		10		512	0		9		0
Added Vol:	6		0		0	0		0		0	0		0		14	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	255		0		0	0		0		0	0		10		526	0		9		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	
PHF Volume:	271		0		0	0		0		0	0		11		558	0		10		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	271		0		0	0		0		0	0		11		558	0		10		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	299	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	696	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	696	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.39	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	1.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

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

ODDSTAD ASSISTED LIVING
NEAR-TERM CUMULATIVE CONDITIONS
PM PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	0	Average Delay (sec/veh):	10.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	125	208	0	13	163	100	127	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	208	0	13	163	100	127	0	76	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	208	0	13	163	100	127	0	76	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	139	231	0	14	181	111	141	0	84	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	231	0	14	181	111	141	0	84	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	139	231	0	14	181	111	141	0	84	0	0	0
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:	1.00	1.00	0.00	0.09	1.19	0.72	1.00	0.25	0.75	0.00	1.00	0.00
Final Sat.:	585	638	0	58	750	496	520	153	455	0	510	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.36	xxxx	0.25	0.24	0.22	0.27	0.00	0.19	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	10.5	11.2	0.0	10.1	9.9	9.2	11.6	9.1	9.1	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
AdjDel/Veh:	10.5	11.2	0.0	10.1	9.9	9.2	11.6	9.1	9.1	0.0	0.0	0.0
LOS by Move:	B	B	*	B	A	A	B	A	A	*	*	*
ApproachDel:	10.9			9.7			10.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	10.9			9.7			10.6			xxxxxx		
LOS by Appr:	B			A			B			*		
AllWayAvgQ:	0.3	0.5	0.5	0.3	0.3	0.3	0.3	0.1	0.1	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
AM STREET PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	12	Average Delay (sec/veh):	26.7
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	430	76	263	161	41	75	48	2	53	43	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	430	76	263	161	41	75	48	2	53	43	489
Added Vol:	0	13	2	4	7	0	0	0	0	2	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	443	78	267	168	41	75	48	2	55	43	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	9	478	84	288	181	44	81	52	2	59	46	537
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	478	84	288	181	44	81	52	2	59	46	537
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	478	84	288	181	44	81	52	2	59	46	537
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.70	0.30	2.00	1.61	0.39	1.00	1.00	1.00	0.56	0.44	2.00
Final Sat.:	1805	3002	529	3502	2818	688	1805	1900	1615	1038	811	2842
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.08	0.06	0.06	0.04	0.03	0.00	0.06	0.06	0.19
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.36	0.36	0.18	0.39	0.39	0.10	0.10	0.26	0.24	0.24	0.42
Volume/Cap:	0.03	0.45	0.45	0.45	0.17	0.17	0.45	0.27	0.01	0.24	0.24	0.45
Delay/Veh:	36.0	24.9	24.9	36.7	20.2	20.2	44.1	42.4	27.8	31.0	31.0	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:	36.0	24.9	24.9	36.7	20.2	20.2	44.1	42.4	27.8	31.0	31.0	20.8
LOS by Move:	D	C	C	D	C	C	D	D	C	C	C	C
HCM2kAvgQ:	0	7	7	4	2	2	3	2	0	3	3	7

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

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
AM STREET PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	12	Average Delay (sec/veh):	31.6
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 31 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	20	1127	9	193	565	22	39	4	28	13	13	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1127	9	193	565	22	39	4	28	13	13	548
Added Vol:	15	8	0	19	2	26	8	1	3	6	8	38
0:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1135	9	212	567	48	47	5	31	19	21	586
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	37	1186	9	222	592	50	49	5	32	20	22	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1186	9	222	592	50	49	5	32	20	22	612
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1186	9	222	592	50	49	5	32	20	22	612
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.94	0.94	0.92	0.92	0.92	0.98	0.98	0.75
Lanes:	1.00	1.98	0.02	2.00	1.84	0.16	0.57	0.06	0.37	0.48	0.52	2.00
Final Sat.:	1805	3578	28	3502	3288	278	993	106	655	882	975	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.06	0.18	0.18	0.05	0.05	0.05	0.02	0.02	0.22
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.50	0.50	0.10	0.50	0.50	0.08	0.08	0.08	0.23	0.23	0.33
Volume/Cap:	0.20	0.66	0.66	0.66	0.36	0.36	0.66	0.66	0.66	0.10	0.10	0.66
Delay/Veh:	54.3	24.8	24.8	61.3	19.9	19.9	69.9	69.9	69.9	39.4	39.4	39.1
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:	54.3	24.8	24.8	61.3	19.9	19.9	69.9	69.9	69.9	39.4	39.4	39.1
LOS by Move:	D	C	C	E	B	B	E	E	E	D	D	D
HCM2kAvgQ:	1	18	18	4	8	8	5	5	5	1	1	13

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
AM STREET PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	12	Average Delay (sec/veh):	17.2
Optimal Cycle:	68	Level Of Service:	B

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	1
Volume Module: >> Count Date: 30 Jul 2009 << 8:00-9:00 a.m.												
Base Vol:	8	1795	35	78	779	8	3	6	3	35	4	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1795	35	78	779	8	3	6	3	35	4	155
Added Vol:	0	47	7	1	45	0	0	0	0	2	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1842	42	79	824	8	3	6	3	37	4	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	8	1897	43	81	849	8	3	6	3	38	4	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1897	43	81	849	8	3	6	3	38	4	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:	8	1897	43	81	849	8	3	6	3	38	4	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.87	0.87	0.87
Lanes:	1.00	1.96	0.04	1.00	1.98	0.02	0.25	0.50	0.25	0.31	0.03	1.66
Final Sat.:	1805	3519	80	1805	3572	35	453	907	453	514	56	2749
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.54	0.05	0.24	0.24	0.01	0.01	0.01	0.07	0.07	0.06
Crit Moves:		****		****				****			****	
Green/Cycle:	0.08	0.73	0.73	0.06	0.71	0.71	0.03	0.03	0.03	0.10	0.10	0.16
Volume/Cap:	0.06	0.74	0.74	0.74	0.33	0.33	0.26	0.26	0.26	0.74	0.74	0.36
Delay/Veh:	64.9	12.9	12.9	92.6	8.2	8.2	75.4	75.4	75.4	76.2	76.2	57.1
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:	64.9	12.9	12.9	92.6	8.2	8.2	75.4	75.4	75.4	76.2	76.2	57.1
LOS by Move:	E	B	B	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	27	27	5	8	8	1	1	1	7	7	4

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
AM STREET PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 10.5 Worst Case Level Of Service: B[13.8]

Street Name:	Terra Nova Blvd.						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 0 1 0			0 1 0 0 0		
Volume Module: >> Count Date: 30 Jul 2009 << 7:45-8:45 a.m.												
Base Vol:	458	0	3	0	0	0	0	2	124	2	7	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:	458	0	3	0	0	0	0	2	124	2	7	0
Added Vol:	16	0	0	0	0	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	0	3	0	0	0	0	2	141	2	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	509	0	3	0	0	0	0	2	151	2	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	509	0	3	0	0	0	0	2	151	2	8	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	90	90	78	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	xxxx	xxxxx
Potent Cap.:	916	804	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1439	xxxx	xxxxx
Move Cap.:	915	803	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1439	xxxx	xxxxx
Volume/Cap:	0.56	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	915	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

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

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
AM STREET PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.222
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			0 1 0 1 0			0 1 0 1 0			0 0 1! 0 0		
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.												
Base Vol:	69	96	0	4	173	109	43	0	35	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	96	0	4	173	109	43	0	35	0	0	0
Added Vol:	6	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	96	0	4	173	109	43	0	46	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	83	107	0	4	192	121	48	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	107	0	4	192	121	48	0	51	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	83	107	0	4	192	121	48	0	51	0	0	0
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:	1.00	1.00	0.00	0.03	1.21	0.76	0.97	0.03	1.00	0.00	1.00	0.00
Final Sat.:	639	701	0	20	886	611	538	19	682	0	583	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.15	xxxx	0.22	0.22	0.20	0.09	0.00	0.07	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	9.0	8.6	0.0	9.0	8.9	8.2	9.3	9.3	8.0	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
AdjDel/Veh:	9.0	8.6	0.0	9.0	8.9	8.2	9.3	9.3	8.0	0.0	0.0	0.0
LOS by Move:	A	A	*	A	A	A	A	A	A	*	*	*
ApproachDel:	8.8			8.6			8.6			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	8.8			8.6			8.6			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.2	0.2	0.3	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
AM STREET PEAK HOUR

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

Intersection #36 Oddstad Blvd. & Site D/W

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[11.3]

Street Name:	Oddstad Blvd.								Site D/W							
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			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module: >> Count Date: 5 Aug 2009 << 8:00-9:00 a.m.																
Base Vol:	0	165	0	0	210	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	165	0	0	210	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	3	1	0	0	0	10	6	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	166	0	0	210	10	6	0	1	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	4	201	0	0	255	12	7	0	1	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	201	0	0	255	12	7	0	1	0	0	0	0	0	0	0
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	267	xxxx	xxxxx	xxxx	xxxx	xxxxx	469	469	261	xxxx	xxxx	xxxxx				
Potent Cap.:	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx	556	495	783	xxxx	xxxx	xxxxx				
Move Cap.:	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx	555	494	783	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	579	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx						
ApproachLOS:	*			*			B			*						

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

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
PM STREET PEAK HOUR

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

Intersection #1 Route 1 & Linda Mar Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	12	Average Delay (sec/veh):	26.0
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	0 1	0 1	0	0 2
Volume Module: >> Count Date: 23 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	14	372	74	740	483	128	101	89	7	127	81	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	372	74	740	483	128	101	89	7	127	81	384
Added Vol:	0	10	2	11	22	0	0	0	0	2	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	382	76	751	505	128	101	89	7	129	81	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	14	385	77	758	510	129	102	90	7	130	82	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	385	77	758	510	129	102	90	7	130	82	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	14	385	77	758	510	129	102	90	7	130	82	399
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.92	0.92	0.92	0.95	1.00	0.85	0.97	0.97	0.75
Lanes:	1.00	1.67	0.33	2.00	1.60	0.40	1.00	1.00	1.00	0.61	0.39	2.00
Final Sat.:	1805	2936	584	3502	2794	708	1805	1900	1615	1132	711	2842
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.22	0.18	0.18	0.06	0.05	0.00	0.11	0.11	0.14
Crit Moves:		****		****			****			****		
Green/Cycle:	0.11	0.22	0.22	0.37	0.48	0.48	0.10	0.10	0.20	0.19	0.19	0.56
Volume/Cap:	0.07	0.59	0.59	0.59	0.38	0.38	0.59	0.49	0.02	0.59	0.59	0.25
Delay/Veh:	40.4	36.0	36.0	26.3	16.5	16.5	48.6	45.0	32.0	39.2	39.2	11.3
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:	40.4	36.0	36.0	26.3	16.5	16.5	48.6	45.0	32.0	39.2	39.2	11.3
LOS by Move:	D	D	D	C	B	B	D	D	C	D	D	B
HCM2kAvgQ:	0	7	7	10	6	6	4	3	0	7	7	4

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

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
PM STREET PEAK HOUR

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

Intersection #3 Route 1 & Fassler/Rockaway

Cycle (sec):	130	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	12	Average Delay (sec/veh):	33.6
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Route 1						Fassler Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	5	20	20	4	25	25	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	2 0	1	1 0	0 0	1!	0 0	0 1	0	0 2
Volume Module: >> Count Date: 3 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	31	914	17	844	1541	48	58	14	41	38	17	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	914	17	844	1541	48	58	14	41	38	17	268
Added Vol:	6	7	3	42	8	12	47	15	28	6	4	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	921	20	886	1549	60	105	29	69	44	21	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	41	1018	22	979	1712	66	116	32	76	49	23	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1018	22	979	1712	66	116	32	76	49	23	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	1018	22	979	1712	66	116	32	76	49	23	325
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.94	0.94	0.93	0.93	0.93	0.97	0.97	0.75
Lanes:	1.00	1.96	0.04	2.00	1.93	0.07	0.52	0.14	0.34	0.68	0.32	2.00
Final Sat.:	1805	3523	76	3502	3455	134	914	252	601	1244	594	2842
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.28	0.50	0.50	0.13	0.13	0.13	0.04	0.04	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.36	0.36	0.35	0.65	0.65	0.16	0.16	0.16	0.05	0.05	0.39
Volume/Cap:	0.45	0.81	0.81	0.81	0.76	0.76	0.81	0.81	0.81	0.81	0.81	0.29
Delay/Veh:	63.4	41.7	41.7	42.8	17.1	17.1	69.0	69.0	69.0	101.8	102	27.1
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:	63.4	41.7	41.7	42.8	17.1	17.1	69.0	69.0	69.0	101.8	102	27.1
LOS by Move:	E	D	D	D	B	B	E	E	E	F	F	C
HCM2kAvgQ:	2	20	20	17	24	24	11	11	11	5	5	5

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
PM STREET PEAK HOUR

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

Intersection #4 Route 1 & Reina Del Mar Avenue

Cycle (sec):	152	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	12	Average Delay (sec/veh):	23.1
Optimal Cycle:	109	Level Of Service:	C

Street Name:	Rotue 1						Reina Del Mar Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	4	20	20	4	10	10	4	4	4	4	4	4
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 1
Volume Module: >> Count Date: 29 Jul 2009 << 5:00-6:00 p.m.												
Base Vol:	18	1340	79	222	2291	9	14	6	5	79	3	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1340	79	222	2291	9	14	6	5	79	3	104
Added Vol:	0	78	1	2	61	0	0	0	0	1	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1418	80	224	2352	9	14	6	5	80	3	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	19	1480	84	234	2455	9	15	6	5	84	3	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1480	84	234	2455	9	15	6	5	84	3	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:	19	1480	84	234	2455	9	15	6	5	84	3	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.90	0.90
Lanes:	1.00	1.89	0.11	1.00	1.99	0.01	0.56	0.24	0.20	0.59	0.02	1.39
Final Sat.:	1805	3390	191	1805	3593	14	1007	432	360	1006	38	2364
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.13	0.68	0.68	0.01	0.01	0.01	0.08	0.08	0.05
Crit Moves:	****				****			****			****	
Green/Cycle:	0.03	0.62	0.62	0.18	0.77	0.77	0.03	0.03	0.03	0.09	0.09	0.28
Volume/Cap:	0.40	0.71	0.71	0.71	0.88	0.88	0.55	0.55	0.55	0.88	0.88	0.17
Delay/Veh:	78.2	20.8	20.8	65.1	15.9	15.9	86.4	86.4	86.4	99.1	99.1	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:	78.2	20.8	20.8	65.1	15.9	15.9	86.4	86.4	86.4	99.1	99.1	41.7
LOS by Move:	E	C	C	E	B	B	F	F	F	F	F	D
HCM2kAvgQ:	1	25	25	11	45	45	2	2	2	9	9	3

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
PM STREET PEAK HOUR

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

Intersection #32 Fassler Ave. & Terra Nova Blvd.

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: B[13.8]

Street Name:	Terra Nova Blvd.									Fassler Ave.								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Volume Module: >> Count Date: 30 Jul 2009 << 5:00-6:00 p.m.																				
Base Vol:	249		0		0	0		0		0	0		10		512	0		9		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:	249		0		0	0		0		0	0		10		512	0		9		0
Added Vol:	17		0		0	0		0		0	0		0		24	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0	0		0		0
Initial Fut:	266		0		0	0		0		0	0		10		536	0		9		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94		0.94	0.94		0.94	
PHF Volume:	282		0		0	0		0		0	0		11		569	0		10		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	282		0		0	0		0		0	0		11		569	0		10		0
Critical Gap Module:																				
Critical Gp:	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	305	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Potent Cap.:	691	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Move Cap.:	691	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Volume/Cap:	0.41	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	13.8			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

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

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
PM STREET PEAK HOUR

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

Intersection #35 Oddstad Blvd. & Terra Nova Blvd.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Oddstad Blvd.						Terra Nova Blvd.					
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		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.												
Base Vol:	125	208	0	13	163	100	127	0	76	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	208	0	13	163	100	127	0	76	0	0	0
Added Vol:	14	0	0	0	0	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	208	0	13	163	100	127	0	87	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	154	231	0	14	181	111	141	0	96	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	231	0	14	181	111	141	0	96	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	154	231	0	14	181	111	141	0	96	0	0	0
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:	1.00	1.00	0.00	0.09	1.19	0.72	1.00	0.19	0.81	0.00	1.00	0.00
Final Sat.:	581	634	0	58	742	491	518	114	495	0	505	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	xxxx	0.25	0.24	0.23	0.27	0.00	0.19	xxxx	0.00	xxxx
Crit Moves:		****		****			****				****	
Delay/Veh:	10.8	11.3	0.0	10.2	10.0	9.3	11.6	9.2	9.2	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
AdjDel/Veh:	10.8	11.3	0.0	10.2	10.0	9.3	11.6	9.2	9.2	0.0	0.0	0.0
LOS by Move:	B	B	*	B	A	A	B	A	A	*	*	*
ApproachDel:		11.1			9.7			10.7			xxxxxx	
Delay Adj:		1.00			1.00			1.00			xxxxx	
ApprAdjDel:		11.1			9.7			10.7			xxxxxx	
LOS by Appr:		B			A			B			*	
AllWayAvgQ:	0.3	0.5	0.5	0.3	0.3	0.3	0.3	0.2	0.2	0.0	0.0	0.0

ODDSTAD ASSISTED LIVING
CUMULATIVE + PROJECT CONDITIONS
PM STREET PEAK HOUR

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

Intersection #36 Oddstad Blvd. & Site D/W

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[11.7]

Street Name:	Oddstad Blvd.								Site D/W							
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			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module: >> Count Date: 4 Aug 2009 << 5:00-6:00 p.m.																
Base Vol:	0	210	0		0	240	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	210	0		0	240	0		0	0	0		0	0	0	
Added Vol:	3	0	0		0	0	11		14	0	3		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	3	210	0		0	240	11		14	0	3		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	3	232	0		0	265	12		15	0	3		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	3	232	0		0	265	12		15	0	3		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx			6.4	6.5	6.2	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx			3.5	4.0	3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	277	xxxx	xxxxx	xxxx	xxxx	xxxxx			510	510	271	xxxx	xxxx	xxxxx		
Potent Cap.:	1297	xxxx	xxxxx	xxxx	xxxx	xxxxx			527	469	772	xxxx	xxxx	xxxxx		
Move Cap.:	1297	xxxx	xxxxx	xxxx	xxxx	xxxxx			526	468	772	xxxx	xxxx	xxxxx		
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx			0.03	0.00	0.00	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	*	*			*	*	*	*	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT			LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			xxxx	557	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx			xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	A	*	*	*	*	*			*	B	*	*	*	*		
ApproachDel:	xxxxxx			xxxxxx						11.7		xxxxxx				
ApproachLOS:	*			*						B		*				

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

C. Traffic Analysis Worksheets

Oddstad Assisted Living Center
ADEIR
Table III-1

Related	Name and Location	Land Use	Unit/ Lot Size	Status	Oddstad Assisted Living DRAFT TIA Approved Project	Cumulative Project
Residential Development						
1	**"The Bowl"** North end of Palmetto (APN 009-402-260)	19 Detached Condos 24 Attached Condos	4.2 acres	Inactive		(2)
2	**Piedmont Sub.** Piedmont Avenue (APN 018-073-150)	SF Detached	5 Units	Inactive		5 SFR
3	**Oceanside Meadows** 1570 Higgins Way (APN 023-361-160)	SF Detached	11 Units 10,061-22,760 sf	ApplicationIncomplete		11 SFR
4	**Vistamar Development** 503-511 Monterey (APN 009-381-010)	Townhouses	8 Units 1 acre	ApplicationIncomplete		(2)
5	**Sunset Estates** 500 block of Palmetto Avenue (APN 009-401-030)	7-lot Subdivision	12,806-36,677 sf	Inactive		(2)
6	**Beach Boulevard** 1567 Beach Boulevard (APN 016-011-190)	9 Condos	30,698 sf	Building Permits Pending		(2)
7	**Lorry Lane** Lorry Lane (APN 009-391-020)	7 Detached Condos	53,418 sf	Inactive		(2)
8	**The Prospects** Fassler Avenue (APN 022-083-020 & -030)	29 Condos	11 acres	PC & CC Approved		29 DU Condo
9	**Harmony @ 1** Fassler Avenue @ Roberts Road (APN 022-150-310, -420, -030)	13-lot Subdivision	65+ acres	Final ParcelMap Pending	13 SFR	
10	**Gypsy Hill** Gypsy Hill Road/Clarenden Road (APN 016-421-030)	8-lot Subdivision	13.9 acres	Incomplete		(2)
11	**Connemara** 900 Oceana Boulevard (APN 016-451-010, -020)	23 SF Detached	40+ acres	Completed		
12	**Adobe Drive Condominiums,** 1335 Adobe Drive	7 Condos	18,750 SF	Reapplication pending		7 DU Condo
Commercial, Mixed Use, and Miscellaneous Development						
13	**Mixed-Use Building** Waterford/Monterey (APN 009-058-040)	5 Units/Commercial	8,609.74 sf	Building Permits Pending	(2)	
14	**Connemara** 900 Oceana Boulevard (APN 016-451-010, -020)	23 Units/Commercial	10,000 sf	Completed		
15	**Rockaway Center** 270 Rockaway Beach Avenue (APN 022-024-230, -240)	Commercial Office	33,594 sf	CC Approved	19,500 sf (1)	
16	**Mixed-Use Building** 4545 Coast Highway (APN 022-012-020)	63 Condos/Commercial	22,670 sf	Inactive		63 DU Condo
17	**Mixed-Use Building** 2270-2286 Palmetto (APN 016-294-570)	2 Retail/3 Residential	6,000 sf	CC/PC Approved		(2)
18	**The Surf Spot** 4627 Coast Highway	Restaurant	3,700 sf	PC Approved	(3)	
19	**Holiday Inn Express,** 519 Nick Gust Way	Hotel	14 room addition	Application pending		14 RM (4)

CC: City Council PC: Planning Commission sf: Square feet SF: Single-family residential Source: City of Pacifica, November 2010.

NOTES

(1) 12,378 SF Office and 11,398 SF Retail/Restaurant changed to 19,500 sf commercial office
(2) Project not within study area, no effect on traffic.
(3) Add project to Approved Project list in Draft TIA
(4) Change to 14 rooms from original of 22 rooms

Revised: 2/1/2011

ASSISTED LIVING CENTER

VEHICLE TRIP GENERATION

8/17/2009 (Revised 02/23/2011)

TZ No.	LOCATION	LAND USE	LU CODE	SIZE	UNITS	TRIP GENERATION RATE						TRIP GENERATION VOLUME					
						A.M. PEAK HOUR			P.M. PEAK HOUR			A.M. PEAK HOUR			P.M. PEAK HOUR		
						IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
BACKGROUND CONDITIONS																	
2	Old County Rd.	Commercial Office	710	19.50	KSF	2.29	0.31	2.60	0.88	4.28	5.16	45	6	51	17	84	101
1	Roberts Road	SFR	210	13	DU	0.19	0.56	0.75	0.65	0.36	1.01	2	7	10	8	5	13
11	4627 Coast Hwy.	Restaurant*	932	3.70	KSF	3.59	3.32	6.91	3.95	2.74	6.69	13	12	26	15	10	25

* Net new trips. 40% pass-by

TZ No.	LOCATION	LAND USE	LU CODE	SIZE	UNITS	TRIP GENERATION RATE						TRIP GENERATION VOLUME					
						A.M. PEAK HOUR			P.M. PEAK HOUR			A.M. PEAK HOUR			P.M. PEAK HOUR		
						IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
PROJECT CONDITIONS																	
10	725 Oddstad Blvd.	Assisted Living	254	141	BED	0.09	0.05	0.14	0.10	0.12	0.22	13	7	20	14	17	31

TZ No.	LOCATION	LAND USE	LU CODE	SIZE	UNITS	TRIP GENERATION RATE						TRIP GENERATION VOLUME					
						A.M. PEAK HOUR			P.M. PEAK HOUR			A.M. PEAK HOUR			P.M. PEAK HOUR		
						IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
NEAR-TERM CUMULATIVE CONDITIONS																	
3	Piedmont Ave.	SFR	210	5	DU	0.19	0.56	0.75	0.65	0.36	1.01	1	3	4	3	2	5
7	The Prospects - Fassler Ave	Condo/Townhouse	230	29	DU	0.07	0.37	0.44	0.36	0.18	0.54	2	11	13	10	5	16
4	Fassler Ave. @ Rte. 1	Condo/Townhouse	230	63	DU	0.07	0.37	0.44	0.36	0.18	0.54	5	23	28	23	11	34
8	519 Nick Gust Way	Hotel (motel)	320	14	RM	0.23	0.41	0.64	0.31	0.27	0.58	3	6	9	4	4	8
9	Adobe Drive	Condo	230	7	DU	0.07	0.37	0.44	0.36	0.18	0.54	1	3	3	3	1	4
6	1570 Higgins Way	SFR	210	11	DU	0.19	0.56	0.75	0.65	0.36	1.01	2	6	8	7	4	11

Added TZ 11 and revised sizes and land uses of other developments per City list of active projects

APPENDIX I–3

TRAFFIC REPORT PEER REVIEW LETTER
HEXAGON TRANSPORTATION CONSULTANTS, JANUARY 2011

January 17, 2011

Mr. Geoff Reilly
WRA, Inc.
2169-G East Francisco Boulevard
San Rafael, CA 94901

Subject: ***Peer Review of the 721 Oddstad Boulevard Assisted Living Traffic Impact Analysis***

Dear Mr. Reilly:

This letter report presents the results of Hexagon's peer review of the Traffic Impact Analysis (TIA) prepared for the 721 Oddstad Boulevard Assisted Living project in Pacifica, California. This peer review consists of a technical evaluation of the 721 Oddstad Boulevard Assisted Living TIA, dated November 25, 2009 and prepared by RKH Civil and Transportation Engineering. The purpose of this review is to ensure that the traffic report conforms to California Environmental Quality Act (CEQA) standards, to confirm that accepted traffic study methods were used, and to ensure that the recommendations contained in the report adequately address potential project impacts.

The project site is located on the north side of Oddstad Boulevard between Linda Mar Boulevard and Terra Nova Boulevard. The project description contained in the traffic study for the project indicates that the assisted living development will consist of a 141-bed facility built upon a vacant lot.

Hexagon agrees with the findings and recommendations of the traffic report. The key findings of our peer review of the traffic report are presented in the following sections.

Scope of Review

The following issues were reviewed in the traffic study as part of the peer review:

1. Existing Traffic Volumes and Intersection Levels of Service
2. Site Traffic Projections
3. Project Trip Distribution Pattern
4. Project Trip Assignment
5. Adequacy of Study Area
6. Level of Service Calculations
7. Identification of Project Impacts and/or Recommendations
8. Site Access and Circulation

Review Results

Each of the key issues of the peer review is discussed below along with the results of the peer review.

Existing Traffic Volumes and Intersection Levels of Service

The traffic count data used in the traffic study were collected in July and August of 2009. The raw count data is included in Appendix A of the traffic report. The count data were compared against Figure 3 in the report and the existing LOS calculations contained in Appendix B of the report. The existing counts do not indicate any obvious flaws in the data, and the turning-movements recorded appear to match expected traffic patterns in the study area.

Field observations were conducted by Hexagon at the study intersections during the AM and PM peak periods of traffic in order to determine whether the existing count data and resulting calculated levels of service adequately represent existing conditions.

The level of service results for existing conditions contained in the traffic study were compared to field conditions to determine if existing traffic operations are accurately modeled. A review of the level of service calculations for the peak-hour existing conditions indicates that the delays calculated at the study intersections are accurate.

Site Traffic Projections

A review of the trip generation estimates contained in the traffic report (Table D) was conducted to verify that they are accurate, that representative land uses were chosen, and that the rates are based on the appropriate land-use data as published by the Institute of Transportation Engineers (ITE).

A review of the site traffic projections finds that the trip generation rates used in the traffic study correspond to the applicable ITE land use category (Land Use 254: Assisted Living) for the land use proposed as part of the project and that the trip generation analysis is accurate.

Trip Distribution Pattern

The directional distribution of project traffic (Figure 5) was reviewed for consistency with existing travel patterns and the relative locations of complementary land uses.

The trip distribution pattern for the proposed project is reasonable and is consistent with existing traffic patterns in the area and the relative locations of complementary land uses. The trip distribution indicates that approximately 95% of the AM peak hour trips and 80% of the PM peak hour trips would be destined for areas outside the project area via Highway 1. The remaining 5% of AM peak hour and 20% of PM peak hour project-generated traffic would be destined for areas local to the site. Since it is estimated that the majority of employees and visitors of the assisted living facility would be located outside of the project area, the general distribution is reflective of the project development.

Project Trip Assignment

The assignment of site-generated traffic on the local roadway network (Figure 6) was reviewed for accuracy and consistency with the trip distribution pattern contained in the traffic report.

The review found that the assignment of project traffic shown in Figure 6 is consistent with the trip distribution pattern contained in the traffic report. However, the PM peak hour project trips shown in Figure 6 do not match the Project PM level of service calculations contained in Appendix B.

Adequacy of Study Area

The study area and study facilities included in the traffic impact study were reviewed to ensure that potential project impacts on the local transportation system are accurately identified.

The list of study intersections considered in the traffic analysis covers a sufficiently wide geographic area to accurately identify the potentially significant project impacts associated with the proposed project. The following intersections were included in the analysis:

Route 1 and Linda Mar Boulevard/San Pedro Avenue
Route 1 and Fassler Avenue/Rockaway Beach Avenue
Route 1 and Reina Del Mar Avenue
Fassler Avenue and Terra Nova Boulevard
Terra Nova Boulevard and Oddstad Boulevard

Level of Service Calculations

The TRAFFIX level of service calculation output pages (Appendix B) were reviewed for accuracy.

The results of the review indicate that the level of service calculations are consistent with the existing traffic volume data presented in the report and that correct geometry assumptions were used.

The intersection level of service calculations contained in Appendix B employ peak hour factors to adjust the count volumes. This is a very conservative approach, since the adjusted volumes represent the worst

15-minute period and not the worst 60-minute (peak hour) period of the day. In most instances, planning for the peak 15-minute traffic period makes traffic conditions look worse than they really are. Most cities in San Mateo County do not use peak hour factors.

Identification of Project Impacts

The traffic report concludes that the addition of project traffic to the roadway system will not result in any significant impacts to the studied intersections. Hexagon agrees with this conclusion.

Site Access and Circulation

The traffic report recommends that clear sight distance triangles be provided at the driveway serving the project. Hexagon agrees with this conclusion.

The November 25, 2009 traffic report does not address left-turn access into the project site from Oddstad Boulevard. Oddstad Boulevard has one northbound travel lane that measures approximately 18 feet wide at the project site. The traffic report estimates the project would generate 3 left turns into the site during both the AM and PM peak traffic periods. There currently is no left-turn lane serving the site and there is insufficient right-of-way to add a left-turn lane at this location. Thus, the inbound project trips will have to turn left into the site from the northbound through lane. Since this condition already exists at the adjacent shopping center driveway located approximately 100 feet to the north, and that driveway appears to operate adequately, Hexagon does not anticipate that left turns into the project site would create any operational problems on Oddstad Boulevard. A letter dated May 26, 2010 from Mr. Richard K. Hopper to Mr. Javier Chavarria with JC Engineering in response to comments on the traffic report supports this conclusion. That letter states: “Left turn movements into the site will operate at LOS A during the peak street traffic hours of a typical weekday.”

Minor Edits

Hexagon identified various minor typographical errors:

1. According to the count data contained in Appendix A, the northbound left-turn PM peak hour volume shown in Figure 3 at the Route 1 & Reina Del Mar intersection (intersection #3) should be 18.
2. The last sentence of the second paragraph on Page 8 of the traffic study appears to be incomplete.
3. The existing PM peak hour level of service calculations are missing from Appendix B. Instead, the project PM peak hour level of service calculations show up twice in Appendix B.
4. Some of the AM and PM peak hour background traffic volumes shown in Figure 4 at the Route 1 & Fassler/Rockaway intersection (intersection #2) do not match the intersection level of service calculations contained in Appendix B.
5. The northbound left-turn PM peak hour volume shown in Figure 4 at the Route 1 & Reina Del Mar intersection (intersection #3) should be 18.
6. The PM peak hour project trips shown in Figure 6 do not match the Project PM level of service calculations contained in Appendix B.
7. Some of the AM and PM peak hour project traffic volumes shown in Figure 7 at all 5 study intersections do not match the intersection level of service calculations contained in Appendix B.
8. According to the PM peak hour intersection level of service calculations contained in Appendix B, the PM peak hour intersection delay shown in Table E (Chapter 4) for the Fassler & Terra Nova intersection (intersection #4) should be 13.5 seconds under project conditions.
9. Some of the AM and PM peak hour cumulative no project traffic volumes shown in Figure 8 at the Route 1 & Fassler/Rockaway intersection (intersection #2) do not match the intersection level of service calculations contained in Appendix B.
10. According to the PM peak hour intersection level of service calculations contained in Appendix B, the PM peak hour intersection delay shown in Table F (Chapter 5) for the Route 1 & Fassler/Rockaway intersection (intersection #2) should be 30.4 seconds under cumulative no project conditions.

Conclusions

In summary, Hexagon reviewed the traffic impact study and concludes that the analysis accurately indicates that the addition of project traffic will not result in any significant impacts to the studied facilities based on level of service significance criteria. Hexagon also agrees with the traffic report's recommendation that clear sight distance triangles should be provided at the project driveway.

It should also be noted that based on a recent California Supreme Court decision, CEQA traffic impact studies should include an Existing Plus Project traffic scenario. The traffic report should be revised to include an analysis of this required scenario.

Please feel free to call if you have any questions or would like to discuss the results of our analysis.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary Black
President

Brian Jackson
Senior Associate

MITIGATED NEGATIVE DECLARATION, INITIAL STUDY & CHECKLIST

Prepared For:

Proposed Single-Family Dwelling at 200 Berendos Avenue Pacifica, CA

(APN 022-330-150)

Date Prepared:

December 17, 2007

Prepared By:

CITY OF PACIFICA
PLANNING DEPARTMENT
1800 FRANCISCO BOULEVARD
PACIFICA, CA 94044
(650) 738-7341

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

CITY OF PACIFICA
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

MITIGATED NEGATIVE DECLARATION, INITIAL STUDY AND CHECKLIST

Date: December 17, 2007

California Environmental Quality Act (CEQA) Requirements

This report has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and applicable guidelines.

Project Title: Proposed Single-Family Dwelling at 200 Berendos Avenue, Pacifica, California

Lead Agency: City of Pacifica
1800 Francisco Blvd.
Pacifica, CA 94044

Contact Person: Kathryn Farbstein, Assistant Planner
(650) 738-7341

Project Sponsor: Dave Colt
1397 Grand Avenue
Pacifica, CA 94044

Owner: Gemma Ludkey
300 Tideaway Drive
Alameda, CA 94501-3511

Project Location: 200 Berendos Avenue, Pacifica, CA 94044

General Plan Designation/Zoning Classification: The General Plan designation for the one acre site is Open Space Residential and the site is zoned A/B-5/HPD, which is classified as Agricultural with Lot Size and Hillside Preservation District Overlays. Attachment "a" identifies the General Plan designation and zoning of the subject site and surrounding properties. The proposed project is compatible with both designations.

Project Description: The project applicant and property owner propose to construct a single-family residence of approximately 3,500 square feet and an attached garage of 700 square feet on a one acre parcel. The garage is attached at an angle and is slightly skewed from the proposed dwelling. The dwelling is 25 feet from the Calera Creek outlet. Calera Creek was diverted under Berendos Avenue just southwest of the project site and the end of the culvert is located on the subject site; thus, the creek freely flows 25 feet away from the proposed structure. The proposed site plan is shown in Attachment "b". The dwelling is proposed as two levels with a steeply peaked roof. In addition to the four bedrooms and three bathrooms on the upper level, the applicant is also proposing an open kitchen and dining area, living room, and a family room. The living area for the lower level would be approximately 1,600 square feet, and upper floor would be approximately 1,900 square feet. The total height of the proposed building would be 35 feet. Vehicular access to the site is from Berendos Avenue directly into the three car garage. The materials proposed would be composition and natural cedar

shingles for the roof, wood trim around doors and windows, and wood lap and stucco for the siding. Drainage from the developed area of the project site would be diverted to the storm drain system and not enter the creek.

The proposed project is in conformance with all City requirements and the required local permits and/or approvals including a Use Permit, Site Development Permit and Encroachment Permit except that approval of a Variance to exceed the maximum allowable site coverage and to provide two uncovered spaces off-site would be necessary.

Site Description: The approximately 1 acre project site is located in the central portion of the City of Pacifica in the Vallemar Neighborhood. The site is located south of Reina Del Mar and east of Highway 1(See Attachment c) and is an irregularly shaped parcel abutting Berendos Avenue. The subject site is in the Calera Creek drainage basin at an approximate elevation of 210 feet above sea level. It occupies the foot of a steep, northeasterly facing hillside. The building site is proposed on an irregular, graded area that extends from the toe of the slope over the culvert containing a segment of the southern branch of the Calera Creek to the native slope with an average cross slope of approximately 50%. There is level area that extends about 50 feet into the property along Berendos Avenue before the creek culvert, which is the area proposed for development. Approximately 10 feet beyond the creek, the hillside slopes steeply uphill. The slope of the area between the proposed project improvements and the creek is approximately 15%. Runoff from the site currently drains to the creek channel or the street. The open channel of Calera Creek has banks approximately 5 feet high and extends northward before entering another culvert system north of the site. The culvert system was put in many years ago and based upon a site visit; it appears that minimal if any erosion has occurred along the stream banks.

Two Monterey pine heritage trees exist on the subject site more than 35 feet from the retaining wall uphill from the dwelling and more than 40 feet from the proposed dwelling. Approximately 8 Eucalyptus trees will be removed from the building site but these trees are not considered to be heritage trees. Up to 20 Eucalyptus trees can be removed without obtaining a tree permit. The arborist report has provided protection measures although the location of the two pine trees is such that it is anticipated that the trees will not be impacted during construction of this project.

Surrounding Land Uses and Setting: Calera Creek flows from the canyons of Sweeney Ridge and undeveloped hills to the east of the subject site, and then through the Vallemar residential neighborhood and eventually to the Pacific Ocean near Rockaway Beach. East of the property, the creek flows along Berendos Avenue, crosses under the street through a 48 inch culvert, and then daylights on the northwest portion of the property. The creek extends for approximately 75 feet along the northwest property boundary. No other water features or wetlands were identified within 0.7 miles of the property. Water resources in the vicinity of the project include San Andreas Lake, approximately 1.8 miles east of the property, Laguna Salada, approximately 1.4 miles northwest of the property, and 4 to 5 constructed ponds all found within a five-mile radius of the site either located on golf courses or cemeteries.

The lands to the north and east of the subject site are developed with single-family dwellings. The undeveloped property to the west and south consists of more than 260 acres and is owned by the City of Pacifica. The City is currently in negotiation with the National Park Service to add this land to the Golden Gate National Recreation Area (GGNRA) and the process should be completed sometime next year. The western slope leading up to Sweeney Ridge is owned and operated by the GGNRA while San Francisco Public Utilities Commission owns lands along the eastern slope.

Other public agency approval(s) that may be required: US Fish and Wildlife Service (USFWS), State Department of Fish and Game (DFG), US Army Corp of Engineers and State Regional Water Quality Control Board.

Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked (X) below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

___	Land Use and Planning	___	Public Services	___	Utilities / Service Systems
___	Population and Housing	X	Biological Resources	___	Aesthetics
X	Geology / Soils	___	Mineral Resources	X	Cultural Resources
X	Hydrology / Water Quality	___	Hazards & Hazardous Materials	___	Recreation
X	Air Quality	X	Noise	___	Agricultural Resources
___	Transportation/Traffic	___	Mandatory Findings of Significance		

DETERMINATION

On the basis of this initial evaluation:

___ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures, as described on an attached sheet (Mitigation Monitoring and Reporting Plan) and agreed to by the applicant, have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

___ 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 on the effects that remain to be addressed.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case 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.

City of Pacifica: _____ Date: December 17, 2007

(Signature)

Kathryn Farbstein, Assistant Planner, City of Pacifica, Planning and Economic Development Department

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

LEVEL OF ENVIRONMENTAL IMPACTS

This checklist indicates the potential level of impact for each environmental factor, including subcategory, as follows:

Potentially Significant Impact: Applies if there is substantial evidence that an effect is significant. If one or more of these entries are made, an EIR is required.

Less Than Significant With Mitigation Incorporated: Applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". Describe mitigation measures and briefly explain how they reduce the effect accordingly. Reference source documentation in parenthesis ( ).

Less Than Significant Impact: Requires brief explanation. Reference source documentation in parenthesis ( ).

No Impact: No explanation required when source documentation is referenced ( ) and adequately supports that impact does not apply. Explanation is, however, required when finding is based on project-specific factors or general standards.

I. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community? (1)	___	___	___	X
b) 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? (1)	___	___	___	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (1)	___	___	___	X

Discussion of Evaluation: The proposed project meets the City's existing General Plan and Zoning Code regulations and does not include any elements that would physically divide any established community. The proposed project would not conflict with any applicable habitat conservation plan or community conservation plan.

Mitigation: None required

II. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, through extension of roads or other infrastructure)? (1)	___	___	___	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (1)	___	___	___	X

c) Displace substantial numbers of people, necessitating the

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
construction of replacement housing elsewhere? (1)	___	___	___	X

Discussion of Evaluation: The proposal to construct a single-family dwelling will induce minimal population growth by providing one new housing unit. However, since no new roads or other infrastructure are proposed other than the driveway and parking bays, the growth would be confined to the one dwelling proposed for construction. Infrastructure is available to accommodate the proposed project. The project would not displace any housing units or people, and it would not necessitate the construction of any replacement housing. Moreover, growth in this particular location has been accounted for in the City's General Plan designation of Open Space Residential, which averages more than five acres per dwelling unit depending on physical and practical constraints associated with a given project. Although the project site is roughly 1 acre in size, it is a legal lot zoned for residential development that can be developed with a single-family dwelling. Therefore, the amount of growth resulting from this particular project is consistent with the City's plans for the site. No significant negative impacts related to housing are anticipated by the proposed project.

Mitigation: None required.

III. GEOLOGY AND SOILS. Would the project:

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of 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? ( )	___	X	___	___
2) Strong seismic ground shaking? ( )	___	X	___	___
3) Seismic-related ground failure, including liquefaction? ( )	___	X	___	___
4) Landslides? ( )	___	X	___	___
b) Result in substantial soil erosion or the loss of topsoil? ( )	___	X	___	___
c) 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, liquefaction or collapse? ( )	___	X	___	___
d) Be located on expansive soil, as defined in Table 18-1-B of the uniform Building Code (1997), creating substantial risks to life or property? ( )	___	X	___	___
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater? ( )	___	___	___	X

Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion of Evaluation: Based upon the Geotechnical Investigation report prepared by Earth Investigations Consultants (September 21, 2006, letter dated July 13, 2007, and email confirmation dated December 7, 2007), the proposed site development and layout is feasible from a geotechnical standpoint as long as the recommendations specified as mitigation measures below are incorporated into the project. The following discussion is based on the geologist's recommendations.

The site is not within a State of California designated Alquist-Priolo Earthquake Fault Zone, but is located in the San Francisco Bay Area, considered one of the most seismically active regions in the United States. Significant earthquakes have occurred in the Bay Area, and will continue to occur, with varying intensities, depending upon the magnitude of earthquake, the distance of the site from the causative fault, and the type of materials underlying the site.

No known active faults or fault traces are known to pass through the subject site; therefore, the risk of fault rupture in the development area is low. The nearest active fault is the San Andreas, mapped approximately 1 ½ miles to the northeast. The off-shore trace of the San Gregorio-Seal Cove fault is approximately 5 miles to the southwest, projected between Moss Beach to the south and Marin Headlands to the north. Movement on the San Andreas fault has produced major earthquakes in 1906 and 1989, and strong ground shaking to the site area. There was a moderate earthquake in 1957. The 1906 and 1957 earthquakes were centered in Daly City on the northern peninsula segment of the San Andreas fault. The 1989 Loma Prieta earthquake was centered in the southern Santa Cruz Mountains, approximately 50 miles to the south. Ground shaking in the site area from the major historic earthquakes was strong, to perhaps very strong in the 1906 event.

Due to its proximity to the San Andreas Fault and the generally seismically active region, it is expected that the site area would receive very strong ground shaking but it is not anticipated that a fault ground rupture across the subject site would occur because of the distance between the nearest mapped active fault and the site. It is not anticipated that earthquake induced land sliding would occur given the particular soil conditions of the site surrounding the proposed development. In addition, the risk of liquefaction is low due to the absence of ground water and the cohesive nature of the surface soils. However, mitigation measures are identified to ensure that the project's grading, drainage and foundation will be in compliance with recommendations by the geologist to reduce any potential effects to an acceptable level.

The proposed garage foundation is 25 feet from the open channel of Calera Creek. The proposed driveway will span the underground culvert that drains the creek beneath Berendos Avenue, south of the site. There was no evidence of significant erosion of the surface soils or channel bank, and there was no evidence of seepage or springs observed during the site investigation.

From review of previous landslide mapping and photogeologic interpretation, there is no evidence the proposed building site is constrained by active or dormant land sliding. However, given the steepness and the underlying soil conditions, there is potential for shallow (less than 5 feet) debris slides comprising a volume of up to 100 cubic yards over the project lifetime.

Surface soils identified across the site are colluvial soil and undocumented fill derived from past grading activity. The borings encountered approximately 9 feet of colluvium that gradually thickens to 12 feet at the northeast side of the property where it is mantled by up to 9 feet of fill in the graded area at the toe of the slope. These soils were underlain by Franciscan greenstone bedrock. Thus, the geologist determines that the surface soil is generally cohesive in nature; however, a mitigation measure requiring replacement with non-expansive soil for the first 3 feet will ensure that substantial risks to life and property will not occur.

Mitigation: The following mitigation measures have been identified for this project. Implementation of these measures would reduce potential geology impacts to less-than-significant levels.

1. Prior to issuance of a building permit, a design-level geotechnical investigation and report shall be prepared and submitted to the City for review and approval by the City or City designee. The geotechnical investigation shall ensure that given the site's geotechnical conditions and potential geologic hazards, risks due to subsidence and unstable soils, are minimized to an insignificant level. All measures, design criteria, and specifications in the geotechnical report shall be incorporated into the project design. The design level geotechnical investigation and report shall be peer reviewed during the plan check process. Before the building permit is issued, all recommendations from the City's geotechnical peer review shall be incorporated into the design of the project. All soil handling and conditioning measures, and structural foundations shall be designed by a licensed professional engineer, and all on-site soil management and conditioning activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

2. All recommendations in the Geotechnical Investigation prepared by Earth Investigations Consultants dated September 21, 2006, letter dated July 13, 2007 and confirming email from staff dated December 7, 2007, including, but not limited to the following, shall be incorporated into the project:

    a. All building and utility improvements shall be designed and constructed in compliance with the California Building Code which was enacted in order to minimize any seismic impacts. Prior to issuance of building permits, building and utility design drawings shall be prepared and submitted to the City for review and confirmation that the proposed development fully complies with the building code.

    b. Addition of at least 3 feet of freeboard to the proposed retaining walls behind the house to buffer the house from debris flow.

    c. Grading shall be performed in the dry months between April 1 and October 31.

    d. Areas to be developed shall be stripped of the upper three feet of undocumented fill and organic material, and replaced with compacted non-expansive soil. Pavements shall be overexcavated to a minimum depth of 12 inches and replaced with non-expansive soils.

    e. Unsupported cut slopes of colluvium shall not exceed the existing site slope angle. Finished grading of the building site and areas of proposed new pavement shall slope at least 2 percent away from the foundations and pavements.

    f. Although vertical trench excavations up to 5 feet are capable of standing with minimal bracing up to 30 days, contractors shall be alert for instability. Trench walls deeper than 5 feet shall be cut and braced in accordance with the State of California Safety Ordinance treating excavations and trenches.

    g. Utility trenches shall be designed to prevent water flow into foundations, slabs or pavement subgrade soils and neighboring properties.

    h. The proposed house foundation walls and other retaining walls shall gain support from drilled piers that are interconnected with grade beams and not use isolated piers.

i. Living spaces shall be designed with raised wood floors.

j. The compressible and expansive soils that underlie the driveway alignment and any off-street parking areas shall be overexcavated to a depth of 12 inches. For preliminary design purposes, driveway and parking area pavements shall contain a section of 2 ½ inches of asphaltic concrete underlain by 8 inches of Class II baserock. Final pavement design will be dependent upon the anticipated traffic and the materials exposed at the subgrade levels.

k. Retaining walls shall be supported on piers and designed to resist an active equivalent fluid pressure of 55 pcf acting in a triangular pressure distribution for level backfill. All retaining walls must be fully backdrained and fully waterproofed. Ground surface behind retaining walls shall be sloped to drain in a positive manner so that ponding and erosion does not occur.

l. The driveway and paved parking areas shall drain positively away from the pavement subgrades and building foundations. The house and garage roofs shall be provided with gutters and downspouts to carry water to an approved discharge location.

m. A foundation drain shall be installed to reduce seepage into the building pad where the upslope foundation segment is not a foundation wall.

n. Perforated pipe for retaining wall subdrains shall be connected to an equivalent solid PVC pipe, sloped at least 2 percent, to carry water to the street. Cleanouts shall be provided at all bends greater than 45 degrees, and at distances not exceeding 50 feet.

o. Isolated areas where a perimeter foundation drain is not feasible shall be provided with a well-developed surface drainage basin seated in a ground depression having positive slopes to the inlet. Surface inlets shall be at least 12 inches square.

p. Wire-mesh reinforced, concrete ratproofing over the crawl space soils shall be installed.

q. Planting trees shall be done in such a manner as to ensure that the root growth does not impact the foundation and in accordance with guidance from a landscaping professional.

r. Landscaping that promotes infiltration and seepage of moisture into the foundation and crawl space soils shall be avoided.

s. The applicant shall use stabilizing native riparian vegetation along the creek channels to prevent erosion.

t. After construction, barren soil surface shall be planted with native vegetation to reduce erosion and soil desiccation cracking.

u. A licensed Geotechnical Engineer or Certified Engineering Geologist shall review the final foundation, grading and drainage plans for conformance with the items identified above. During construction, the geologist shall observe the rough and finished grading operations, foundation excavations prior to steel placement, and the installation of all drainage facilities prior to burial to ascertain that the recommendations in the report are implemented. Upon completion of the project, the licensed

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Geotechnical Engineer or Certified Engineering Geologist. shall perform a site observation and report the results of the work in a final report.

IV. HYDROLOGY AND WATER QUALITY. Would the project:

a) Violate any water quality standards or waste discharge requirements? ( )	___	___	___	X
b) Substantially deplete groundwater supplies or interfere substantially 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)? ( )	___	___	___	X
c) 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? ( )	___	X	___	___
d) 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 substantial flooding on- or off-site? ( )	___	X	___	___
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff? ( )	___	X	___	___
f) Otherwise substantially degrade water quality? ( )	___	___	___	X
g) 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? ( )	___	___	___	X
h) Place within a 100-year flood hazard area structures which could impede or redirect flood flows? ( )	___	___	___	X
i) 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? ( )	___	___	___	X
j) Inundation by seiche, tsunami, or mudflow? ( )	___	X	___	___

Discussion of Evaluation: The project will result in covering and/or compacting vacant land that was previously undeveloped, resulting in increased impermeable surfaces. The development of the property as proposed will add

approximately 4,000 square feet (10% of the site) of impervious surface to the watershed. Consequently, the current absorption rates and drainage patterns would change with the proposed project or any development of the site. Mitigation measures identified below require a drainage plan to ensure the project does not have significant drainage impacts. In addition, given that only one dwelling is being proposed on a one acre parcel, the groundwater supplies will not be substantially depleted nor will the project interfere substantially with groundwater recharge. The project area is not within a 100-year flood zone.

Projects that exceed an acre of disturbed area require that a Notice of Intent (NOI) is filed with the State Water Resources Control Board to obtain coverage under the State General Construction Activity National Pollutant Discharge Elimination System (NPDES) permit. In this case, the amount of disturbed area proposed for the dwelling, hardscape and roadways is 4,109 square feet or 0.09 acre, which is much less than the one acre threshold. Thus, the NPDES mandated NOI and SWPPP would not be required for this project.

The California Regional Water Quality Control Board (RWQCB) through the NPDES permit regulates stormwater control before, during and after construction of the proposed project. Projects with impervious surface area exceeding 10,000 square feet in size, and not determined complete prior to August 15, 2006, require compliance with Provision C.3 of SMCWWPPP's amended NPDES permit. This project will not exceed 10,000 square feet of impervious surface; and therefore, the C.3 provision does not apply. Nonetheless, mitigation measures identified below require that Best Management Practices will be implemented to protect stormwater runoff from the site and ensure that water quality is not degraded as a result of the project.

The project is not anticipated to violate any water quality standards or waste discharge requirements. The project will be in compliance with all RWQCB requirements. The Municipal waste discharge requirements are satisfied because staff from the Wastewater division have reviewed the project and indicated that it is in compliance with City codes. Given compliance with all state and local requirements, the small size of the project, the large lot size and the proposed mitigation measures, no other impacts are anticipated that would substantially degrade water quality.

The project would not expose people or structures to significant risk of loss involving flooding, and including flooding as a result of a failure of a levee or dam in that the proposed dwelling will be placed on a hillside above the creek and no levee or dam exists in the neighborhood. Calera Creek is contained in a culvert below the driveway, the outlet is 25 feet way from the structures and the flow of the creek is channeled away from the dwelling. In addition, the geologist has confirmed that the project is geotechnically feasible even though it is located near Calera Creek.

The subject site is located approximately 1.25 miles away from the Pacifica Ocean and 1.8 miles from San Andreas Lake. Given the distance from these water bodies, the project will not be subject to a seiche or tsunami. The subject site is located on sloped land near a creek and may have the potential for mudflows. However, the issue of landslides has been previously addressed in the Geology and Soils section of the Initial Study, and the following mitigation measures identified in that section would also reduce the mudflow impacts to an insignificant level: MM1 and MM2 (b), (c), (g), (k), (l), (m), (n), (o), (r), (s), (t) and (u).

The project has the potential to impact the drainage patterns resulting in erosion or flooding but Public Works staff has identified several mitigation measures listed below to address any drainage impacts. In addition, an Improvement Plan including drainage systems is required to ensure that the drainage system proposed for the runoff water is adequate for the project and site, and does not result in any net increase in runoff. The drainage system will be privately maintained. With the mitigation measures identified below to protect water quality and surface runoff, it is anticipated that the project will not provide additional sources of substantially polluted water.

Mitigation: Implementation of the following mitigation measures would reduce potential hydrology and water quality impacts to a less-than-significant level:

1) San Mateo County Storm Water Pollution Best Management Practices (BMPs), described as follows, would be employed to ensure that water quality of surface runoff is maintained and no siltation of downstream waterways would occur.

   a) All project grading would take place in the dry season between April 1 and October 31 to minimize immediate erosion/siltation effects.

   b) Construction materials and waste shall be handled and disposed of properly in compliance with applicable law so as to prevent their contact with stormwater.

   c) Discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, and non-stormwater discharges to storm drains and watercourses shall be controlled and prevented.

   d) Sediment controls such as straw mulch, silt fences, sediment basins or traps and/or other measures shall be employed during construction.

   e) Tracking dirt or other materials off-site shall be avoided and off-site paved areas and sidewalks shall be cleaned regularly using dry sweeping methods.

   f) The contractor shall train and provide instruction to all employees and subcontractors regarding construction BMPs.

2) Upon submittal of a building permit application, applicant must submit Improvement Plans that include the proposed drainage system, which must be approved to the satisfaction of the Public Works Deputy Director or the City Engineer. The Improvement Plans shall ensure that there shall be no runoff directed into the existing creek top of bank and the drainage system must insure that the Project does not increase total peak rates from the Project site. The proposed drainage system shall include but not be limited to the following:

   a) A drainage system that carries the runoff from the retaining wall drain, roof drain and site drain.

   b) Asphalt Concrete Curb shall be installed on the public right of way along the creek

   c) A headwall shall be installed at the eastern end of the existing culvert.

   d) A drainage inlet shall be installed that serves as a junction for all proposed drainage pipes. This inlet shall connect to the existing culvert.

   e) The proposed drainage system shall be privately maintained.

3) Replant disturbed areas with native plant species to provide long-term erosion control.

V. AIR QUALITY. Would the project:

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan? ( )	___	___	___	_X_
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ( )	___	_X_	_ _	_ _
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal and state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? ( )	___	___	___	_X_
d) Expose sensitive receptors to substantial pollutant concentrations? ( )	___	__X_		_- _
d) Create objectionable odors affecting a substantial number of people? ( )	___	___	___	_X_

Discussion of Evaluation: Pacifica is located along the western edge of the San Francisco Bay Area air basin, and is affected by persistent and frequently strong winds from the Pacific Ocean. The City is also within the Bay Area Air Quality Management District. Other than occasional violations of standards for ozone and suspended particulate matter (PM10), within San Mateo County, the area's air quality standards are generally met. The project site is located within an existing urbanized area characterized by existing development of various types. Development of one single-family residential unit on the subject site of one acre would not create objectionable odors.

While the project's small size precludes significant pollutant emissions, construction of the project would likely result in a localized increase of dust or particulate matter generated from site grading and other soil disturbance during construction, which may temporarily expose receptors to air pollutants. According to BAAQMD, temporary, construction-related air quality impacts for all pollutants are considered less-than-significant if standard BAAQMD particulate matter control measures are implemented. Therefore, the following mitigation measures will be implemented in accordance with the BAAQMD CEQA Guidelines to further reduce particulate emissions.

Mitigation: Implementation of the following mitigation measures pursuant to Bay Area Air Quality Management District guidelines would reduce the project's construction-related air quality impacts to a less-than-significant level:

1. Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives.

2. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 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 site.

4. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality.

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

5. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

6. Apply non-toxic soil stabilizers to inactive construction areas.

7. Enclose, cover, water twice daily, or apply non-toxic soil binders to expose stockpiles (dirt, sand, etc.).

8. Limit traffic speeds on unpaved roads to 15 mph.

9. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

10. Replant vegetation in disturbed areas as quickly as possible.

11. Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.

12. Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

VI. TRANSPORTATION/TRAFFIC. Would the project:

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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 substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (6)	___	___	___	X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (6)	___	___	___	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ( )	___	___	___	X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)? ( )	___	___	___	X
e) Result in inadequate emergency access? ( )	___	___	___	X
f) Result in inadequate parking capacity? ( )	___	___	___	X
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? ( )	___	___	___	X

Discussion of Evaluation: Project traffic would use Berendos Avenue and Reina Del Mar Avenue to access State Highway 1, thereby adding incremental traffic (10 trips during an average weekday) to the intersection of Reina Del

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Mar and Highway 1. For signalized intersections in Pacifica, a project is considered to create a significant adverse impact on traffic conditions at the intersection if for any peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or
2. If the intersection is already operating at an unacceptable LOS E and the addition of project traffic causes both the critical movement delay at the intersection to increase by two (2) or more seconds and the critical demand-to-capacity (V/C) ratio to increase by more than 0.010, or
3. If the intersection is already operating at an unacceptable LOS F and the addition of project traffic causes both the critical movement delay at the intersection to increase by one (1) or more seconds and the demand-to-capacity (V/C) to increase by more than 0.010.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case the threshold of significance is an increase in the critical V/C value of more than 0.010.

According to the November 7, 2007 Traffic Impact Analysis prepared by RKH Civil and Transportation Engineering, the project will have no calculated effect on traffic flow through the intersection of State Route 1 and Reina Del Mar Avenue during peak hours; and therefore, will not have a significant adverse impact on traffic conditions, as that term is defined above.

The project includes a two-car garage and two open parking spaces as required by the HPD overlay. If a Variance request is approved; additional public parking will be provided for any visitor to the surrounding area and therefore, the proposed parking satisfies parking requirements for the City of Pacifica. The proposed dwelling would serve as a private residence; thus, the increase in traffic would be minimal and generally consistent with single-family residential development. Additionally, access to the proposed dwelling, including emergency vehicle access, is from Berendos Avenue, which abuts the project site. Existing roadway capacities are capable of supporting the minimal increase in traffic generated by the project and, as such, no significant impacts are anticipated. With respect to cumulative traffic impacts, as found by the traffic consultant's report, the project will not have any impact that is considered cumulatively considerable under CEQA because the incremental effects of the traffic generated by this one single family home are not considerable when viewed in connection with the effects of past, current and probable future projects in the area as determined by the traffic consultant. The construction of a new single family home will have no effect on air traffic patterns, or substantially increase hazards due to a design feature or incompatible uses. The project will have no effect on alternative transportation modes.

Mitigation: None required.

VII. BIOLOGICAL RESOURCES. Would the project:

a) 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 & Game or U.S. Fish & Wildlife Service?( )	___	_X	___	___
b) Have a substantial adverse effect on any riparian				

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish & Game or U.S. Fish & Wildlife Service? ( )	___	X	___	___
c) 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? ( )	___	___	X	___
d) 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? (6, 7,8)	___	X	___	___
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (5)	___	___	___	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ( )	___	___	___	X

Discussion of Evaluation: A Biological Site Assessment (including review of the redesign) was completed for the subject site by TRA Environmental Sciences, Inc. in October 2006, and updated in July and December, 2007, and a Tree Protection Plan was prepared by an arborist in October 2006. In addition, staff consulted with both representatives from the State Department of Fish and Game (DFG) and the United States Department of Fish and Wildlife (USFWS).

The property consists primarily of northern coastal scrub vegetation and eucalyptus trees, and approximately 0.15 acre area of ruderal grassland. The flat portion of the property where the project is proposed contains the highly disturbed ruderal grassland and has very few native plants. Two soil types are present on the property. The area where the dwelling is proposed contains Orthents, cut and fill Urban-land complex solids which were likely disturbed when Berendos Avenue was constructed. Barnebe-Candlestick complex soils are found on the steep slopes of the site (NCRS 2006). During inspection of the subject site, six species of birds were identified, one butterfly (Cabbage White), one amphibian (California red-legged frog (CRLF)) and 36 plants, half of which are considered non-native species.

The location of the subject site in relation to the nearby open space is such that no wildlife, with the exception of the riparian species, would need to travel through the site to reach any other open space. Riparian species such as the CRLF traveling along the riparian corridor created by Calera Creek will eventually reach the subject site and culvert. As stated in the assessment, a subadult CRLF was spotted in the pond below the culvert by the biologist during the site inspection. The CRLF is a federally listed threatened species and a California species of special concern. A USFWS representative noted that given that the site contains riparian habitat and that a CRLF was found on the site, the San Francisco Garter Snake (SFGS) also may use the site. The SFGS is a state and federally listed

endangered species and a state fully protected species. However, any wildlife like the CRLF or SFGS leaving the creek bed and heading up the hill in search of upland habitat will not likely be affected by the project because most of the one acre site and the uphill portion will not be developed. In addition, a 25 foot buffer is included as a mitigation measure as specified below. The 25 foot buffer will provide sufficient maneuvering area for the CRLF and SFGS and any other riparian creatures to survive by ensuring that a corridor of habitat will be maintained that connects the creek to the Cattle Hill area. Furthermore, the buffer, as well as mitigation measures proposed in the Geology and Soils section (Section III, Mitigation 1 and 2), and in the Hydrology and Water Quality Section (Section IV, Mitigation 1, 2 and 3) will prevent erosion into the creek, thereby protecting the habitat for the CRLF and SFGS. Additional mitigation measures are included to protect the CRLF and SFGS during construction activities.

Nine special-status wildlife species were considered for their potential to occur on site. Only the CRLF was observed during the site investigation. Due to the habitat value of the site, the biologist concluded that there was a low potential for Monarch butterfly or dusky footed woodrat to be present on the site. Mitigation measures have been identified below that will protect the CRLF, SFGS, the Monarch butterfly and the dusky footed woodrat.

The subject site has trees such as the stand of eucalyptus and the Monterey pines that are identified on the plans and discussed in the arborist report. The eucalyptus trees are not considered heritage trees but are regulated by a logging ordinance if more that 19 trees are removed. In this case, fifteen eucalyptus trees are proposed for removal due to location within the building pad. The biologist identified some of the branches of the eucalyptus trees and the dense shrubs on the site as capable of supporting nests for birds but did not believe that any of the branches in the Monterey pine trees would be large enough to support nests. Mitigation measures have been specified below to protect nesting birds that may utilize the site.

No rare, threatened or endangered plants as identified by the California Native Plant Society were determined to have the potential to occur within the subject site by the biologist. In addition, no evidence that special-status natural communities were present on the subject site exists.

Agencies such as the U.S. Army Corp of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB) may regulate the creek located on the subject site. In discussing the project with the USACE, it was determined by the USACE in a May 30, 2006 e-mail that this project would probably not need to be reviewed by USACE. A mitigation measure is specified below to ensure that the project complies with all requirements established by USACE and RWQCB. RWQCB also regulates stormwater runoff which is addressed by mitigation measure #1 below.

Twenty five special-status plant species were considered for their potential to occur onsite. No special-status plant species were found on the subject site. Due to the amount of disturbance on the property that has already occurred and the large number of non-native species identified by the biologist, it is unlikely that any rare plants would be found on the site. In addition, the site inspection by the biologist was conducted during a time period when many of these plants would be in bloom; thus, making identification of any of these special-status plant species easier to detect.

Mitigation: The following mitigation measures have been identified for this project. They are based on the biologist's report (October 2006) and updated letters (July 27 and December 6, 2007), and communications with USFWS and DFG representatives. Implementation of these measures would reduce potential impacts to less-than-significant levels.

1) Best Management Practices as previously specified in Section IV under Mitigation Measure #1 shall be incorporated into the project to prevent erosion and siltation from entering the creek and drainage during construction. Native species shall be used for long term erosion control.

2) A minimum of a 25 foot undisturbed buffer area between any portion of the building including the foundation and the top of the creek bank shall be maintained at all times. The buffer zone shall remain in its natural state and except for revegetation required by other mitigation measures, no disturbance (such as paving) shall take place in this area.

3) The applicant shall obtain all appropriate permits and any other required approvals from the USACE and RWQCB prior to building permit issuance.

4) On-site CRLF and SFGS training (including CRLF and SFGS education and reporting requirements) for construction personnel by an USFWS-approved CRLF and SFGS biologist shall be required prior to construction.

5) A 4 foot high CRLF and SFGS exclusionary fence around the construction site shall be installed prior to construction.

6) A preconstruction survey for CRLF and SFGS shall be conducted within 48 hours of construction starting on the project site. If any CRLF or SFGS are found during the survey or during construction, work shall not occur until USFWS has been contacted and has given their approval for work to occur.

7) A USFWS-approved CRLF and SFGS biologist shall be available on-call to visit the site in the event a CRLF or SFGS is found.

8) The applicant shall consult with and obtain any necessary authorizations from USFWS and DFG prior to building permit issuance.

9) Monarch Butterfly: If any eucalyptus trees must be removed during the monarch butterfly winter roosting season, (October – February of any given year) the site shall be surveyed by a qualified biologist to ensure that a roosting colony is not present. Since timing of monarch migration on the coast side varies year to year, the survey shall be conducted at a time to coincide with monarch roosting activity on the coast side for that particular year. Information on monarch roosting activity must be verified with local experts prior to conducting the survey. If a roosting colony is not detected, tree removal may commence and no further surveys are warranted. However, if a roosting colony is detected, trees shall not be removed until the winter roosting season has concluded (i.e. no more monarchs have been observed in the general area or using the trees). If trees have already been removed prior to the onset of the winter roosting season, no surveys are warranted.

10) Protection of San Francisco Dusky-footed Woodrats: Although no San Francisco dusky-footed woodrat houses were observed on the project site during the site visit, this species is locally common and given the habitat, a San Francisco dusky-footed woodrat house could be present at the time of construction. To avoid significant impacts to this species, a preconstruction survey shall be completed within one week prior to the start of construction. A qualified biologist shall perform one daytime survey for woodrat houses within the project footprint. If during this survey no woodrat house is detected, the project can proceed as scheduled. If during this survey a woodrat house is detected, one of the following avoidance/minimization measures shall be implemented. These measures are listed in order of priority, meaning the first measure is the preferred

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

measure to be implemented as it provides the least amount of impact to the woodrat. If it is not feasible to implement the first measure due to the site conditions, the second shall be implemented.

a) The project footprint shall be adjusted to avoid the woodrat house by at least 5 feet. Safety and silt fencing shall be erected around the house to avoid impacts during construction.
b) If the project footprint must go directly through or within 5 feet of a house, CDFG shall be consulted and one of the two following options shall be implemented:

   i. If the house appears inactive (e.g. no scat or fresh leaves and twigs), approval will be sought from CDFG to dismantle the house and replace the lost resource by building an artificial house. One artificial house shall be built for every one existing inactive house.
   ii. If the house appears active, approval will be sought from CDFG to 1) trap the occupant(s) of the house, 2) dismantle the house, 3) construct a new artificial house with the materials from the dismantled house, and 4) release the occupant into the new artificial house. If there is more than one occupant, a new house shall be constructed for each occupant. The new house shall be placed no more than 20 feet from its original location and as far from the project footprint as necessary to be protected from construction activities. If the house is to be moved downslope of the project footprint, extra precautions shall be taken, such as a plywood barrier, to stop falling/sliding materials from impacting the new house. Houses shall only be moved in the early morning during the non-breeding season (October through February). If trapping has occurred for three consecutive nights and no woodrats have been captured, the house shall be dismantled and a new house constructed.

11) If possible, all tree removal and trimming as well as ground disturbing activities shall not occur during nesting season from February 15 to August 31. However, if construction occurs during this time period, a qualified biologist shall conduct a survey for nesting birds no more than three days prior to the removal or trimming of any tree and prior to the start of any ground disturbing activities. If active nests are not present, construction can proceed. If active nests are detected, the California Department of Fish and Game (DFG) shall be contacted on how to proceed so as to avoid impacts to protected birds, for example by establishing a 50-foot radius buffer around passerine and non-passerine nests, and an up to 250-foot radius for raptors.

12) The applicant shall not plant invasive and exotic plants for landscaping on the subject site. The invasive and exotic plants are on a list compiled by the California Invasive Plant Council (Cal IPC 2005).

13) The heritage trees on site shall be preserved and protected. All recommendations in the arborist's report shall be incorporated into the project, including but not limited to: (a) no excavated soil shall be placed on the root zone, and (b) roots shall be cut with a saw or lopper and not torn with excavating equipment.

VIII. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? ( )	___	___	___	X
b) 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? ( )	___	___	___	X

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion of Evaluation: There are no known mineral resources at the subject property and no loss of availability of a locally important mineral or mineral resource recovery site would occur as a result of the project.

Mitigation: None required.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ( )	___	___	___	X
b) 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?	___	___	___	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ( )	___	___	___	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Sect. 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ( )	___	___	___	X
e) 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 of airport, would the project result in a safety hazard for people residing or working in the project area? ( )	___	___	___	X
f) 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? ( )	___	___	___	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ( )	___	___	___	X
h) Expose people or structures to 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? ( )	___	___	___	X

Discussion of Evaluation: The site is not on the CORTESE list of hazardous waste sites. The proposed single-family dwelling on a one acre parcel is not expected to create a significant hazard to the public or the environment through construction, routine transport, use, release or disposal of hazardous materials. Minor amounts of hazardous materials might be used during construction, including paints, solvents, pesticides and herbicides. However, use and disposal of such materials in compliance with the State Health and Safety Code, Pacifica Municipal Code, and the Uniform Fire Code would be required.

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Additionally, the project contractors are required to follow the San Mateo County Storm Water Pollution Prevention Program Best Management Practices during construction. These regulations would apply to this project just as they would in every similar development.

The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The site is not within two miles of a public airport or public use airport and will not interfere with any emergency response or evacuation plans. The project is located in an urban area where there is no significant risk of wildland fires.

Mitigation: None required.

X. NOISE. Would the project result in:

a) Exposure of persons or 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? ( )	___	___	_ _	_X_
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? ( )	___	___	___	_X_
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	___	___	___	_X_
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	___	_X__	___	_ _
e) 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?	___	___	___	_X_
f) For a project within the vicinity of a private airstrip, would the project exposes people residing or working in the project area to excessive noise levels?	___	___	___	_X_

Discussion of Evaluation: The construction of one single-family unit on a one acre parcel would represent a new source of noise in the area. However, the anticipated noise is expected to be minimal and consistent with existing noise levels in the surrounding single-family neighborhood. Construction noise will occur during project construction, as with all new construction projects, resulting in increased exterior noise levels within the project vicinity. To address construction generated noise, several controls will be incorporated into the project. Specifically, construction activities would be limited to 7:00 a.m. to 7:00 p.m. on Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays and Sundays pursuant to Section 8-1.06 (111.2) of the Pacifica Municipal Code. It should be noted that any impacts related to noise would be temporary, lasting only through the project construction period;

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

typically 9-12 months for a project of this type. With the mitigation measure identified below and compliance with the noise ordinance, no significant impact related to noise is expected occur.

Mitigation: Implementation of the following mitigation measure would reduce potential impacts to a less-than-significant level:

1. All construction equipment shall be equipped with improved noise muffling and have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers and engine isolators in good working order. All equipment shall be turned off if not in use for more than five minutes and an information sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a telephone number to call and receive project information or to report complaints regarding excessive noise levels.

XI. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to main acceptable service ratios, response times or other performance objectives for any of the following public services:

a) Fire protection? ( )	___	___	___	X
b) Police protection? ( )	___	___	___	X
c) Schools? ( )	___	___	___	X
d) Parks? ( )	___	___	___	X
e) Other public facilities? ( )	___	___	___	X

Discussion of Evaluation: The construction of a single-family residential development is expected to cause an increase in demand for public services. The increase, however, is insignificant and is within the limits of existing service capacities. All departments and agencies responsible for supplying public services for this project have indicated their ability to meet the needs of the project. The developer will be assessed any necessary fees to cover these services in connection with the City's issuance of building permits for the project. Thus, no significant impact on Public Services would occur.

Mitigation: None required.

XII. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ( )	___	___	___	X
b) 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 effects? ( )	___	___	___	X

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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? ( )	___	___	___	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ( )	___	___	___	X
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	___	___	___	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ( )	___	___	___	X
g) Comply with federal, state, and local statutes and regulations related to solid waste? ( )	___	___	___	X

Discussion of Evaluation: The project is consistent with the City's General Plan, and does not exceed the expected growth in the City under the General Plan. Therefore, utilities and service systems needed to serve the project have been planned for and are available to accommodate the proposed single-family development. The appropriate departments and agencies have been notified about the proposal and have indicated that services and utilities are available. The North Coast County Water District (NCCWD or District) prepared an Urban Water Management Plan in December 2005, which projects and plans for water demands until 2010. This plan indicates that there is sufficient water to service the project. The plan analyzes the District's available sources of water supply, existing and estimated demand for water, and whether sufficient water supplies exist for planned development in the District's service area under normal and dry year conditions. On page 24 of the plan, the District concludes that sufficient water supplies exist for projected growth and existing uses under normal years, using growth projections from the City's General Plan and the U.S. Census. In conclusion, because the project is consistent with the City's General Plan, the Urban Water Management Plan effectively included this project in its analysis of anticipated growth in water demand and would be able to provide service. Lastly, electric, gas, water, storm, and sewer lines exist within close proximity of the project site and a condition of approval would require all new utility services to be underground. Thus, no significant impact on Utilities and Service Systems would occur.

Mitigation: None required.

XIII. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista? ( )	___	___	___	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ( )	___	___	___	X
c) Substantially degrade the existing visual character or				

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
quality of the site and its surroundings? ( )	___	___	___	X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	___	___	X	___

Discussion of Evaluation: The proposed project would not have a substantial adverse effect on a scenic ocean vista and the site is not identified in the General Plan as having the potential for designation as a scenic roadway. The subject site is located in an infill site in a residential neighborhood.

The proposed project is not within the viewing corridor of a state scenic highway. The proposed multi-story single-family dwelling will not substantially damage natural scenic resources such as trees, rocky outcroppings and historic buildings. Although 15 eucalyptus trees will need to be removed for the proposed dwelling, the remaining trees will be preserved, including the heritage trees. No rocky outcroppings exist in the area of the site that will be developed with the roadways, dwelling and landscaped areas. The vacant site does not contain any historic structures.

Implementation of the proposed project would involve development of a multi-level single-family dwelling with an attached garage on a currently vacant site. The project site would be graded to accommodate the proposed dwelling. The development including any grading for the site is limited to the footprint of the building. The site is one acre and 10% of the site would be covered by the building, paved area and other impervious surfaces. Thus, due to the minimal disturbance for development of the proposed dwelling on the subject site and the compatibility of the project with the surrounding neighborhood, the impact would not substantially degrade the existing visual character or quality of the site and its surroundings.

Development of the proposed project would introduce new sources of light and glare, including interior and exterior building lighting and vehicle headlights, reflective surfaces, such as windows and light-colored paint on a hillside that is currently vacant. However, the proposal is limited to a multi-story single-family dwelling, which is similar to the surrounding Vallemar neighborhood of single-family dwellings; thus, the anticipated increase in light and glare impacts for one dwelling is minimal and similar to the nearby dwellings. In addition, the subject site is considered to be a large lot for a single-family development in that neighborhood; thus, the light and glare impacts created for one structure spread out over a one acre lot in comparison to light and glare impacts produced by a dwelling placed on a standard 5,000 square foot lot (which is more typical in that neighborhood) would be much less.

Mitigation: None required.

XIV. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resources as defined in §15064.5? ( )	___	___	___	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ( )	___	___	X	___
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ( )	___	___	X	___
d) Disturb any human remains, including those interred outside of formal ceremonies? ( )	___	___	___	X

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion of Evaluation: There are no known cultural or historical resources within the subject site or project vicinity. No archeological remains have been reported with the surrounding development. However, it is always possible that underground resources could be encountered during the project construction period. Impacts to unidentified resources could be significant.

Mitigation: Implementation of the following mitigation measure would reduce potential impacts to a less-than-significant level:

1) In the event that a presently undetected cultural resource, including human remains, is revealed, all earthmoving activity within 25 feet of the discovery will cease. The project sponsor will be obligated to retain the services of a qualified archaeological consultant who would examine the newly found materials, assess their significance and perform appropriate exploratory and investigative procedures to determine and implement the best course to ensure that there is no significant adverse impacts associated with cultural resources on the site.

XV. AGRICULTURAL RESOURCES. Would the proposal:

a) 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?	___	___	___	X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	___	___	___	X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use?	___	___	___	X

Discussion of Evaluation: The project site is zoned A/B-5 District with an HPD overlay. The project site is not under Williamson Act Contract. Although the site is zoned for Agricultural use, construction of a single-family dwelling is permitted with approval of a Use Permit and Site Development Permit. No agricultural land uses are located on or in close proximity to the project site. Therefore, the proposed project would not result in any significant impacts to agricultural resources.

Mitigation: None required.

XVI. RECREATION. Would the proposal:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facility would occur or be accelerated? ( )	___	___	___	X
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? ( )	___	___	___	X

	Potential Significant Impact	Potential Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion of Evaluation: The project would neither generate nor create any need for additional recreational opportunities or facilities within the City nor is it suitable for non-motorized modes of transportation such as hiking or biking. Use of local parks or recreational facilities, if any, would be minimal and would not result in any substantial deterioration of any such parks or facilities. Further, the project does not include the construction or expansion of recreational facilities. Therefore, proposed project impacts on recreational facilities would be less than significant.

Mitigation: None required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) 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?	___	___	___	X
b) 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)	___	___	___	X
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	___	___	___	X

Discussion of Evaluation: The proposed project involves the development of a vacant one acre lot with one single-family residence. The proposed project is compatible with the existing land uses in the area and will not have any significant impact under this heading, as mitigated under previous sections. Given the size of the project and its impacts and mitigation measures, the incremental effects of this single family home are not considerable when considered in connection with the effects of past, current and probable future projects. As discussed in Section VI above, the project does not have a significant cumulative traffic impact.

This initial study found that the proposed construction of one residential unit at 200 Berendos Avenue, with implementation of the identified mitigation measures, will have no significant impacts on the environment, the habitat of fish or wildlife species or populations, plant or animal communities, rare or endangered plants or animals, or important examples of the major period of California history or prehistory.

Mitigation: None required.

LIST OF REFERENCES, CONTACTS AND ATTACHMENTS

List of References

1. City of Pacifica - General Plan, as amended to June 1993.

2. City of Pacifica - Zoning Code, August 1992.

3. Earth Investigation Consultants – Geotechnical Investigation, September 2006 and Letter Dated July 13, 2007; email confirmation from staff to Earth Investigation Consultants dated December 7, 2007)

4. Brian Spigelman - Tree Protection Plan, October 2006

5. TRA Environmental Sciences – Biological Site Assessment, October 2006, and Letters Dated July 27 and December 6, 2007

6. RKH Civil and Transportation Engineering – November 2007

7. FEMA - Federal Emergency Management Agency. 2005. Map of Approximate Locations of 100-year Floor Areas

8. Department of Fish and Game, Dave Johnston, email communication May, 2006

9. U.S. Army Corp of Engineers, Mark D'Avignon, Letter, May 2006

10. North Coast County Water District - Urban Water Management Plan 2006-2010, December 2005

11. Email Communications with DFG on October of 2007

12. Email and Verbal Communications with USFWS in October, November and December of 2008

Contact

Kathryn Farbstein, Assistant Planner
City of Pacifica
1800 Francisco Blvd.
Pacifica, CA 94044
(650) 738-7341

Attachments

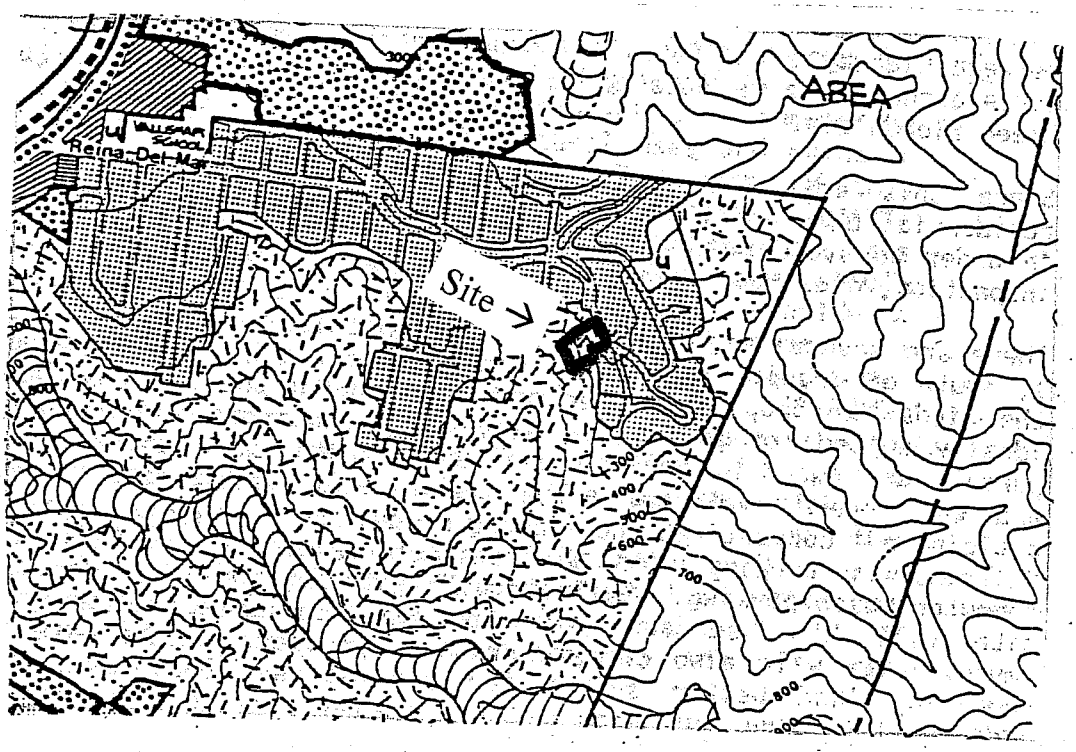
a. Land Use and Zoning Maps

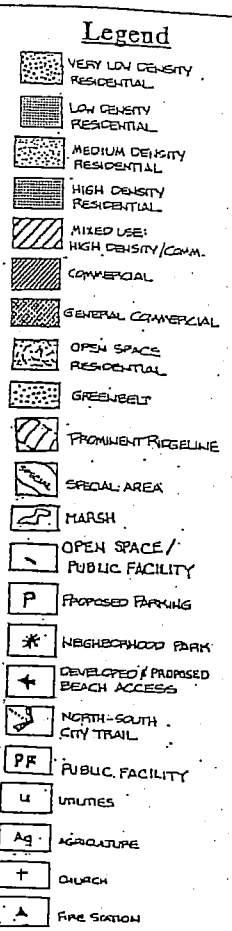
b. Project Site Maps

c. City Map/Location of Site in Relation to Highway 1 and Reina Del Mar

General Plan Diagram

Existing Land Use: Open Space Residential

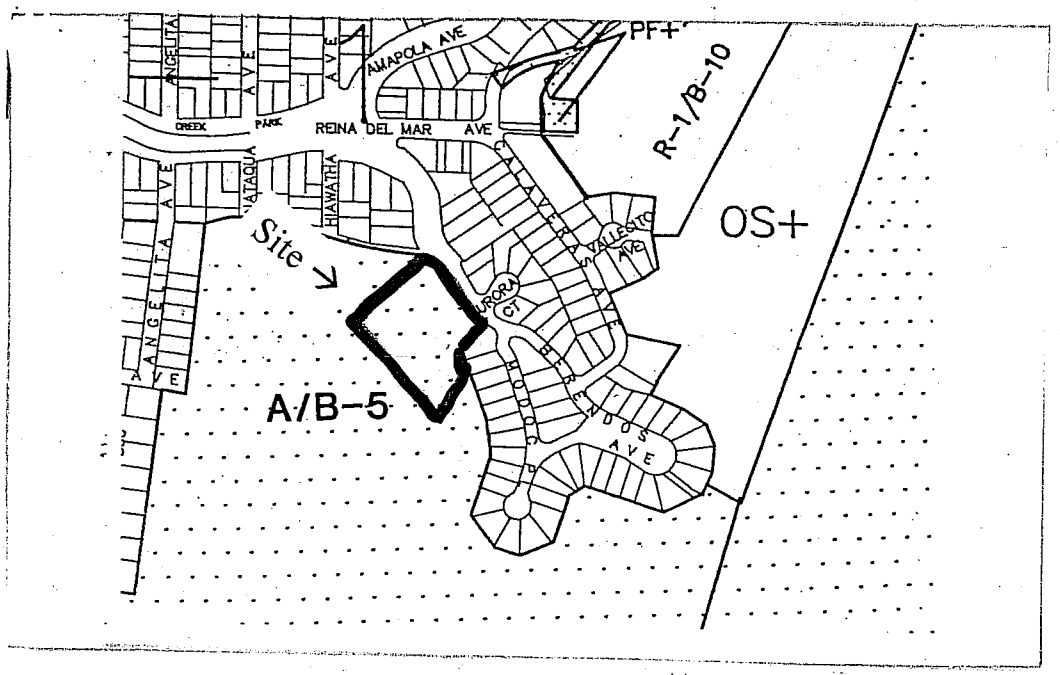




Neighborhood: Vallemar

Zoning Map Diagram

Existing Zoning: A/B-5/HPD



Legend

ZONING DISTRICTS

R-1	Single-Family Residential
R-2	Two-Family Residential
R-3	Multiple-Family Residential
R-3.1	Multiple-Family Residential
R-3-G	Multiple-Family Residential Garden
R-5	High Rise Apartment
C-1	Neighborhood Commercial
C-1-A	Commercial Apartment
C-2	Community Commercial
C-3	Service Commercial
O	Professional Office
C-R	Commercial Recreation
M-1	Controlled Manufacturing
M-2	Industrial
P	Parking
A	Agricultural
B-	Lot Size Overlay
P-F	Public Facilities
P-D	Planned Development
R-M	Resource Management
O-S	Open Space
R-3/L.D.	Multiple-Family/Low Density Residential
R-1-H	Single-Family Residential Hillside
CZ	Coastal Zone Combining District
SA	Special Area Combining District
HPD	Hillside Preservation District

\+ Requires Vote to Rezone
X Vote Required for Residential Developme

CITY of PACIFICA INCORPORATED • NOV 22 1957

Scenic Pacifica

LAND USE & ZONING EXHIBIT

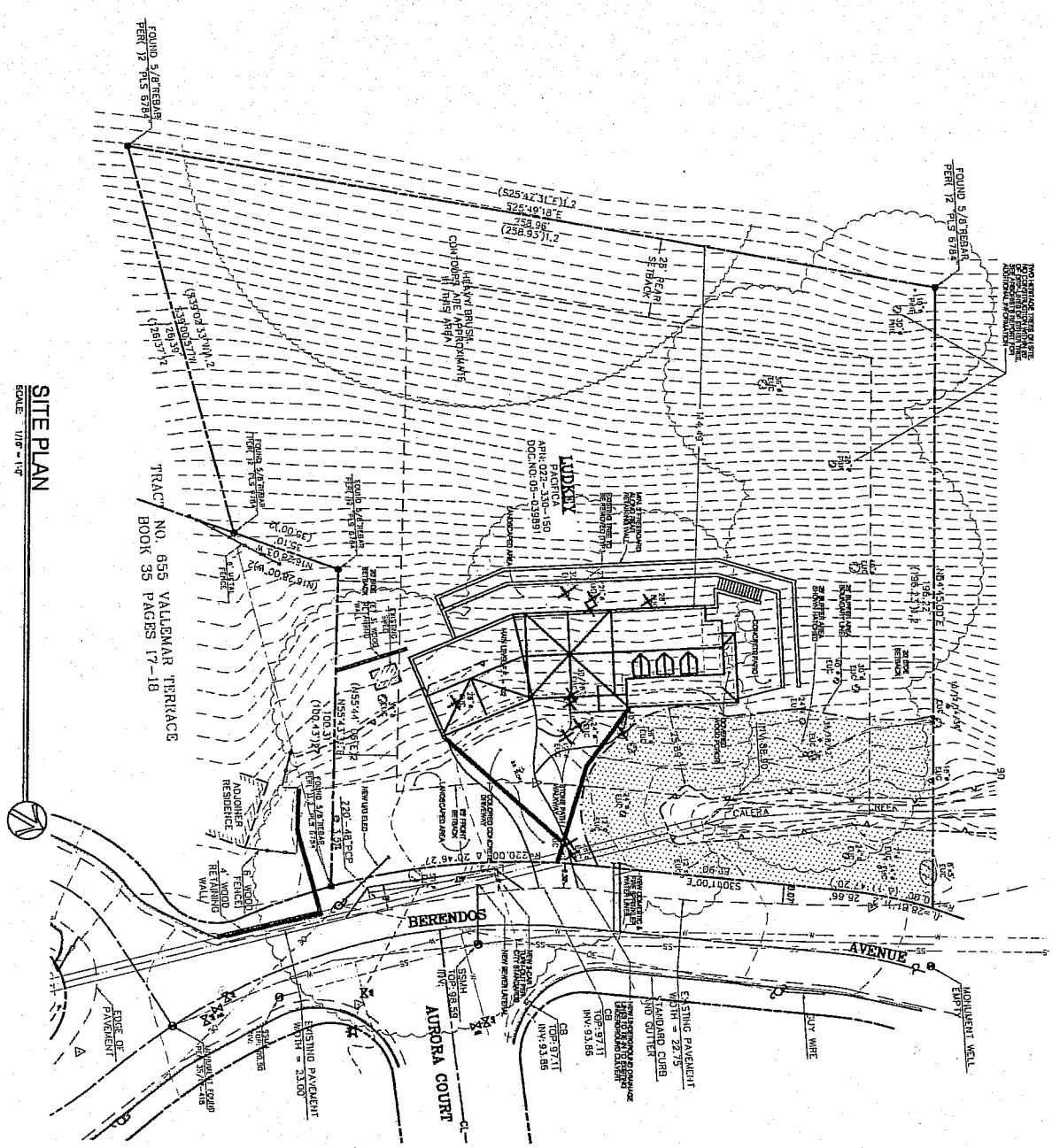
City of Pacifica

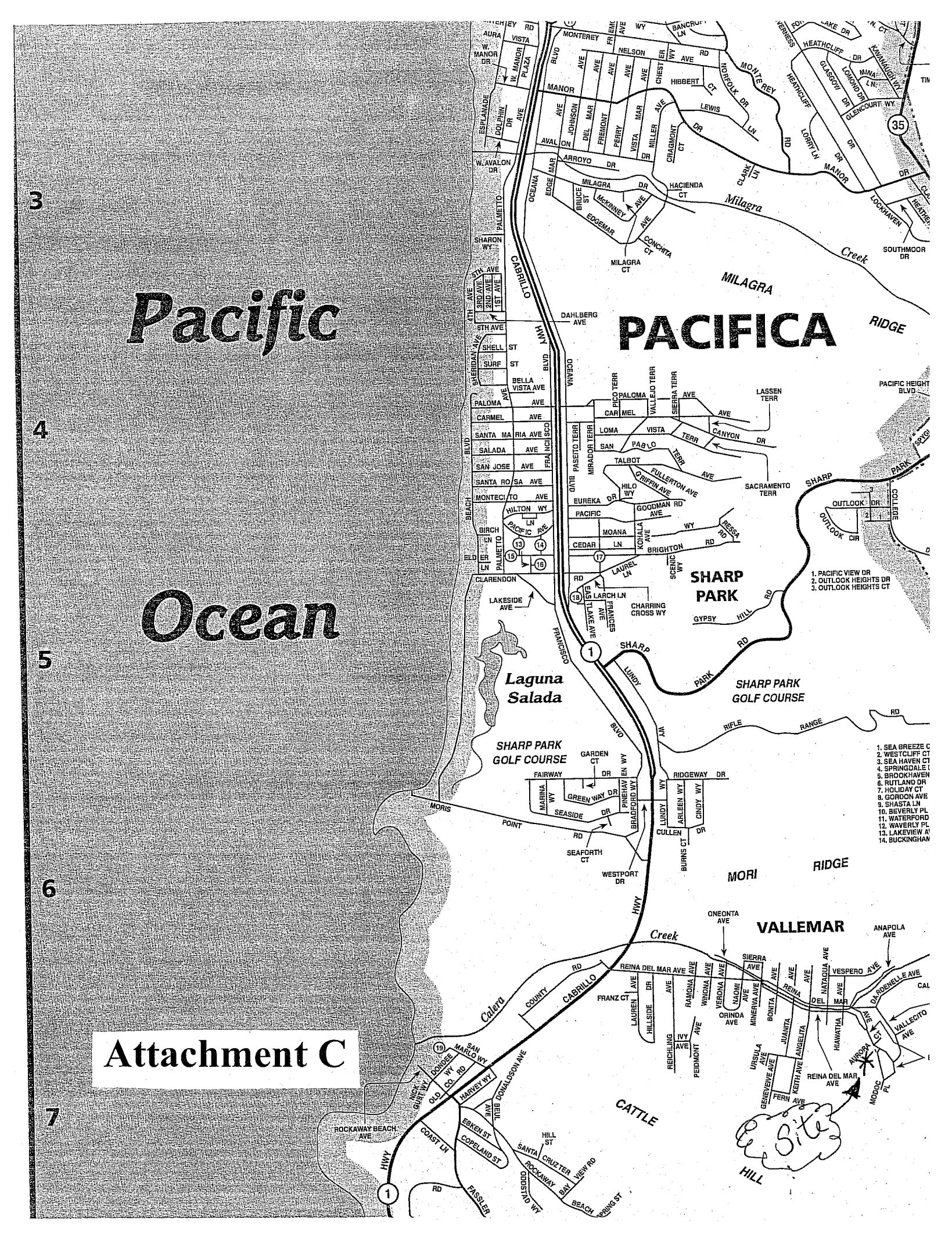
Planning & Economic Development Department

NORTH

Scale: N.T.S.

Attachment a


SITE PLAN
SCALE: 1/16" = 1'-0"
TRACT NO. 655 VALLEMAR TERRACE
BOOK 35 PAGES 17-18
FOUND 5/8" REBAR PER 12 PLS 6784
HUDKEY
PACIFICA
APN: 022-130-150
DOC.NO.05-135861
BERENDOS
AVENUE
AURORA COURT
CALERA
CREEK
EXISTING PAVEMENT WIDTH = 22.75
STANDARD CURB AND GUTTER
EXISTING PAVEMENT WIDTH = 23.00
EDGE OF PAVEMENT
MONUMENT WELL EMPTY
ADJOINER RESIDENCE
6' WOOD FENCE
4' WOOD RETAINING WALL
HEAVY BRUSH/WEEDS CONTOURS ARE APPROXIMATE IN THIS AREA
REAR SETBACK
FRONT SETBACK
LANDSCAPED AREA
COVERED CONCRETE DRIVEWAY
UTILITY WIRE
SSMH TOP:98.39 INV:
CB TOP:97.11 INV:93.86
NEW SEWER LATERAL
NEW CONCRETE DRIVEWAY
NEW WOOD FENCE
NEW WOOD RETAINING WALL


Pacific
Ocean
PACIFICA
MILAGRA
RIDGE
Milagra
Creek
SHARP PARK
SHARP PARK GOLF COURSE
Laguna Salada
MORI
RIDGE
VALLEMAR
CATTLE
HILL
Site
Attachment C
3
4
5
6
7

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

RECEIVED
DEC 19 2000
CITY MANAGER

IN REPLY REFER TO:
1-1-00-F-229

December 18, 2000

Mr. Calvin Fong
Chief, Regulatory Branch
U.S. Army Corps of Engineers
San Francisco District
333 Market Street
San Francisco, California 94105-2197

Subject: Formal Endangered Species Consultation on the Proposed Pacifica Police Station, California State Highway 1, Pacifica, San Mateo County, California

Dear Mr. Fong:

This document transmits the U.S. Fish and Wildlife Service's (Service) biological opinion on U.S. Army Corps of Engineers (Corps) request for formal consultation for the proposed Pacifica Police Station on Highway 1 in San Mateo County, and project effects on the federally endangered San Francisco garter snake (*Thamnophis sirtalis tetrataenia*)(garter snake) and federally threatened California red-legged frog (*Rana aurora draytonii*) (red-legged frog) and conference on the proposed critical habitat for this species. This biological opinion is provided in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.) (Act). Your August 13, 2000, request to initiate consultation on the garter snake and red-legged frog was received in our office on August 21, 2000.

This biological opinion is based on information provided in: (1) The July 1, 2000 *Pacifica Police Station Ecosystem Restoration Plan* (*Restoration Plan*); (2) the September 12, 2000 *Revised Biological Assessment for the Red-legged Frog (Rana aurora draytonii) and San Francisco garter snake (Thamnophis sirtalis tetrataenia) for the Construction Activities Associated with the Proposed Police Station, Pacifica CA*; (3) a September 5, 2000 meeting and site visit; (4) a meeting on November 17, 2000 between representatives of the Service, City of Pacifica (Pacifica) and L.C. Lee and Associates (LCLA); and (5) information in Service files. A complete administrative record is on file at the Sacramento Fish and Wildlife Office (SFWO).

Consultation History

July 17, 2000: The Service received a letter dated July 13, 2000, from the Corps requesting concurrence that the proposed project would not adversely affect red-legged frogs, or in the alternative append the project to the programmatic biological opinion for red-legged frogs.

August 3, 2000: Sheila Larsen of my staff met with representatives of Pacifica to discuss the project and develop minimization measures to reduce impacts resulting from the proposed project. The Service received a copy of the *Pacifica Police State Initial Study/Mitigated Negative Declaration* and a copy of the *Pacifica Highway 1 Calera Parkway Project/CEQA Initial Study/NEPA Environmental Assessment* dated July 2000.

August 4, 2000: The Service responded (Service file no.: 1-1-00-I-2522) to the July 13, 2000 letter stating the project would adversely affect both garter snakes and red-legged frogs.

September 11, 2000: The Service received a letter from Pacifica stating that they were expanding the environmental analysis and preparing an Environmental Impact Report, including an amended Biological Assessment.

November 17, 2000: Sheila Larsen met with L.C. Lee and Pacifica staff to finalize the conceptual wetland design, including the laying back of the creek bank and design of the macrodepression areas.

BIOLOGICAL OPINION

Description of Proposed Action

The proposed project consists of: (1) constructing buildings, facilities, and parking lots necessary for a police station; (2) constructing an access road to the station that spans Calera Creek and crosses the restoration area; and (3) restoring portions of waters/wetlands and the riparian zone of Calera Creek to minimize impacts to garter snakes and red-legged frogs.

Project Site

The project site is located on an old motel site north of the Reina del Mar intersection and east side of Highway 1 along a highly degraded reach of Calera Creek. Calera Creek was bulldozed in the 1960's to clear it for flood control, and the material was deposited as a berm on the north bank of the creek. During operation of the motel, which was destroyed by fire in the 1970's, the owners deposited fill near the Calera Creek channel. Fill material at the site is, on average, two feet thick, and it has been graded repeatedly to eliminate microtopographic variation typical of alluvial valleys. Other fill placement operations in the riparian zone are evidenced by hummock areas in the flood plain. The berms and hummocks are now overgrown with a variety of native

(*e.g.*, *Rubus ursinus, Salix lasiolepis, Urtica dioica*) and non-native (*e.g.*, *Senecio mikanioides, Eucalyptus globulus, Rubus discolor*) plant species. Pacifica has also utilized the site as a lay down area for their projects.

Immediately north and east of the proposed police station site is a steep hillside that rises sharply to join Sweeny Ridge at its highest point. This hillside is dominated by native and naturalized grasses, with a few isolated coyote bush (*Baccharis pilularis*). At the eastern boundary is a row of mature Monterey cypress trees (*Cupressus macrocarpa*) and a chain link fence. An elementary school is on the adjacent property to the east, and Calera Creek enters the project site through a large culvert under the school site. To the south is a private business. Both of these facilities are outside the project boundaries. The Laguna Salada Union School District owns a portion of the southwest corner (Figure 1) that had previously been identified as part of the project site.

Calera Creek is an intermittent stream with a 1,048-acre (1.64 square miles) drainage area that flows into the Pacific Ocean north of Rockaway Beach. It is a third- to fourth-order stream set in a valley characterized by steep coastal hills, transitional footslopes, alluvial terraces and valleys, marine terraces, mudflats, dunes, and ocean beaches. Average annual flow of the creek is 2.33 cubic/feet/second at the project site (Baker Engineering 1993 in L.C. Lee, 2000).

Police Station Facilities

Pacifica proposes to construct a new police station on the approximately 4 acre site. The police station will be 20,000 square feet, and situated entirely on the upland portion of the site. Parking lots will be located on the east and west side of the building with the main lot on the east side (Figure 1). The parking lot will have 60 parking slots A berm will be placed between the restoration site and the police station parking lot.

Access Road

The access road will enter the project site from the south side of Calera Creek, through the riparian zone, to the upland area on the site (Figure 2). The access road enters from the south side to allow a direct route to southbound Highway 1. Egress to southbound Highway 1 from the west side driveway is not possible because of a k-rail median barrier that separates the north and south bound lanes.

The flat surface of the access road will be constructed with bituminous paving on top of a graded gravel sub-base. It will be approximately 25 feet wide. In addition, 2:1 (horizontal:vertical) sideslopes will be required from the flat road surface, resulting in a 45-foot wide road "foot-print." The road design includes two 36-inch culverts under the access road to allow wildlife movement under the access road. The access road will span the existing Calera Creek channel at an elevation that is at least two feet above the anticipated 100 year peak flow event (*i.e.*,

approximately 800 cubic/feet/second). Therefore, there will be no impacts to Calera Creek below ordinary high water.

The roadway will be constructed through the narrower portion of waters/wetlands on the site, thereby minimizing impacts waters/wetlands from the roadway. Construction of the roadway also requires that 0.06 acre of dense riparian vegetation (*i.e.*, *Salix lasiolepis*) be cleared (Figure 1). The proposed access road will impact a total 0.16 acre wetland/riparian habitat.

Restoration Plan

The restoration plan for the proposed police station focuses on restoring ecosystem function in four broad categories to the waters/wetlands adjacent to Calera Creek: (1) hydrology; (2) biogeochemistry; (3) plant community; and (4) faunal habitat. For a full description of the proposed restoration plan, refer to the *Restoration Plan* for the police station project (LCLA 2000). However, some restoration components have been altered from the *Restoration Plan* as a result of the November 17, 2000 meeting.

The wetland restoration includes the following features: A palustrine emergent plant community (*i.e.*, herbaceous perennials) in two depressions at the east end of the site that will support seasonal ponds surrounded by native sedges, rushes and grasses; and removal of non-native trees, such as the escaped ornamentals, Monterey pines (*Pinus radiata*) and Casuarina (*Casuarina* sp.), currently found on the north side of the property. Removal of these trees will be in addition to the removal of non-native species within the riparian corridor.

The *Restoration Plan* (L.C. Lee 2000) left the existing berm and proposed hand excavation of wide "ports" within the berm to allow overflow from Calera Creek to flood into the restoration area. Off channel wood/floodplain log jams will be constructed for habitat complexity. In addition, several shallow depressions were to be constructed, two at the east side of the restoration site and one on the south side. However, as a result of the November 17th meeting Pacifica agreed to lay the creek banks back allow a direct connection between the creek and its floodplain. The revised restoration plan proposes a grading slope of 7:1 and the creation of macrodepressions, which will be designed in a manner to hold water for as long as possible given the limited water flow through the site. The purpose of macrodepressions are to provide foraging habitat for red-legged frogs and possibly breeding habitat in high flow years. (Figure 3). The changes in the restoration plan that resulted from the November 17th meeting will have greater wetland impacts that the original plan, however, those impacts are expected to be offset by macrodepressions that will hold water for a longer time, ultimately benefitting red-legged frogs. The proposed project will impact 0.55 acre of waters/wetlands and 0.44 acre of riparian zone and restore 0.98 acre.

Pacifica will institute a monitoring program to assess the progress of the waters/wetlands and riparian ecosystem restoration project at the project site. Yearly monitoring reports will be

prepared for a five-year period after the restoration project is completed. Monitoring reports will document the progress of the hydrologic, biogeochemical, plant community, and faunal support/habitat project targets and standards outlined in the *Restoration Plan* (LCLA 2000). The faunal support/habitat section will include a yearly survey for five years for the California red-legged frog by a Service-approved biologist.

Conservation Measures

1. Construction will occur generally during the dry season to prevent erosion problems. No construction will occur in the water/wetland area during late winter and spring.

2. Stormwater from the buildings and parking lots will flow through grit removal and oil/water separators (*e.g.*, compost filters or similar) located at each catch basin on the site. Secondary treatment of the stormwater will occur as the water passes through a minimum 10-foot length filled with 4 to 8-inch rock and then through a subsequent 10-foot minimum long grass filter strip. The restoration area will act as a tertiary system prior to entering the Calera Creek riparian zone (Figure 4).

3. The trash receptacle will be placed at the north edge of the parking lot away from existing waters/wetlands.

4. All outside lighting for the building and parking lot will be directed away from the waters/wetlands.

5. Prior to any grading an exclosure fence will be installed. The exclosure fence will be constructed of 4-foot high plywood board fence supported with "T" posts and buried approximately 12 inches. Prior to installation a Service approved biologist will search the area and remove all red-legged frogs to a Service approved location.

6. After construction completion a permanent barrier to prevent access by garter snakes and red-legged frogs to the road and police station area will be constructed to replace the plywood exclosure fence. The permanent barrier will be buried a minimum of six inches and be a minimum height of 24 inches.

7. Appropriate best management practices (BMPs) will be implemented throughout the construction process to avoid and minimize any water quality degradation as a result of grading operations on the site. In addition, water quality monitoring will occur to help the City target problem areas on the site that require additional BMPs to avoid the discharge of poor quality stormwater to waters/wetlands.

8. Control bullfrogs by extirpating to the extent possible any bullfrog populations that may establish in the Calera Creek system.

9. All workers on the police station site will be briefed by LCLA on the environmentally sensitive nature of the project. The briefing will include specific instruction on protection of red-legged frogs, with appropriate directions to avoid impacts to the threatened species.

Status of the Species

San Francisco garter snake

The garter snake was listed as a Federal endangered species in March 1967 (32 **FR** 4001). The garter snake is an extremely colorful snake. It is identified by a burnt-orange head, yellow to a greenish-yellow dorsal stripe edged in black, and its red lateral stripe which may be continuous or broken with black blotches and edged in black. The belly color varies from greenish-blue to blue. Large adults can reach three feet in length.

The garter snakes' preferred habitat is a pond with a densely vegetated edge near an open hillside where it can sun itself, feed, and find cover in rodent burrows. They are extremely shy, difficult to locate and capture, and quick to flee to water or cover when disturbed. Adult snakes may seek cover in rodent burrows during summer months when ponds may dry. On the coast, snakes hibernate during the winter, but further inland, if the weather is suitable, snakes may be active year round. Although highly vagile, adults spend considerable time after emergence in their hibernacula. They have been seen breeding at entrances to these burrows shortly after emergence from hibernation (Keel, pers. comm.), and may spend the majority of each day during the active season in the same burrows. Garter snakes breed in the spring or late fall and bear live young from May through October, with an average litter size of 12-18 (Stebbins 1985).

Although primarily a diurnal species, captive snakes housed in an outside enclosure were observed foraging at night on warm evenings. Adult snakes feed primarily on frogs, and may also feed on juvenile bullfrogs. In laboratory studies, Larsen (1994) fed adult garter snakes second year tadpoles and found that only the largest adults could eat and digest the tadpoles; smaller adults regurgitated partially digested tadpoles, apparently unable to fully digest them. Larsen (1994) also observed that when these smaller adult snakes were fed bullfrogs and frogs of comparable size, they were unable to hold and eat the bullfrogs although they had no trouble with the frogs. Newborn and juvenile garter snakes depend heavily upon Pacific treefrogs (*Hyla regilla*) as prey (Larsen 1994), and young snakes may not survive if they are unavailable.

Many of the threats that led to the listing of the garter snake in 1967 continued to impact the species in 1985 when the Recovery Plan was written. These included loss of habitat from agricultural, commercial and urban development and collection by "reptile fanciers and breeders" (Service 1985).

The historical threats to the species remain, but there are now additional threats to the species, such as the documented decline of the frog (an essential prey species) and the introduction of bullfrogs into garter snake habitat. Bullfrogs are capable of preying on both garter snakes and frogs. Extirpation of frogs in garter snake habitat is likely to cause localized extinction of garter snakes.

California red-legged frog

The red-legged frog was federally listed as threatened on May 23, 1996, (61 **FR** 25813) effective June 24, 1996. A detailed account of the taxonomy, ecology, and biology of the red-legged frog is presented in the *Draft Recovery Plan for the California Red-legged Frog (Rana aurora draytonii)* (Service 2000). Additional information can be found in the *Proposed Designation of critical Habitat for the California Red-Legged Frog (Rana aurora draytonii); Proposed Rule* (50 CFR 17, p. 54892-54932).

This species is the largest native frog in the western United States (Wright and Wright 1949), ranging from 4 to 13 centimeters (1.5 to 5.1 inches) in length (Stebbins 1985). The abdomen and hind legs of adults are largely red; the back is characterized by small black flecks and larger irregular dark blotches with indistinct outlines on a brown, gray, olive, or reddish background color.

The largest densities of red-legged frogs currently are associated with deep pools with stands of overhanging willows and an intermixed fringe of cattails (*Typha latifolia*) (Jennings 1988). However, red-legged frogs also have been found in ephemeral creeks and drainages and in ponds that may or may not have riparian vegetation. Red-legged frogs disperse upstream and downstream of their breeding habitat to forage and seek sheltering habitat. Sheltering habitat for red-legged frogs potentially includes all aquatic, riparian, and upland areas within the range of the species and any landscape features that provide cover, such as existing animal burrows, boulders or rocks, organic debris such as downed trees or logs, and industrial debris. Incised stream channels with portions narrower than 18 inches and depths greater than 18 inches also may provide important summer sheltering habitat. Accessability to sheltering habitat is essential for the survival of red-legged frogs within a watershed and can be a factor limiting frog population numbers and survival. During winter rain events, juvenile and adult red-legged frogs are known to disperse up to 1-2 km (Rathbun and Holland, unpublished data, cited in Rathbun *et al.* 1991).

Several researchers in central California have noted the decline and eventual disappearance of red-legged frog populations once bullfrogs became established at the same site (L. Hunt, in litt. 1993, S. Barry, in litt. 1992, S. Sweet, in litt. 1993). This has been attributed to both predation and competition. Twedt (1993) documented bullfrog predation of juvenile northern red-legged frogs, and suggested that bullfrogs could prey on subadult red-legged frogs as well. In addition to predation, bullfrogs may have a competitive advantage over red-legged frogs: bullfrogs are larger, possess more generalized food habits (Bury and Whelan 1984), possess an extended

breeding season (Storer 1933) where an individual female can produce as many as 20,000 eggs during a breeding season (Emlen 1977), and larvae are unpalatable to predatory fish (Kruse and Francis 1977). In addition to competition, bullfrogs also interfere with red-legged frog reproduction. Both California and northern red-legged frogs have been observed in amplexus with (mounted on) both male and female bullfrogs (Jennings and Hayes 1990, Twedt 1993, M. Jennings, in litt.1993, R. Stebbins in litt. 1993).

Traffic can have a negative effect on amphibian species. Genetic analyses have found that common frogs (*Rana temporaria*) in urban areas are more genetically distinct than those found in rural areas (Hitchins and Beebee 1997), and highways isolate common frog populations (Reh and Seitz 1990). Survival rates of common toads (*Bufo bufo)* decreases to 50 percent with 24 to 50 cars per hour (Kuhn, 1987 in Reh and Seitz 1990), but survival can also decrease to 0 percent with 26 cars per hour (Heine, 1987 in Reh and Seitz 1990). Amphibians can be further impacted by development of watersheds by increasing the amount of impervious surfaces causing runoff of sediments, pesticides and heavy metals such as hydrocarbons (U.S. Environmental Protection Agency 1993. These deleterious materials causes a decline in water, quality which may impact red-legged frogs.

Red-legged frogs are adapted to a highly variable climate that can alternate yearly between very wet and extreme drought conditions. In response to this variability, in wet years frog reproduction is high and more sites become occupied by dispersing young frogs. In drought years populations may decline and previously occupied sites are no longer inhabited. Therefore, it is important to preserve areas that may be unoccupied as they may become so in other years.

Proposed Critical Habitat

On August 31, 2000, a proposed rule designating critical habitat for the red-legged frog was published in the *Federal Register* (65 **FR** 54891; Service 2000a). Calera Creek is not within the proposed critical habitat designation for red-legged frogs.

Environmental Baseline and Status of the Species in the Action Area

California Red-legged Frog

The environmental baseline used in this analysis includes past and ongoing impacts of Federal, State, Tribal, and private actions and other human activities in the vicinity of the project that have impacted, or are impacting the listed species.

Red-legged frogs have been extirpated or nearly extirpated from more than 70 percent of their historic range. Historically, this species was found throughout the Central Valley and Sierra Nevada foothills. As of 1996, red-legged frogs were known to occur in approximately 240 streams or drainages from 23 counties, primarily in central coastal California, Monterey, San Luis

Obispo, and Santa Barbara counties support the largest extent of currently occupied habitat. The most secure aggregations of red-legged frogs are found in aquatic sites that support riparian and aquatic vegetation and lack non-native predators. Several researchers in Central California have noted the decline and eventual local disappearance of red-legged frogs in systems supporting bullfrogs (Jennings and Hayes 1990), red swamp crayfish (*Procambarus clarkii*), signal crayfish (*Pacifastacus leniusculu*), and several species of warm water fish including sunfish (*Lepomis* spp.), goldfish (*Carassius auratus*), common carp (*Cyprinus carpio*), and mosquitofish (*Gambusia affinis*) (L. Hunt, in litt. 1993, S. Barry, in litt. 1992, S. Sweet, in litt. 1993). Habitat loss, non-native species introduction, and urban encroachment are the primary factors that have adversely affected the red-legged frog throughout its range.

The draft recovery plan for the red-legged frog identifies eight Recovery Units. Within each Recovery Unit, core areas have been delineated and represent areas of moderate to high red-legged frog densities and are identified as areas where recovery actions will be focused. This project is located within a Core Area of the Central Coast Recovery Unit, which includes western San Mateo and Santa Clara Counties, and portions of Santa Cruz, Monterey, and San Luis Obispo Counties.

The Core Area extends from Crystal Springs Reservoir west to Half Moon Bay and Pacifica. Within this Core Area, red-legged frogs historically bred in sag ponds which were common in this area. However, few sag ponds remain as they have been filled for urban development. Lack of available breeding sites within the Core Area has lead to the decline of the red-legged frog.

The Service issued a biological opinion to the Corps addressing the impacts of the Calera Creek Water Recycling Plant and Wetland Restoration Project (Service file no.: 1-1-96-F-163) (Recycling Plant), located on the west side of Highway 1 from the project site. The Recycling Plant included realigning and restoring Calera Creek, as well as constructing two new ponds to replace two quarry ponds that had previously been drained and filled without incidental take authorization. The restoration portion restored approximately 17 acres of waters/wetlands in the new stream channel. The two ponds total approximately 6,800 square feet. Red-legged frog surveys conducted in 1999 found frogs breeding within the new ponds and Calera Creek. It is believed that these ponds may have been recolonized, in part, from red-legged frogs that moved from Laguna Salada to Calera Creek over uplands commonly known as Mori Point. The Recycling Plant site, however, has experienced an increase in the feral cat population (S. Holmes, pers. com.). This may be a result of denser riparian which provides cover, an increased prey base from nesting birds or feral cat feeding stations. Feral cats are known to feed on bullfrogs and, therefore, likely to feed on red-legged frogs and garter snakes.

During fall of 2000, 105 acres of Mori Point was purchased by The Trust for Public Lands for the purposes of maintaining open space. Red-legged frogs found in Laguna Salada and the lower section of Calera Creek may move up the Calera Creek watershed and disperse to Crystal

Springs, San Pedro Creek, and Shamrock Ranch, and vice versa, thereby providing genetic interchange between populations found in this portion of the Central Coast Recovery Unit.

The Service issued a biological opinion dated March 27, 1997, to the Corps for the San Pedro Creek Flood Control Project (Service file no.: 1-1-96-F-164). Project construction began in the fall of 2000. The project involves the reconfiguring and restoration of the San Pedro Creek from below the Adobe Drive bridge to the Pacific Ocean. The project included widening the floodplain, recreating sinuosity, backwaters and removal of instream barriers. After construction the area will be planted with native vegetation. This project is expected to provide habitat for red-legged frogs.

On December 14, 2000 the Service issued a biological opinion (Service file no.: 1-1-00-F-92) to the Federal Highway Administration (FHWA) for the impacts of construction a permanent new highway to bypass the Devil's Slide portion of California State Highway 1. Proceeding south from Pacifica, the new alignment will depart from the existing Highway 1 and bridge a small valley at Shamrock Ranch approximately 0.5 km (0.3 mile) south of Linda Mar Boulevard in Pacifica. The tunnel would pass through San Pedro Mountain approximately 0.4 km (0.25 mile) inland of the existing highway. Project construction will begin during the summer of 2001. FHWA will construct a new pond at Shamrock Ranch and try to obtain an easement for the two existing ponds. The easement area will be managed for red-legged frogs.

After the 1997-98 storms the Corps issued a regional general permit to authorize flood control work on Milagra Creek, north of the project site. Approximately 1,730 feet of creek constituting 0.43 acre of wetland was filled and 0.4 acre of wetland was restored. Incidental take authorization was not requested by the Corps for this project and, therefore, the project was not reviewed by the Service. The Service does not know if unauthorized take of red-legged frogs may have occurred during this project.

San Francisco garter snake

The garter snake population at the Pacifica quarry, where the Recycling Plant Project site is located, was thought to be made up of snakes that migrated over the Mori Point saddle from Laguna Salada. Year-round water in Calera Creek and the quarry ponds allowed for a sustained red-legged frog population. Red-legged frogs and Pacific treefrogs provided prey for all year-classes of garter snakes. In August of 1989, contractors for the quarry owner, Mr. William Bottoms, drained the quarry ponds by breaking the dam with a bulldozer thereby suddenly releasing the water into Calera Creek. The contractors filled the quarry ponds, disced the surrounding grasslands, and removed vegetation along the banks of Calera Creek. A California Department of Fish and Game Warden and Ms. Sheila Larsen, at that time she was not a Service employee, conducted an intensive search for garter snakes and did not find any, although several snakes of other species were found dead and one dead red-legged frog was found in a bulldozer track. It was assumed that all garter snakes and red-legged frogs that retreated to the pond for

protection were killed when the water was released. California red-legged frogs had been observed upstream and immediately west of Highway 1 in Calera Creek, and that section remained undisturbed from the bulldozing and discing activities.

In spring of 1996, Dr. Samuel McGinnis conducted a trapping study to determine whether garter snakes were in the area, but the survey came up negative. However, with the recolonization of the ponds created for the Recyling Plant as described above, and reported sightings of garter snakes in the Laguna Salada area, it is believed that garter snakes still exist in that area, albeit in low numbers. In addition, a term and condition of the biological opinion for the Recyling Plant provides the Service with the ability to reintroduce garter snakes into the Recycling Plant restoration area.

Throughout the range of the species, and specifically in Pacifica and at Crystal Springs Reservoir, we consider the status of the garter snake to be tenuous because of activities that continue to erode the baseline of the garter snake. Loss of pond habitat at Crystal Springs Reservoir and reservoir management has reduced that population to very low numbers reducing the likelihood of garter snakes dispersing from Crystal Springs into the Calera Creek watershed. Also, as stated above, the destruction of the quarry ponds most likely reduced the population at Calera Creek to extremely low numbers. When a population drops to very few individuals and involves a species that has a high mortality of young prior to reproductive age, the ability of the population to rebound is compromised. Although surveys have not been conducted, the few incidental sightings indicate that the population has not rebounded from that incident.

Effects of the Proposed Action

The proposed police station project has several possible actions that will have direct or indirect impacts on the garter snake and the red-legged frog. No directed surveys for garter snakes or red-legged frogs have been performed on the proposed police station site within the past 10 years. However, red-legged frogs have been confirmed to utilize the habitat provided in the Recycling Plant restoration site (Davidson 1999 in L.C. Lee, 2000). Calera Creek provides a direct surface water connection between proposed project site, and the Calera Creek restoration site through a large culvert passing under Highway 1. Therefore, it is reasonable to assume that garter snakes and red-legged frogs could migrate from the Calera Creek restoration site upstream through the culvert to utilize the 1.05 acres of waters/wetlands and dense riparian vegetation in and around Calera Creek on the proposed project. Although an exclosure fence will be constructed prior to and after construction, it remains possible that garter snakes and red-legged frogs may enter the project site through rodent burrows passing under the fence and opening onto the project site.

Possible actions that may have direct effects include: (1) loss of habitat habitat and hibernaculum resulting from the police station and parking lot; (2) construction of the access road; (3) construction of a spanning bridge over Calera Creek; (4) construction of the access road; (5) restoration of 0.98 acre of waters/wetlands and riparian areas; and (6) mortality or injury of garter

snakes and red-legged frogs that may get through the permanent exclosure fence and be killed by vehicles on the road. Possible indirect actions that may have effects include: (1) higher traffic in the area surrounding Calera Creek; (2) temporary elevations in water turbidity and/or pH due to construction; and (3) some microclimate variation due to the new access road. Effects are discussed by each proposed action below.

Direct Effects

Direct effects include the potential for harassment, injury and/or mortality of juveniles and adults. Removal of vegetation from the bank may kill garter snakes and red-legged frogs that may remain in the riparian vegetation and were not found during removal efforts. Earthmoving equipment required for the restoration project may crush and kill garter snakes and red-legged frogs that remain within the project site or that inadvertently enter the restoration site. Until the restoration site is completely restored, garter snakes and red-legged frogs that enter the restoration site may not have the cover necessary to escape predators.

After project construction, garter snakes and red-legged frogs that inhabit the restoration area may be affected by the noise and vibration of traffic entering and leaving the police station. Although a fence will be erected to keep garter snake and red-legged frogs off the access road and parking lots, garter snakes and red-legged frogs may somehow enter the road and parking lot and be crushed and killed. Garter snakes and red-legged frogs that get through the fence may be unable to return to the restoration site and become desiccated from lack of water.

Construction of Buildings and Parking Lot

Construction of the police station and parking lot will result in a permanent loss of upland habitat for garter snakes. Loss of upland refugia will result in garter snakes having to travel greater distances between retreat areas and foraging areas, which could expose them to greater levels of predation by feral cats and raptors.

Spanning Bridge Over Calera Creek

The construction of a spanning bridge will: (1) remove an approximately 45-foot wide section of riparian vegetation; (2) create permanent shade over one portion of the creek; and (3) increased human presence (*e.g.*, vehicles, pedestrians, bicycles, etc.) over and around the creek. The bottom elevation of the bridge is designed to be two feet higher than the 100-year peak flow, so the bridge should not impede higher flows. Shading of the creek may decrease use of that portion of the creek by garter snakes and red-legged frogs for basking. Foraging opportunities of red-legged frogs may decrease because cooler temperatures may decrease the number of insects.

Construction of the Access Road

Construction of the access road will require that vegetation be cleared, and fill placed in the waters/wetlands and dense vegetation around the creek channel. During construction, garter snakes and red-legged frogs likely will be frightened away from the area due to noise and vibration. In addition, it is possible that individual garter snakes and red-legged frogs may be killed as fill is placed, vehicles enter the area, and/or during the hand clearing operation.

The design of the road includes two 36-inch culverts under the road to allow for surface water connection, and garter snakes and red-legged frogs to pass under the road. If these culverts are not maintained, debris may build up to an extent that will inhibit or physically block the ability of garter snakes and red-legged frogs to pass through the culverts.

Restoration Project

The restoration project is intended to have a long-term beneficial impact to garter snakes and red-legged frogs. The restoration project will provide vegetative cover that provides feeding, sheltering, and possibly breeding habitat. The restoration project will also provide suitable habitat that will allow garter snakes and red-legged frogs to move from Recycling Plant restoration site up into the watershed toward Crystal Springs to the east, San Pedro Creek and Shamrock Ranch to the south providing exchange of genetic material between populations.

During the restoration construction phase, it is possible that individual garter snakes and red-legged frogs may be injured or killed during grading operations. Garter snakes and red-legged frogs may not be discovered in preconstruction surveys or penetrate the barrier fence and enter the project site.

Traffic On the Access Road

The access road will have the indirect effect by increasing human presence in and near garter snake and red-legged frog habitat. Although garter snakes and red-legged frogs should be precluded from the road by the exclosure fencing, the fence will alter their movement patterns by preventing directional movement and causing them to go along the fence instead of their original movement path. Remaining close to the fence or reversing direction may increase risk of predation from exposure and inability to escape predators.

Untreated runoff from the access road may increase hydrocarbon concentrations in the surrounding habitat. This may impact developing eggs and tadpoles, and reduce survivability. Decreased water quality may also decrease insect prey available to red-legged frogs reducing fitness of individual red-legged frogs. Garter snakes feeding on red-legged frogs with increased hydrocarbon concentrations in their tissues may also be adversely affected.

Temporary Elevation of Turbidity and/or Change in pH due to Construction

Project construction may result in discharges of turbid or altered water pH levels above or below background levels) to Calera Creek. These potential impacts to water quality could alter feeding and/or breeding ability of garter snakes and red-legged frogs.

Microclimate Modification Along the Access Road

Construction of the access road will disrupt vegetation continuity in the riparian zone of Calera Creek. The access road will create an "edge" along which temperatures will be elevated due to greater direct radiation from lack of tree canopy.

Increase in Non-native Predators

Human presence could result in an increase in garbage and other waste on the site, attracting higher numbers of predators such as skunks and racoons. The feral cat population may increase as result of an increase in garbage and people making feral cat feeding station. The close proximity of a large feral cat population in the Calera Creek restoration area increases the likelihood of feral cats inhabiting the project site. Cats prey on bullfrogs and likely prey on garter snakes and red-legged frogs.

Cumulative Effects

Cumulative effects include the effects of future State, Tribal, local or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation under section 7 of the Act.

Likely future non-Federal actions in the project vicinity that will cumulatively affect garter snakes and red-legged frogs include continuing urban and suburban development, an unknown amount of illegal collecting, recreation activities such as bicycle riding, and an increase in the feral cat population in habitat of both species. Bullfrogs and warm water fishes are released into garter snake and red-legged frog habitat habitat as a result of people releasing unwanted pets and people stocking ponds for future fishing opportunities.

The Service is aware of two proposed projects within the action area that will impact garter snakes and red-legged frogs. The first is the William Bottoms/Gangi Development located south of the Recycling Plant site, west of Highway 1, and north of Rockaway Beach. The project includes a 275,000 square foot retail area, 100,000 square feet of office space on approximately 30 acres and a hotel/conference center on approximately six acres west of the Recycling Plant restoration project. Improved access to the project site will be built when Highway 1 is widened

(see below). The proposed project would remove 36 acres of garter snake and red-legged frog upland habitat.

Pacifica proposes to widen Highway 1 between Westport Drive and Fassler Avenue, a distance of approximately 1 mile. The proposed project will add an additional lane in each direction to provide six lanes between Reina Del Mar and Fassler Avenue. The median k-rail will be removed and replaced with landscaping. A small amount of wetland (0.10 acre) may be removed, but the project may be redesigned to avoid wetland impacts. Caltrans approved the project on July 23, 1999.

Runoff from the impervious surfaces created by these projects would carry petroleum-derived resides, fertilizers, pesticides and other contaminants toxic to red-legged frogs, especially to their egg and tadpole stages, impairing reproduction, survival, and development. A decrease in the red-legged frog population would impact garter snakes by reducing prey availability.

Conclusion

After reviewing the current status of the species, the environmental baseline for the action area, the effects of the proposed action and the cumulative effects, it is the Service's biological opinion that the Pacifica Police Station, including the proposed minimization measures, is not likely to jeopardize the continued existence of garter snakes and red-legged frogs. The proposed project is not within the proposed critical habitat designation for red-legged frogs, and critical habitat has not been proposed or designated for the garter snake.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and Federal regulation pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. The Service defines harass as an intentional or negligent act or omission which creates the likelihood of injury to a listed species by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. Harm is defined to include significant habitat modification or degradation that results in death or injury to listed species by impairing behavioral patterns including breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to and not intended as part of the agency action is not considered to be prohibited under the Act, provided such taking is in compliance with this Incidental Take Statement.

The measures described below are non-discretionary, and must be implemented by Corps so that they become binding conditions of any grant or permit issued to the applicant, as appropriate, in order for the exemption in section 7(o)(2) to apply. The Corps has a continuing duty to regulate the activity covered by this incidental take statement. If the Corps (1) fails to require Pacifica to adhere to the terms and conditions of the incidental take statement through enforceable terms that are added to the permit or grant document, and/or (2) fails to retain oversight to ensure compliance with these terms and conditions, the protective coverage of section 7(o)(2) may lapse.

Amount or Extent of Take

The Service anticipates incidental take of garter snakes and red-legged frogs will be difficult to detect or quantify because of: the elusive nature of this species, its small size, and cryptic coloration make the finding of a dead specimen unlikely. Therefore, take is estimated by the number of acres in which garter snakes and red-legged frogs could be killed, harassed, trapped, captured, collected, or harmed. Upon implementation of the reasonable and prudent measures, take in the form of killing, harming, and harassing of garter snakes and red-legged frogs within the legal property boundary (approximately 4 acres of habitat), which includes 0.55 acre of water/wetland habitat, occurring as a result of activities associated with the project will become exempt from the prohibitions described under section 9 of the Act for direct and indirect impacts associated with the projects. This exemption applies to individuals whose duties involve implementation of the proposed project; individuals or contractors hired or contracted by Pacifica to perform duties described in this opinion. The Service has developed the following incidental take statement based on the premise that the reasonable and prudent measures will be implemented. Upon implementation of the following reasonable and prudent measures, incidental take associated with the Pacifica Police Station will become exempt from the prohibitions described under section 9 of the Act for direct and indirect impacts.

Effect of the Take

The Service has determined that this level of anticipated take is not likely to result in jeopardy to the listed wildlife species in this opinion or result in destruction or adverse modification of critical habitat.

Reasonable and Prudent Measures

The Service believes the following reasonable and prudent measure is necessary and appropriate to minimize the impacts of take on the listed species:

1. Minimize the impact of direct effects to all life stages of garter snakes and red-legged frogs from the proposed project

2. Minimize the impact of indirect effects to garter snakes and red-legged frogs from the proposed project.

Terms and Conditions

1. To be exempt from the prohibitions of section 9 of the Act, the Corps must comply with the following term and condition, which implement the reasonable and prudent measure 1 described above. These terms and conditions are nondiscretionary.

   A. Pacifica shall implement the project, along with the proposed conservation measures for garter snakes and red-legged frogs, as described in the proposed project description.

   B. Pacifica shall develop and record a conservation easement within six months of date of this biological opinion, unless otherwise agreed to in writing by the Service, for the in perpetuity protection of the restoration site and the remaining non-developed portion within the legal property boundary of the project site. The purpose of the conservation easement shall be for the protection of garter snakes and red-legged frogs.

   C. A management plan shall be developed for the area covered by the conservation easement. A mechanism shall be set up to assure funding for the management of the conservation easement area through either Pacifica or a third party.

   D. The environmental training shall include both the garter snake and red-legged frog. Construction workers shall sign the list stating that they have attended and understand the training. The Service shall be supplied with a list of all construction workers that have attended the environmental training.

   E. Pacifica shall implement a Service approved maintenance program to ensure the integrity of the temporary and permanent exclosure fence and that culverts remain clear of debris.

   F. The Service shall have final approval over the final planting densities.

2. To be exempt from the prohibitions of section 9 of the Act, the Corps must comply with the following term and condition, which implement the reasonable and prudent measure 2 described above. These terms and conditions are nondiscretionary.

B. Pacifica shall develop and institute a Service approved feral cat control program for the Pacifica Police Station site and the Recycling Plant site to prevent feral cats from becoming established on the site.

C. Pacifica shall develop and institute a Service approved bullfrog eradication program to prevent bullfrogs from becoming established at the Pacifica Police Station site.

D. No pedestrian or bicycle path shall be developed in or immediately adjacent to the Pacifica Police Station restoration area.

E. Pacifica shall institute a Service approved clean up program along Calera Creek upstream of the project site to prevent trash and other debris from entering the restored wetland area.

F. Any straw or hay bales used on the construction site for erosion control, or any other purpose, shall be free of star thistle plants and seeds.

G. The reporting requirements stated below shall be adhered to.

The reasonable and prudent measures, with their implementing terms and conditions, are designed to minimize the impact of incidental take that might otherwise result from the proposed action. With implementation of these measures, the Service believes that all individuals and their habitat within the project's legal property boundary (approximately 4 acres) will incur some form of take through project construction activities.

If during the course of the action, this level of incidental take is exceeded, such incidental take represents new information requiring review of the reasonable and prudent measures. The Corps must immediately provide an explanation of the causes of the taking and review with the Service the need for possible modification of the reasonable and prudent measures.

Reporting Requirements

The Service must be notified within 24 hours of the finding of any injured or dead garter snakes or red-legged frogs, or any unanticipated damage to the species habitat associated with project construction, minimization measures, or operation. Notification must include the date, time, and precise location of the specimen/incident, and any other pertinent information. The Service contact person is Karen J. Miller, Chief, Endangered Species Division in the SFWO, at (916) 414-6620. Any dead or injured specimens will be reposited with the Service's Division of Law Enforcement, 2800 Cottage Way, Sacramento, California 95825, telephone (916) 414-6660.

Pacifica shall notify the Service within 90 days after completion of the project. A written report shall be submitted containing, at a minimum, the following information: (1) a brief summary of

project actions; (2) the number of nonnative species removed from the project site; (3) the number and age class of red-legged frogs removed from the north pond; (4) any problems that occurred which might have prevented compliance with this biological opinion; and (5) methods to avoid these problems in the future. Photographs documenting the frog fencing and work progress should be included. Please reference the Service's file number in the subject line of the report. The report should be sent to: U.S. Fish and Wildlife Service, Endangered Species Division, 2800 Cottage Way, Room W-2605, Sacramento, California 95825-1846.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs Federal agencies to utilize their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to implement recovery actions, to help implement recovery plans, to develop information, or otherwise further the purposes of the Act.

In order for the Service to be kept informed of actions minimizing or avoiding adverse effects or benefitting listed species or their habitats, the Service requests notification of the implementation of any conservation recommendations. We have the following recommendations:

1. The Corps should implement conditions from the draft *Recovery Plan for the California red-legged frog* where their action(s) may affect the red-legged frog or its habitat. Some conditions for implementation include best management practices to maintain natural riparian habitat, compensation for habitat lost or impacted, and reduction in or avoidance of rock or concrete in streams and other water bodies;

2. The Corps should participate in the recovery planning process for the red-legged frog;

3. The Corps should work with the Service to implement conditions and actions to benefit garter snakes where their actions may impact garter snakes.

REINITIATION–CLOSING STATEMENT

This concludes formal consultation on the actions outlined in the request. As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been maintained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this opinion; or (4) a

new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation.

If you have any questions regarding this opinion, please contact Sheila Larsen or Ken Sanchez at (916) 414-6625.

Sincerely,

Cay C. Goude
Assistant Field Supervisor

cc: PARD (ES), Portland, OR
CDFG, Yountville, CA (C. Wilcox)
City of Pacific, Pacifica, CA (D. Carmany)
California Department of Transportation, Oakland, CA (S. Shadle)

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Hal Bohner
Attorney
115 Angelita Avenue • Pacifica, CA 94044
ph/fax 650-359-4257
hbohner@earthlink.net

Submitted by email March 11, 2010

March 11, 2010

Mr. Joseph M. Hurley,
Program Director, SMCTA
P.O. Box 3006,
San Carlos, CA 94070-1306

Re: Calera Parkway Environmental Scoping

Dear Mr. Hurley:

I respectfully submit the following comments concerning the proposed EIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

Preliminary Matters

I object to lack of proper notice. The plan for the project was not publicly available before the March 3 scoping meeting. Although parts of the plan were available a few days before the meeting, 1) much of the plan was not publicly available before the meeting or even during the meeting, and 2) the small parts of the plan – namely four drawings, were first available Monday March 1, only two days before the March 3 meeting.

The only public information about the project was posted on the web site of the San Mateo County Transportation Authority a few days before the public meeting held March 3, 2010. http://www.smcta.com/whatsNew/2010_02_24_route-1_calera_parkway_project.asp. Before the meeting all that was publicly available was four drawings and less than a page of text describing the project.

At the public meeting on March 3 a verbal description was provided explaining some information about the project which was not apparent from the drawings. The fact that such verbal description was necessary highlights the fact that important information was not available before the public meeting. However, many questions remain unanswered about the characteristics of the project.

Scope and Content of the EIR/EA

Based on the limited information about project which has been made available I have the following comments about the proposed EIR/EA.

Alternatives

A number of alternatives should be considered and thoroughly discussed in the EIR/EA. The Notice of Public Meeting stated:

> "The purpose of the project is to reduce congestion on the segment of State Route 1/Calera Parkway in the City of Pacifica. The segment extends approximately 2,300 feet north of Reina De Mar Avenue to approximately 1,500 feet south of Fassler and Rockaway Beach avenues."

In addition to the proposed highway widening project there are other ways to reduce congestion. Those ways should be explained and discussed as alternatives. The explanation and discussion should not be cursory but instead should be detailed and thorough in order to allow decision makers and the public to understand the alternatives and realistically compare them with the proposed project. The following are some examples of alternatives.

School bussing program

Many members of the public who spoke at the March 3 meeting stated that the problem which the project is intended to address, namely congestion of Highway One, only occurs when school is in session, and the problem is caused by many parents driving their children to and from school. They also recommended that a system for bussing students to school would take many cars off the road during the peak traffic period.

I live near Vallemar School and drive my son to school at Ocean Shore School. Based on my personal observations it is clear to me that considerable congestion is caused by parents driving their children to and from school. A school bussing program should be discussed as an alternative. Can funding allocated for the present Calera Parkway project be redirected to a school bussing program?

Improved public transit for commuters

Another alternative which should be discussed is to improve public transit for commuters. This could be accomplished in a variety of ways, for example by adding a commuter parking lot e.g. at Linda Mar or expanding the existing commuter lot. Then bus service should be improved. Service should be to BART and to downtown San Francisco and during main commute hours the service should be improved.

I have tried to take SAMTRANS to BART during the commute hour and found the schedule to be quite poor which discourages commuters from taking public transit. The EIR/EA should discuss the expected effectiveness of improved public transit on getting cars off the road.

Car Pooling

A program could be provided to expand car pooling. E.g. a government sponsored web site to enable people to organize car pools.

No project alternative

The alternative of "no project" should be realistically discussed and evaluated. What has been the trend in single-passenger commuters in recent years? It will probably go down with increasing gas prices and improved public transit, and the "problem" may go away by itself. What has been the trend of the "problem" in recent years? 1

Energy Aware Planning Guide

The California Energy Commission recently released a report titled "Energy Aware Planning Guide". (Document CEC-600-2009-013, December 2009 - http://www.energy.ca.gov/2009publications/CEC-600-2009-013/). The Guide includes a section titled "Transportation Strategies" which includes a number of strategies to reduce commuting by automobile. These strategies should be discussed as alternatives since they can reduce the need for highway widening. For example, the Guide states: "By encouraging residents and workers to use mass transit instead of driving, local governments can help reduce the energy use and greenhouse gas emissions associated with transportation, as well as the maintenance and construction costs of road upkeep and widening." (Guide pg T.1.1 1)

Not only does the Energy Aware Planning Guide provide a variety of options to improve public transit it also gives examples of cities which have successfully implemented such improvements. This is a strong indication that transit improvements and related strategies can and will result in reduced congestion on Highway One in Pacifica in the near future.

Questions which should be addressed in the DEIR/EA

What exactly is the proposed project and what would be its effect?

Four drawings of the project were presented at the March 3 public meeting and some verbal description of the project was provided. However, many questions remain, which should be answered in the DEIR. For example: What would happen at the entrance to the GGNRA at Shelldance? Are sound barriers proposed? The drawings which were presented at the March 3 meeting include lots of yellow lines. The legend on the drawings indicates that the yellow lines are "proposed roadway improvements." 2 3 4

What do the yellow diamonds on the yellow lines mean? Do all the yellow lines really indicate the same thing – that seems unlikely. 5

What exactly would be done to the timing of the lights at all of the intersections affected by the project? What exactly is the timing now? 6 7 8

If the project is built as proposed how much exactly would the problem be reduced? It would not be adequate to simply state that the LOS would be improved. Rather, there should be a full discussion of the effect on traffic delay and LOS under a variety of circumstances and conditions. On some days the delay is far less than on others. On days and at times where the delay is small I would assume that the project would have little effect, if any. Graphs should be provided similar to the graphs discussed below in the section titled "What Exactly is the Scope of the Problem Today?" 9

It appears that the plan is that Highway One would transition between four and six lanes around the intersection with Mori Point Road. That means lots of merging and unmerging of traffic. What exactly will occur? Will there be a severe bottleneck ? Will it be safe? 10 11 12

<u>What would be the environmental effects of further dividing Pacifica?</u>

In the past the north end of Pacifica was divided by making Highway One a grade separated freeway. It is plain that the effect of this division on Pacifica has been severe and adverse. It is likely that the present proposed project would have similar adverse effects on Pacifica. There should be a discussion of what exactly would be the effect on Pacifica of further dividing the town. An urban planner should be engaged to do a realistic evaluation and report.

Instead of becoming more of a freeway Highway One should become less. Instead of limited access points to Highway One there should be multiple access points. In other words, between Reina Del Mar and Fassler additional access for cross streets should be provided. A good example is Highway One in the northern part of Santa Cruz where there is access to Highway One at each block. If there is a major development in the Quarry it should not be restricted to only two access roads. Instead there should be access each block like in Santa Cruz.

Also, there should be a discussion of the impact on Pacifica of adding frontage roads in the project area instead of simply widening the highway. At present emergency vehicles can be stuck in traffic on Highway One between Reina del Mar and Fassler Avenue. The effect of the proposed Calera Parkway on this situation should be discussed. Adding frontage roads would provide alternative routes for emergency vehicles. Similarly, if the Quarry is developed and there are multiple access points from Highway One to the streets in the Quarry project, emergency vehicles would have the option of multiple routes.

Effect on Other Intersections

What is the long-range plan for the intersections of Highway One with Westport St., Bradford Way and the GGNRA entrance and exit at Shelldance? Presently they are dangerous intersections. For safety, traffic on Highway One should be slower there not faster. The effect of the proposed Calera Parkway on these intersections should be discussed. Consideration should be given to providing stop lights or other types of improved access there. 13 14

What is the exact scope of the problem today?

Past environmental impact reports which have addressed Highway One in Pacifica have not adequately discussed certain issues. The presently proposed Calera Parkway EIR should not perpetuate these same shortcomings.

A recent example of an EIR which discusses the section of Highway One between Fassler Avenue and Reina del Mar Avenue is "Harmony @ 1 – Roberts Road Subdivision, Draft Environmental Impact Report – June 2007."
http://www.cityofpacifica.org/civica/filebank/blobdload.asp?BlobID=2637
The Harmony DEIR discusses current traffic conditions in Section 9.1 "Existing Conditions" and in Appendix G. The DEIR reports the delay and the LOS for Route 1 and Fassler Ave/Rockaway Beach and Route 1 and Reina Del Mar Avenue. However, it does not report the delay and LOS during the summer or at other times when school is not in session. Moreover, it does not report the duration of the maximum delay and the lowest LOS. In the proposed EIR for the Calera Parkway both of these subjects should be thoroughly discussed.

From my observations I would expect that when school is not in session the maximum delay is far less than when school is in session. Moreover, I expect that that the maximum delay lasts for only a few minutes during the AM peak and the PM peak, and at other times the delay is far less. Also, I have observed a wide variability in traffic delay from day to day at the same time of day for no apparent reason. The DEIR for the Calera Parkway project should report delays for a number of randomly selected days and not report just one severe day and imply that the delays are always the same. Providing data for only one day is misleading at best.

The DEIR should include graphs. There should be one graph for each major intersection showing on one axis the time of day and on the other axis the delay and the LOS. My expectation is that such graphs would show that the maximum delay occurs only for a short duration; during most of the day there are only slight delays. Moreover, for each intersection there should be multiple graphs for different days selected randomly. My expectation is that for many days the delay will not be severe at any time. 15

Implied assumptions

Assumptions about future traffic delays which I expect would be implicit in the DEIR should be made explicit. In other words, I expect that the DEIR will report the present traffic delays, and there will be an implicit assumption that these delays will remain the same or will increase in the future. However, this assumption should be stated explicitly. Furthermore, there should be a realistic admission that in the future traffic delays will lessen if public transit service is improved, which would result in fewer drivers on the highway.

Other Issues

Will Highway One be affected by ocean rise due to global warming? Will it have to be moved in the future? When and to where?

Expansion of Highway One would encourage development of the Quarry. However, that would have serious adverse effects on endangered species. There should be thorough discussion of this issue.

The Golden Gate National recreation Area may not allow widening through the cut just north of Reina del Mar. Would an Act of Congress be necessary? What is the policy of GGNRA on this? Have they been asked? If the Highway cannot be widened there then the project will not accomplish any reduction in congestion.

16

What is the overall plan for Highway 1 in Pacifica.? How would this proposed project interact with the rest of Highway 1 in the future? 17

The proposed highway would be nearer to endangered species habitat than the existing highway. What is the position of the Coastal Commission, the U.S. Fish and Wildlife Service and other agencies on this? 18

Project Funding

19

What will the project cost and is the money available?

Would Pacifica have to provide money for the project? 20

Thank you for your consideration of these comments.

Sincerely,

Hal Bohner

Hal Bohner
Attorney
115 Angelita Avenue • Pacifica, CA 94044
ph/fax 650-359-4257
hbohner@earthlink.net

Submitted by email to
smcta_feedback@smcta.com July 15, 2010

Mr. Joseph M. Hurley,
Program Director, SMCTA
P.O. Box 3006,
San Carlos, CA 94070-1306

Re: Calera Parkway Environmental Scoping

Dear Mr. Hurley:

I respectfully submit the following comments concerning the proposed EIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

I submitted some comments March 11, and I request you to consider those earlier comments in addition to the present ones.

Preliminary Matters

I object to lack of proper notice and opportunity to comment.

I have attended the two recent public meetings and studied the materials on your web site, and I have attempted to obtain additional information about the project by a request under the California Public Records Act (email dated June 9.) In response to my request I received an email from Martha Martinez dated June 17, 2010 stating, "Many of the preliminary studies and reports that will be incorporated into the EA/DEIR preparation process are still in draft form . . . . These documents are therefore not available for public review . . . ."

I object to the refusal to provide me documents which should be available under the Public Records Act. At the scoping meetings you and others stated that one purpose of the meetings was to receive comments from the public concerning the project. However, by denying the public access to information concerning the project in advance of the scoping meetings you foreclose our opportunity to make fully informed comments. Furthermore, as I am sure you know, one of the main purposes of the CEQA process is transparency and openness of government processes to the public. However by denying public access to the very documents which will be the basis of the EIR you are thwarting one of the main objectives of CEQA.

Scope and Content of the EIR/EA

You have, of course, held public meetings in Pacifica on March 3 and June 22, and you have posted some information concerning the project on your web site. Based on the limited information about project which has been made available I have the following comments about the proposed EIR/EA.

School bus program

I and many others have stated that the problem which the project is intended to address, namely congestion of Highway One, only occurs when school is in session, and the problem is caused by many parents driving their children to and from school. We have recommended that a system for bussing students to and from school would take many cars off the road during the peak traffic periods.

I appreciate that at your June 22 meeting you addressed the school bus issue. However, you concluded that school bussing would not provide any significant reduction of congestion, and that you would therefore not study the option further. Unfortunately that conclusion was based on drastically inadequate analysis.

At the June 22 meeting you presented the document titled "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row J discusses school buses and states in one column, "Provide increased school bus service to the elementary school on Reina Del Mar Avenue." And in the adjacent column, "Could provide small benefit for portion of AM peak commute congestion (NB) but not enough to reduce backups significantly. Would not provide benefit for any of the PM commute congestion (SB)."

There are serious deficiencies in your analysis. First, it fails to account for the other seven schools in Pacifica. Second, your results just plain do not conform to reality. 1

There are eight schools in Pacifica, not just the Vallemar School which you mention in your matrix. The Pacifica School District and Jefferson Union High School District have open enrollment policies which means that children from anywhere in the district can attend any school in the district, regardless of where the student resides, as long as the school has space. Each of the schools has a different character and emphasis which attracts parents having different interests. The net result is that parents drive all over Pacifica taking their children to the grade schools and middle school during the AM commute hour and then drive home again. Turning to the two high schools, parents living in Pacifica and also from other cities often drive their kids to one of those two schools and then drive home again during the AM commute hour. Some kids drive themselves to and from school. For your analysis to ignore almost all of the Pacifica schools is simply ridiculous.

Moreover, your conclusion that school buses would provide only a small reduction in congestion is just plain wrong. At your scoping meetings you heard from

many Pacifica residents that on days when school is not in session but people commute to work, e.g. summers, congestion of Highway One is considerably less than when school is in session. Unfortunately, you have provided no information during your scoping meetings to indicate that you have done any studies to validate or refute the anecdotal information you received from many Pacificans. 2

You dismissed school busses as a solution because you feel they would not affect PM, southbound congestion. However, the basis for this conclusion has not been made public and I must assume that it is not based on studies or data. And I must assume that you have failed to consider the following: 3

1) Some of the grade schools provide after school childcare which results in parents driving to pick up their kids during the PM commute period.
2) High school students who have after school activities often drive during the PM commute period.
3) Traffic congestion on Highway One during the PM commute period is not as severe as during the AM period. Therefore reducing congestion during the PM period should have less priority than during the AM period.
4) Even if school buses would only reduce AM congestion that is not a good reason not to consider them.

Traffic Projections

You have predicted significant increases in congestion by 2035 if the proposed project is not completed. However, I believe that you are drastically exaggerating the potential problem.

For example, in your document "State Route 1/Calera Parkway Project - Information Update Report - June 2010" (Information_Update Report_DRAFT_06-02-2010.pdf) you state,

> "As a result, the Year 2007 northbound State Route 1 backup from Fassler Avenue south during the northbound morning commute averaged about one-third of a mile and extended up to one-half mile during the peak hour. This backup or "queue" is projected to extend an average of one mile and as much as 1.7 miles south of Fassler Avenue by Year 2035 without any improvements."

Similarly the graph you presented titled "Peak Spreading – Year 2035 Travel Time Variations (7:30AM- 10:AM) NB SR1-Crespi Drive to Reina del Mar Avenue" shows dramatic increases in congestion by 2035.

However, in my opinion these dire predictions are not warranted.

The basis for your traffic projection is that between the present and 2035 the population will increase 0.75% per year, and this projection is based on ABAG Regional

growth projections. This is stated on your slide titled "Traffic Analysis" which is page 11 of the document Hwy-1-Calera_Public_Info_Mtg_6-22-10_v15_web.pdf.

I disagree with your assumption of population growth. In fact ABAG projects population growth of 0.75% per year for all of San Mateo County. It seems absurd to me to use the population growth projection for the whole county. Instead you should use the population projection for Pacifica and possibly the coast side south of Pacifica. For Pacifica and the coastside ABAG projects much lower population growth than 0.75% - in fact, about 90% lower.

I have received from ABAG their current population figures and projections for 2035 for Pacifica and for the unincorporated area between Pacifica and Half Moon Bay which are as follows:

	Year 2010	Year 2035
Pacifica	39,100	39,800
Unincorporated area	11,600	11,800

As you can see ABAG predicts Pacifica to grow only slightly - according to my calculations at the rate of about 0.07% per year. The same is true for the unincorporated area. These projections are only about 10% of your projections. If I am correct then your alarming predictions of future traffic congestion are unwarranted.

Increased or Modified Transit Service

At your June 22 meeting you indicated that you had considered "Increased or Modified Transit Service." In "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row I you described the option as:

> "Provide increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more busses), additional park-n-ride lots, additional feeder shuttles, etc."

And you concluded that further study of the option was not warranted because:

> "High operating cost over time; high initial cost for some options; does not provide significant improvement in congestion relief."

Your conclusion not to pursue this option is disappointing. Unfortunately I am not able to comment on it in detail because you fail to provide any significant information to explain the basis for your conclusion. 4

In your document "State Route 1/Calera Parkway Project – Public Information meeting - June 22, 2010" (Hwy-1-Calera_Public_Info_Mtg_06-02-2010_v15_web.pdf) you provide a graph titled "Concept I – Increased / Modified Transit." The meaning of the graph is not clear, but I interpret it to show essentially that if more people ride transit then fewer people would drive their cars. There are points on the graph labeled "Needed PM" and "Needed AM" which correspond to about 80 buses per hour. I assume this to mean that you have determined that you would have to run about 80 buses per hour to completely eliminate congestion.

If my assumptions about your analysis are correct, I have the following comments. 1) You are assuming that you need to run 80 buses per hour and that doing so would be prohibitively expensive. However, there is nothing magic about 80 buses per hour. If you run fewer than 80 you would reduce congestion, at least somewhat, which would be a good thing. 2) You conclude that improving bus service would result in increased costs both initially and over time. What about charging more to the riders to recover part or all of the costs? 3) You predict that the proposed widening project would cost $45 million to $65 million. Common sense indicates that you could make incredible improvements to the bus system for that amount of money. 6

In "Route 1/Calera Parkway Project – Preliminary Concepts Matrix (May 2010)." (Preliminary_Concepts_Matrix_06-02-2010.pdf) Row I you state that improved transit, "does not provide significant improvement in congestion relief." On the other hand your graph suggests that adding 80 buses per hour would eliminate congestion and adding fewer buses would reduce congestion in direct relation to the number of buses. Both of these things cannot be true; either buses could provide significant congestion relief or they could not. Also, what exactly do you mean by "significant improvement?" How much improvement would in fact be provided? 7 8

The San Mateo County Transportation Authority and many other organizations espouse the benefits of public transit for many good reasons. (E.g. http://www.smcta.com/alternative_congestion_relief.html) It is hypocritical, to say the least, to praise the benefits of public transit while rejecting any possibility of improved public transit in Pacifica.

Other Questions

I request that some other issues be addressed in the DEIR/EA

1) One column of your Preliminary Concepts Matrix is headed "Feasibility/Effectiveness". In that you column you make many qualitative judgments such as, "does not appreciably enhance traffic operations' (Row C); "Very high right of way cost. Minimal traffic benefit for highway thru traffic." (Row G); "does not provide an appreciable benefit" (Row H). In the EIR please quantify this information. Does "not appreciably" mean 5% or 40%? CEQA is intended to be a tool for decision makers and for the public to understand how 9

decisions are made. Quantified information is essential to an informed public process.

2) If the project is built - -
How long would the construction phase be? 10
What are the details of the construction phase – e.g. will traffic be re-routed - where? What delays will drivers experience? 11
Where will materials and equipment be stored?

3) You have considered a pedestrian overcrossing at Reina del Mar and concluded that it, "does not appreciably enhance traffic operations and creates pedestrian safety problem since some people will still try to cross at grade but without a crosswalk and signal delay to protect them." Please explain exactly how much this alternative would reduce congestion. Please provide your basis for concluding that there would be a safety problem and explain how serious the problem would be. 12

4) Please discuss the alternative of a pedestrian undercrossing or tunnel at Reina del Mar. How much would congestion be relieved? Would it be safer than an overcrossing since pedestrians would tend to use it more than they would use an overcrossing? 13

Thank you for your consideration of these comments.

Sincerely,

Hal Bohner

Hal Bohner

Hal Bohner
<hbohner@earthlink.net>
10/05/2011 04:00 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Calera Parkway DEIR/EA

Dear Mr. Rosevear:

24B.1

I am attaching to this email a letter to Ms. Yolanda Rivas dated October 5, 2011 concerning the Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600.

Please acknowledge receipt.

Thanks for your cooperation.

Sincerely,

Hal Bohner

Second letter to Yoland Rivas.pdf

Hal Bohner
Attorney
115 Angelita Avenue • Pacifica, CA 94044
ph/fax 650-359-4257
hbohner@earthlink.net

Sent by email to thomas_rosevear@dot.ca.gov
October 5, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Re: Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600

Dear Ms. Rivas:

24B.1 cont.

I submitted comments earlier on the DEIR/EA, and I respectfully submit the following additional comments concerning the DEIR/EA for the Calera Parkway, Highway One in Pacifica. I live in the Vallemar district of Pacifica and am very familiar with Highway One in Pacifica.

24B.2

I. Two affected intersections are not discussed in the DEIR

It appears the as part of the "Build Alternatives" major changes are planned for two intersections, one at the intersection of Mori's Point Road and Highway1 and the other directly to the east of that intersection, which is the entrance to the GGNRA Sweeney Ridge site and

24B.2 cont.

Shelldance Nursery. From Figures 1.4 and 1.5 of the DEIR it is apparent that there will be construction at the two intersections. However, the DEIR provides no written explanation of what is planned for those intersections. At a minimum the DEIR must include a description of what would be done there and the environmental consequences thereof.

II. An essential "Key View" is missing from the DEIR.

24B.3

The DEIR includes some "Key Views" which are photos of existing conditions and photo renderings showing the proposed project. On pages 82-87 there are Key View #1 through Key View #7. However, Key View # 6 is not included. Key View #6 would apparently comprise two photos, the first showing a view looking southbound from the Reina del Mar intersection, (which would be the same as or similar to Photo 7 on page 78 of the DEIR) and the second showing the proposed project from the same vantage point. The DEIR must be amended to include the missing Key View #6.

24B.4

The DEIR states, "A sidewalk bulb-out would be added at the southeast corner of the intersection to minimize the SR 1 crosswalk crossing distance." (DEIR pg 14) If for no other reason, missing Key View #6 should be included to help explain the meaning of the phrase "bulb out", which is not a term having meaning to most people.

III. The Alternatives must be fully explained

24B.5

The DEIR considers a number of alternatives and rejects them for a variety of reasons. In many cases the grounds for rejection are extremely vague and unspecific. However, CEQA demands that alternatives be considered and discussed with sufficient specificity to aid governmental decision makers and the public to assess the reasons for rejection of the

24B.5 cont.

alternative. The following are some examples of lack of specificity and impermissible vagueness.

24B.6

The DEIR includes Section 1.4.8.8 "Signal Interconnect & Signal Timing Improvements without Roadway Widening". To explain the rejection of this alternative the DEIR states, "This alternative was primarily rejected because the traffic operation benefit would be considerably less than the proposed Build Alternatives." (DEIR pg 36) The obvious question is what exactly would be the benefit to traffic operation. A further question is whether this alternative could be combined with another alternative to achieve significant benefit.

24B.7

Section 1.4.8.9 discusses "Increased or Modified Transit Service". To explain the grounds for rejection the DEIR states, "This alternative was primarily rejected because of the high operating cost over time, the high initial cost for some transit options, and the minimal improvement in congestion relief." (DEIR pg 38) The DEIR must quantify the "high" operating cost; "high" initial cost; "some" transit options (what about other options?) ; and the "minimal" improvement.

Thank you for the opportunity to submit these comments.

Sincerely,

Hal Bohner

Hal Bohner

Hal Bohner
<hbohner@earthlink.net>
10/18/2011 12:24 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject RE: Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway in Pacifica

History: This message has been replied to.

Dear Mr. Rosevear:

I am attaching to this email a letter to Ms. Yolanda Rivas dated October 18, 2011 concerning the Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600.

I am also attaching a document in pdf format which is referred to in my letter .

Please acknowledge receipt.

Thanks for your cooperation.

Sincerely,

Hal Bohner

nepa_dr.pdf Third letter to Yolanda Rivas.pdf

Hal Bohner
Attorney
115 Angelita Avenue • Pacifica, CA 94044
ph/fax 650-359-4257
hbohner@earthlink.net

Sent by email to thomas_rosevear@dot.ca.gov
October 18, 2011

Yolanda Rivas, Branch Chief
Division of Environmental Planning & Engineering
California Department of Transportation District 4
Attn: Thomas Rosevear
111 Grand Avenue
Oakland, CA 94623

Re: Draft Environmental Impact Report / Environmental Assessment for State Route 1 / Calera Parkway / Highway 1 Widening Project San Mateo County, California 04-SM-1 / PM 41.7/43.0 / EA 04-254600

Dear Ms. Rivas:

24C.1 I submitted comments earlier on the DEIR/EA, and I respectfully submit the following additional comments concerning the DEIR/EA for the Calera Parkway, Highway One in Pacifica.

24C.2 I. The discussion of Alternatives does not meet the requirements of CEQA

After this EA is completed Caltrans will decide whether to prepare an Environmental Impact Statement. It is obvious that a FONSI will not be appropriate and that an EIS will be required due to the undeniably significant environmental impacts of the project. Federal regulations require a detailed and thorough discussion of alternatives in an EIS.

Concerning the discussion of Alternatives the Code of Federal Regulations states:

> This section is the heart of the environmental impact statement. Based on the information and analysis presented in the sections on the Affected Environment (§ 1502.15) and the Environmental Consequences (§ 1502.16), it should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public. In this section agencies shall:
>
> (a) Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.
>
> (b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits. (40 C.F.R. § 1502.14)

It is painfully clear that the discussion of Alternatives in the DEIR/EA does not come close to the level of detail which will be required in the EIS. Therefore it is apparently Caltrans' strategy to complete the environmental review process under CEQA and after the public comment period is closed Caltrans will fully analyze the alternatives to comply with NEPA. However, this process clearly violates CEQA.

24C.2 cont.

CEQA requires that information be included in the DEIR if that information is or could be reasonably available to the lead agency. It is not permissible under CEQA for Caltrans to present its incomplete and vague discussion of Alternatives in the DEIR only to later present a detailed and thorough discussion of the alternatives in an EIS.

The Federal Highway Administration has certain requirements for environmental documents, and some of their requirements are set forth in a document titled "FHWA California Division Checklist for Draft Environmental Documents (SS #S20319) / FEDERAL HIGHWAY ADMINISTRATION CALIFORNIA DIVISION ENVIRONMENTAL CHECKLIST "DRAFT" ENVIRONMENTAL DOCUMENTS Revised September 3, 1998" A copy of the document is attached as "nepa_dr.pdf" and I will refer to it as the Checklist.

24C.2 cont.

The DEIR/EA is not required to itself meet the requirements of the Checklist, but information in the DEIR/EA makes it clear that it will not be possible for an EIS to meet the requirements of the Checklist in a number of ways. For example- -

24C.3

1. Regarding the discussion of Alternatives the Checklist states that an EIS must, "C. Demonstrate[s] that Single Occupant Vehicle capacity increasing projects come from or are consistent with the State Congestion Management Plan and that all reasonably available travel demand reduction and operational management strategies have been adopted for the proposed project and project corridor." (Checklist pg 3). The present project increases capacity for single occupancy vehicles, but the EA does not demonstrate that the project is consistent with applicable congestion management plans or that operational management strategies have been adopted. In fact the contrary is true. The EA expressly rejects operational management strategies such as improved signal timing.

24C.4

2. Concerning threatened or endangered species the Checklist states, "When a listed species or a designated critical habitat may be present in the proposed project area, a biological assessment must be prepared to identify any such species or habitat which are likely to be adversely affected by the proposed project (50 CFR 402.12)." (Checklist, pg 26.) However, the DEIR does not mention a biological assessment, and I must conclude that one has not been done. Since a Biological Assessment of the project must be done it must be done before completion of the DEIR and discussed in the DEIR.

24C.5

II. The project description is not adequate under CEQA

24C.5 cont,

Under CEQA it is essential that a DEIR describe a project clearly, accurately and in sufficient detail to permit informed decision making. However the project description in the present DEIR does not come close to meeting this standard.

24C.6

The description of this massive, 52 million dollar project consists of only eight pages, namely Sections 1.4.1 through 1.4.2 on pages 9-16 and Figures 1.4 and 1.5. And the brief project description raises more questions about the project than it answers. For example:

1. Figures 1.4 and 1.5 show the project at an extremely reduced scale – approximately 1.3 miles of roadway are shown on a single fold-out page. Multiple drawings and much larger-scale drawings are necessary to even begin to describe this complex project.

24C.7

2. There are many yellow lines identified in the Legend as merely "Proposed Roadway Improvements". Surely all the yellow lines cannot mean the same thing. For example, at the intersection of Highway 1 with Mori's Point Road there is a trapezoidal-shaped structure. Is it a raised lane separator? As another example, extending from Mori's Point Road parallel to the centerline of the roadway and to the west of the roadway there is a series of parallel yellow lines which extend to the intersection with Reina del Mar Avenue. Due to the small scale of the Figure it is not possible to determine how many parallel lines there are, and the meaning of those lines is not apparent. As another example, on the south side of the Reina del Mar intersection there are two lines extending where perhaps a crosswalk would be. Are those lines intended to indicate a crosswalk? Another example - at the northeast corner of the Reina del Mar intersection (where there is a gas station) there are two parallel lines spaced slightly apart from each other and wrapping around the corner of the intersection. What do they indicate? The meaning of all the yellow lines should be explained.

24C.8

3. The DEIR indicates that some right of way is owned by the City of Pacifica (DEIR pg 16) . However City right of way is not shown on the Figures although state right of way is indicated. City right of way should be shown.

24C.9

4. Due to the microscopic scale of the Figures it is almost impossible to discern certain white lines. One line seems to extend down the center of the proposed roadway and includes a series of short white lines perpendicular to the long line. Another white line appears to run to the west of the roadway and extend from Mori's Point Road approximately half the length of the project and includes small spaced-apart white circles. This line is spaced apart from the roadway varying distances. The meaning of these two white lines is not indicated in the drawing or elsewhere in the DEIR.

24C.10

5. The construction phase of the project is discussed only briefly and is not described in any drawings at all. It must be explained in detail in both text and drawings.

24C.11

Furthermore , CEQA requires that a project description be stable. However, the DEIR acknowledges that many important aspects of the project will be determined in the future. For example –

1. Whether sound walls will be built will be determined later. (DEIR pg 133)

24C.12

2. Many aspects of the construction phase of the project are not disclosed in the DEIR but instead are left to be disclosed in a Transportation Management Plan which will be prepared in the future. (DEIR pg 171)

24C.13

3. Figures 1.4 and 1.5 include a note stating, "This information is a preliminary assessment and should not be used as official record." The exact meaning of this statement is unclear but strongly suggests that the final design could vary substantially from the design disclosed in the DEIR.

24C.14

The description of the project is not sufficiently stable to meet the requirements of CEQA.

III. The discussion of alternatives is seriously flawed.

A. Section 1.4.8.1 "Widen SR 1 From Four to Six Lanes for 0.8 miles"

In Section 1.4.8.1 "Widen SR 1 From Four to Six Lanes for 0.8 miles" the DEIR evaluates an alternative which is quite similar to the two "Build Alternatives", and which I will call the 0.8 mile alternative since it is considerably shorter than the Build alternatives which involve about 1.3 miles of highway reconstruction. The DEIR rejected this alternative from future consideration because as the DEIR states, "This alternative would not provide a comparable level of traffic benefit to the year 2035 compared to the proposed Build Alternatives . . . ." (DEIR pg 25) Also, according to the DEIR the estimated cost to construct this alternative would be approximately $25 million. (DEIR pg 25)

24C.15

In other words the construction cost for this alternative would be roughly half that of either of the Build Alternatives. Therefore it would seem that Caltrans should reject this alternative only after careful and thorough consideration and only for very good reasons. However, the following is Caltrans' complete statement of its reasons for rejecting the 0.8 mile alternative:

> "This alternative was primarily rejected because it would result in impacts to coastal wetlands and would result in considerably less traffic benefit than the proposed Build Alternatives." (DEIR pg 25)

Let's think about this. The first ground for rejection is not really valid because both of the Build alternatives would have substantial effects on coastal wetlands, as the DEIR admits.

24C.15 cont.

Moreover, it appears from Figure 1.7 that in the 0.8 mile alternative the southbound lanes would encroach onto wetlands mainly due to the 26-foot wide median, which is not included in the Build alternatives. There seems to be no logical reason why the 0.8 mile alternative needs a 26 foot median while the Build alternatives have much narrower medians. But, as is characteristic of this DEIR, it offers no explanation of this important issue.

24C.16

The second ground for rejection is misleading and not valid as well. First of all, as I have pointed out in my comment letter dated September 23 Caltrans has used incorrect population predictions for 2035, and in fact accurate population predictions are much lower than Caltrans' predictions. Accordingly, even if the 0.8 mile alternative were to provide, "considerably less traffic benefit" as Caltrans asserts, the traffic benefit of the 0.8 mile alternative could be to significantly reduce traffic backup. Unfortunately the DEIR does not bother to state the extent of backup reduction which the 0.8 mile alternative would provide so the public and decision makers have no quantified information upon which to base a decision of whether to spend an additional $25 million of highway construction funds. Caltrans' unsubstantiated and vague assertion that the 0.8 mile alternative would provide "less traffic benefit" than the Build alternatives is a shockingly weak justification.

Consider this. If the 0.8 mile alternative were capable of improving the LOS of the Reina del Mar and Fassler intersections only slightly less than the Build alternatives then the obvious and rational choice would be to choose the 0.8 mile alternative. Simply because the Build alternatives provide more traffic benefit than the 0.8 mile alternative is not an adequate or even reasonable justification for choosing to spend about $25 million, i.e. twice as much, on the Build alternatives.

24C.16 cont.

Furthermore, common sense tells us that the Build alternatives have many disadvantages relative to the 0.8 mile alternative. Not only is the price of the smaller project about half that of the large project, but obviously the smaller project could be completed quicker, and the adverse environmental consequences of construction such as noise and traffic delays would be significantly less. However, the DEIR does not mention any of these obvious environmental benefits of the 0.8 mile alternative.

B. Alternatives must be considered in combination with each other.

24C.17

Caltrans rejected certain alternatives on the ground that they would not provide sufficient congestion improvement according to Caltrans' unstated standards. However, Caltrans drew its conclusions based on analysis of each alternative individually. Caltrans did not consider combinations of alternatives, even though some combinations of alternatives would clearly be feasible and would provide more traffic improvement than a single alternative. For example, Caltrans must consider an alternative which is a combination of the 0.8 mile alternative (1.4.8.1) with the improved signal timing alternative (1.4.8.8). Moreover, even the Build alternatives would only improve LOS to level D. However, it is reasonable to consider an alternative which is a combination of a Build alternative combined with the alternative of improved signal timing (1.4.8.8) which would probably achieve a better LOS than the Build alternative alone. Another alternative which Caltrans must consider is the Increased or Modified Transit Service alternative (1.4.8.9) combined with improved signal timing alternative (1.4.8.8) The combinations I am suggesting are merely examples; Caltrans must consider all reasonable combinations.

24C.18

B. Section 1.4.8.5 Grade Separation at Reina Del Mar Avenue

The discussion of the alternative in Section 1.4.8.5 "Grade Separation at Reina Del Mar Avenue", is completely inadequate.

24C.18 cont.

This alternative apparently includes restoration of the original Calera Creek alignment as indicated in Figure 1.11. However, there is practically no text discussing creek restoration and no mention of its effect on endangered species. It is obvious that restoration of Calera Creek would have a major effect on endangered and threatened species. For example, it would facilitate east-west migration of the animals. This is extremely significant when one recognizes that such migration is interrupted by Highway 1 throughout most of its length and the proposed Build Alternatives would only make the situation worse. Therefore creek restoration and its effect on these species must be discussed in detail in the DEIR.

IV. The timing of the stoplights at Reina del Mar and Fassler Must be fully Addressed

24C.19

The timing of the stoplights at the Reina del Mar Avenue and Fassler Avenue intersections is critical to the assessment of the current situation and to determination of a reasonable resolution to the problem. However, the current timing of the lights is not disclosed in the DEIR. And the timing of the lights in the future is not disclosed as well, either during construction or after completion of the project. Moreover, as explained below the DEIR must fully discuss altering the timing of either or both of those lights as alternatives to the project.

It is quite plain that the stoplight at the Reina del Mar intersection is a major factor if not the primary factor in traffic delays in the project area. However, the DEIR does not provide any

information whatsoever on the timing of the light and its implications for potential to improve or degrade performance at the intersection.

The DEIR implies that signal timing was studied, but the DEIR is confusing and misleading on this point. The DEIR includes a section headed, "1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening". (DEIR pg 36). The section is very brief and appears to discuss merely the installation of a, "signal interconnect cable between the Fassler Avenue/Rockaway Beach Avenue and the Reina Del Mar Avenue signals to coordinate timing of green phases." The DEIR also states, "The estimated construction cost for this alternative for signal interconnect only is approximately $0.3 million.[14] Signal interconnect would not, however, provide an appreciable benefit due to the distance between the two signals." (DEIR pg 36) In contrast, the DEIR discusses Concept H "Signal Interconnect & Signal Timing Improvements" and states, "Traffic signal retiming would improve congestion initially based on existing traffic volumes, but then the benefit would dissipate by about Year 2015 and would offer little benefit as traffic demand increases in the future." (DEIR pg 40) Both of these statements cannot be true. Either signal retiming would improve congestion or it would not. Moreover, as I discuss in my September 23 letter to you Caltrans has drastically and incorrectly inflated its projections of future traffic. If correct traffic projections were used, would improved signal timing be a viable solution after 2015? Another question is why Caltrans did not install this signal timing improvements years ago since it is a relatively inexpensive and simple solution.

24C.19 cont.

The DEIR is misleading at best in describing traffic at the Reina del Mar intersection. For example, the DEIR describes current conditions for current peak-hour at "SR 1@ Reina Del Mar Avenue" and states that delay is 66 seconds and LOS is E. (DEIR Table 1.1, at pg 5) This

24C.20

24C.20 cont.

could be referring either to traffic traveling north on Highway 1 or to traffic traveling west on Reina del Mar, and the DEIR must make it clear which is meant. I assume that these figures are for traffic traveling north on Highway 1 and do not refer to traffic traveling west on Reina Del Mar at Highway 1. If my assumption is correct, then in fact no information is provided concerning delays and LOS for traffic traveling west on Reina del Mar. This information must be provided. As I will explain below it must be provided on a relatively detailed (minute-by minute) basis since such information is critical to truly understanding the problem and developing a reasonable remedy.

I want to emphasize that DEIR section headed "1.4.8.8 Signal Interconnect & Signal Timing Improvements without Roadway Widening" (DEIR pg 36) does not begin to adequately address the issue of signal timing. The DEIR section discusses only the concept of signal interconnection and possibly related timing issues. However, as I will explain below, consideration of signal timing must be far broader and not be limited to signal interconnection.

24C.21

I have lived in the Vallemar district of Pacifica for many years and drive through the Reina del Mar intersection very frequently. I have had occasion to observe the operation of the light and the traffic pattern there on countless occasions. All traffic into and out of the Vallemar district must pass thorough the SR1/Reina del Mar intersection. During the AM commute there is no significant traffic into the intersection from either the north or the west. Let's focus on the AM commute period, for example. In the most basic terms, when traffic traveling north on Highway 1 experiences a green light, traffic traveling west on Reina del Mar experiences a red light. Conversely, when traffic traveling west on Reina del Mar experiences a green light, traffic traveling north on Highway 1 experiences a red light.

24C.21 cont.

The Vallemar district is a small residential area with about 1,000 residents and Vallemar Elementary School. It is constrained by hills on three sides and is unlikely to grow in population in the foreseeable future. The only concentrated source of traffic leaving the Vallemar district during the AM commute period is due to parents who have dropped off their kids at Vallemar School. School starts at about 8:20 and for about 10 minutes before and about 10 minutes after that time there are many parents dropping off their kids and then driving through the intersection; most of them headed north. However, before about 8:10 and after about 8:30, westbound traffic approaching the intersection on Reina del Mar is light. In view of this, it seems completely reasonable to time the stoplight so that during the school drop off period, traffic traveling west on Reina del Mar is given a relatively long green light while at other times traffic traveling west on Reina del Mar is given a relatively short green light and hence traffic traveling north on Highway 1 can be given a relatively long green light. Is this being done now? The DEIR provides no information to answer this question. If it is not being done then I ask whether it could be done to improve traffic flow and reduce or even eliminate the need for the widening project? The DEIR provides no information relative to this issue. It must do so.

24C.22

Also, when parents leave the Vallemar district they often head north. However, only one lane of traffic (the right lane) is allowed to turn northward (right). Why not provide for the left lane to turn either left or right? I recall that this has been done at times in the past, but it is not being done now. Why?

24C.23

Let's now consider the PM peak period. It is obvious that a large factor in the backup north of the Reina del Mar intersection is the stoplight at the intersection. I have often observed that once traffic has passed through the Reina del Mar intersection it can travel relatively freely until it nears the light at the Fassler intersection. The timing of the Reina del Mar light is

24C.23 cont.

puzzling. Frequently the light is red for drivers approaching from the north for far too long, and for no apparent reason. In other words the light is red for drivers heading south on SR1 although there is practically no traffic entering the intersection from the other three directions. This of course leads to unnecessary backup of traffic to the north. The current timing of the light should be stated in the DEIR and the reasons for that timing should be explained. Also, adjusting the timing of that light with the objective of reducing the backup should be analyzed and explained in the DEIR as an alternative to the project.

Perhaps one could argue that if the timing of the Reina del Mar light were adjusted to provide a longer green light to southbound traffic, the traffic would simply experience a greater backup at the Fassler intersection. However, the DEIR provides no data on the timing of the light at the Fassler intersection. Moreover, the DEIR provides no analysis of altering the timing of the Fassler light to improve traffic flow. Other than southbound commuters, the only notable source of traffic into the Fassler intersection during the PM peak would be the east Rockaway business district, which generates very little traffic during the PM commute period. Therefore, setting the timing of the Fassler light to favor southbound commuters seems completely reasonable and practical. The DEIR must discuss this.

24C.24

Moreover, the DEIR must discuss in detail the basis on which Caltrans has set the timing of the Reina del Mar and Fassler lights, including Caltrans' criteria for the settings and the involvement, if any, which the City of Pacifica and its residents can have in setting the timing.

24C.25

At its public meetings concerning this project Caltrans has provided glimpses of what it considers to be a highly sophisticated computer-based traffic simulation system for studying alternative traffic flows. One would expect that Caltrans has used its computer system to study alternative signal timing strategies for both the Fassler and Reina del Mar intersections to

24C.25 cont.

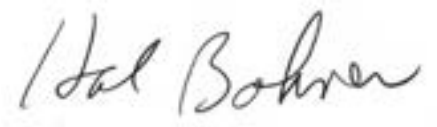
improve traffic flow. Such simulations should be discussed and explained in the DEIR. If experimenting with alternative strategies in the field would be necessary then such studies should be done. Studying and altering signal timing could obviously be a far cheaper and quicker way to provide traffic improvements than spending $52 million to widen the Highway 1.

24C.26

Moreover, the DEIR must disclose the current timing of the lights and the future timing if Caltrans proceeds with the widening project, both during the construction phase and thereafter.

Thank you for the opportunity to submit these comments.

Sincerely,



Hal Bohner

Accompanying document:

"FHWA California Division Checklist for Draft Environmental Documents (SS #S20319) / FEDERAL HIGHWAY ADMINISTRATION CALIFORNIA DIVISION ENVIRONMENTAL CHECKLIST "DRAFT" ENVIRONMENTAL DOCUMENTS Revised September 3, 1998" (nepa_dr.pdf)

FEDERAL HIGHWAY ADMINISTRATION
CALIFORNIA DIVISION ENVIRONMENTAL CHECKLIST
"DRAFT" ENVIRONMENTAL DOCUMENTS

Revised September 3, 1998

THIS CHECKLIST IS A DYNAMIC WORKING DOCUMENT TO BE USED AS A TOOL TO DEVELOP AN ADEQUATE DOCUMENT FOR APPROVAL. IT SHOULD BE USED IN CONJUNCTION WITH OTHER APPROPRIATE GUIDANCE AND DOES NOT INCLUDE ALL APPLICABLE FEDERAL LAWS OR REGULATIONS NOR IS IT INTENDED TO ADDRESS THE REQUIREMENTS OF STATE AND LOCAL LAWS.

For each of the following potentially significant impacts, circle Y (yes) or N (no) if these factors are applicable and need to be evaluated for this project. At a minimum, the following factors must be evaluated prior to the approval for circulation of this document by FHWA, unless otherwise noted. This includes the requirements of various Federal environmental laws, Statutes or Executive Orders (e.g., Clean Air Act Amendments, Section 106 (Historic Preservation), Section 7 (Threatened & Endangered Species), Section 4(f), etc.). ***The appropriate guidance from the FHWA Technical Advisory (TA) T6640.8A October 30, 1987 Attachment, is modified as needed to fit the checklist format and is provided in italics after every subject, as applicable.***

To help facilitate the review of the document it is recommended that the document page numbers be cross-referenced onto the checklist next to the appropriate subject.

R.C. RECURRING COMMENTS MADE ON ENVIRONMENTAL DOCUMENTS

DISTRICT: **COUNTY:** **ROUTE:**
POSTMILE:
FEDERAL-AID PROJECT NO:
PROJECT DESCRIPTION:

I. COVER SHEET

A. Includes information on page 11 in TA.

R.C.:
-- Only federal agencies that have formally accepted cooperating agency status are listed (letters from agencies in appendix).
-- Abstract includes listing of important social, economic, and environmental impacts expected.
-- Citations referenced are correct.
-- End of comment date listed is a minimum of 45 days from the date of the Federal Register availability.
-- The FHWA signature block on the title page reads:
Division Administrator
Federal Highway Administration

II. SUMMARY

A. Includes the following (from TA, pp. 12-13):

1. A brief description of the proposed FHWA action indicating route, termini, type of improvement, number of lanes, length, county, city, State, and other

information, as appropriate.
2. A description of any major actions proposed by other governmental agencies in the same geographic area as the proposed FHWA action.
3. A summary of all reasonable alternatives considered (The draft EIS must identify the preferred alternative or alternatives officially identified by the HA).
4. A summary of major environmental impacts, both beneficial and adverse.
5. Any areas of controversy (including issues raised by agencies and the public).
6. Any major unresolved issues with other agencies.
7. A list of other Federal actions required for the proposed action (i.e., permit approvals, land transfer, Section 106 agreements, etc.).

III. TABLE OF CONTENTS

A. Includes the following headings (p. 13 of TA):
1. Cover Sheet
2. Summary
3. Table of Contents
4. Purpose of and Need for Action
5. Alternatives
6. Affected Environment
7. Environmental Consequences
8. List of Preparers
9. List of Agencies, Organizations, and persons to whom copies of the document are sent
10. Comments and Coordination
11. Index
12. Appendices (if any)

B. Lists Section 4(f) Evaluation, if appropriate.
C. Includes listing of figures and tables.

IV. PURPOSE AND NEED OF PROJECT (Refer to Purpose and Need Policy Paper, the NEPA/404 Merger Agreement and Guidance Papers)

A. Identifies the transportation problem with supporting data and proposed solutions to the problem.
B. Establishes level of service (LOS) objective, if any.

R.C.:
-- This section should include a summary of how the project purpose and need was identified in the planning process and a summary of relevant studies.
-- The traffic and transportation conditions that the project is intended to address are discussed here and not in the Affected Environment Section.
-- The purpose and need discussed is the purpose and need for the project, not for the EIS.

TA Guidance:
This section should identify and describe the proposed action and the transportation problem(s) or other needs which it is intended to address (40 CFR 1502.13). This section should clearly demonstrate that a "need" exists and should define the "need" in terms understandable to the general public. This discussion should clearly describe the

problems which the proposed action is to correct. It will form the basis for the "no action" discussion in the "Alternatives" section, and assist with the identification of reasonable alternatives and the selection of the preferred alternative. Charts, tables, maps, and other illustrations (e.g., typical cross-section, photographs, etc.) are encouraged as useful presentation techniques.

The following list may assist in the explanation of the need for the proposed action. It is not all-inclusive or applicable in every situation and is intended only as a guide.
1. Project Status - Briefly describe the project history including actions taken to date, other agencies and governmental units involved, action spending, schedules, etc.
2. System Linkage - Is the proposed project a "connecting link?" How does it fit in the transportation system?
3. Capacity - Is the capacity of the present facility inadequate for the present traffic? Projected traffic? What capacity is needed? What is the level(s) of service for existing and proposed facilities?
4. Transportation Demand - Including relationship to any statewide plan or adopted urban transportation plan together with an explanation of the project's traffic forecasts that are substantially different from those estimates from the 23 U.S.C. 134 (Section 134) planning process.
5. Legislation - Is there a Federal, State, or local governmental mandate for the action?
6. Social Demands or Economic Development - New employment, schools, land use plans, recreation, etc. What projected economic development/land use changes indicate the need to improve or add to the highway capacity?
7. Modal Interrelationships - How will the proposed facility interface with and serve to complement airports, rail and port facilities, mass transit services, etc.?
8. Safety - Is the proposed project necessary to correct an existing or potential safety hazard? Is the existing accident rate excessively high? Why? How will the proposed project improve it?
9. Roadway Deficiencies - Is the proposed project necessary to correct existing roadway deficiencies (e.g., substandard geometrics, load limits on structures, inadequate cross-section, or high maintenance costs)? How will the proposed project improve it?
10. Where new pedestrian or bicycle facilities are proposed as a part of the proposed highway project, the EIS should include sufficient information to explain the basis for providing the facilities (e.g., proposed bicycle facility is a link in the local plan or sidewalks will reduce project anticipated access impact to the community).

V. ALTERNATIVES
(See also Alternatives Guidance Papers and the NEPA/404 Agreement)

A. Includes discussion and description of all reasonable alternatives and the "no action" alternative including estimated costs information.
B. Includes discussion on mass transit alternatives if in urbanized areas over 200,000 population.
C. Demonstrates that Single Occupant Vehicle capacity increasing projects come from or are consistent with the State Congestion Management Plan and that all reasonably available travel demand reduction and operational management strategies have been adopted for the proposed project and project corridor.
D. Considers Transportation System Management (TSM) alternatives.

E. Summarizes and references Major Investment Study (MIS), if developed separately (reference 23 CFR 450.318 and August 25, 1994 FHWA Questions and Answers on MIS Paper).
F. Explains in detail "other alternatives" previously considered in project development and why they were eliminated or rejected.
G. Evaluates all reasonable alternatives including the "no action" to a comparable level of detail.
H. Includes supporting information if a "preferred alternative" is identified.

R.C.:
-- Includes a summary of the screening process for eliminating the alternatives rejected during transportation planning.
-- Includes a statement that indicates the final selection of an alternative will not be made until after the consideration of impacts and the public hearing comments and following approval of the final EIS.
-- Includes 20-year traffic projection based upon anticipated Project Specifications and Estimates' (PS&Es) approval date.
-- Discusses analysis of all alternatives including full and non-standard approved design. Also discusses any non-standard features.
-- Includes pictorial of the six levels of service (LOS).

TA Guidance:
This section of the draft EIS must discuss a range of alternatives, including all "reasonable alternatives" under consideration and those "other alternatives" which were eliminated from detailed study (23 CFR 771.123(c)). The section should begin with a concise discussion of how and why the "reasonable alternatives" were selected for detailed study and explain why "other alternatives" were eliminated. The following range of alternatives should be considered when determining reasonable alternatives:

1. "No-action" alternative: The "no-action" alternative normally includes short-term minor restoration types of activities (safety and maintenance improvements, etc.) that maintain continuing operation of the existing roadway.

2. Transportation System Management (TSM) alternative: The TSM alternative includes those activities which maximize the efficiency of the present system. Possible subject areas to include in this alternative are options such as fringe parking, ridesharing, high-occupancy vehicle (HOV) lanes on existing roadways, and traffic signal timing optimization. This limited construction alternative is usually relevant only for major projects proposed in urbanized areas over 200,000 population.

For all major projects in these urbanized areas, HOV lanes should be considered. Consideration of this alternative may be accomplished by reference to the regional transportation plan, when that plan considers this option. Where a regional transportation plan does not reflect consideration of this option, it may be necessary to evaluate the feasibility of HOV lanes during early project development. Where a TSM alternative is identified as a reasonable alternative for a "connecting link" project, it should be evaluated to determine the effect that not building a highway link in the

transportation plan will have on the remainder of the system. A similar analysis should be made where a TSM element(s) (e.g., HOV lanes) is part of a build alternative and reduces the scale of the highway link.

While the above discussion relates primarily to major projects in urbanized areas, the concept of achieving maximum utilization of existing facilities is equally important in rural areas. Before selecting an alternative on new location for major projects in rural areas, it is important to demonstrate that reconstruction and rehabilitation of the existing system will not adequately correct the identified deficiencies and meet the project need.

3. Mass Transit: This alternative includes those reasonable and feasible transit options (bus systems, rail, etc.) even though they may not be within the existing FHWA funding authority. It should be considered on all proposed major highway projects in urbanized areas over 200,000 population. Consideration of this alternative may be accomplished by reference to the regional or area transportation plan where that plan considers mass transit or by an independent analysis during early project development.

Where urban projects are multi-modal and are proposed for Federal funding, close coordination is necessary with the Federal Transportation Administration (FTA). In these situations, FTA should be consulted early in the project-development process. Where FTA funds are likely to be requested for portions of the proposal, FTA must be requested to be either a joint lead agency or a cooperating agency at the earliest stages of project development (23 CFR 771.111(d)). Where applicable, cost-effectiveness studies that have been performed should be summarized in the EIS.

4. Build alternatives: Both improvement of existing highway(s) and alternatives on new location should be evaluated. A representative number of reasonable alternatives must be presented and evaluated in detail in the draft EIS (40 CFR 1502.14(a)). For most major projects, there is a potential for a large number of reasonable alternatives. Where there is a large number of alternatives, only a representative number of the most reasonable examples, covering the full range of alternatives, must be presented. The determination of the number of reasonable alternatives in the draft EIS, therefore, depends on the particular project and the facts and circumstances in each case.

Each alternative should be briefly described using maps or other visual aids such as photographs, drawings, or sketches to help explain the various alternatives. The material should provide a clear understanding of each alternative's termini, location, costs, and the project concept (number of lanes, right-of-way requirements, median width, access control, etc.). Where land has been or will be reserved or dedicated by local government(s), donated by individuals, or acquired through advanced or hardship acquisition for use as highway right-of-way for any alternative under consideration, the draft EIS should identify the status and extent of such property and the alternatives involved. Where such lands are reserved, the EIS should state that the reserved lands will not influence the alternative to be selected.

Development of more detailed design for some aspects (e.g., Section 4(f), COE or USCG permits, noise, wetlands, etc.) of one or more alternatives may be necessary during

preparation of the draft and final EIS in order to evaluate impacts or mitigation measures or to address issues raised by other agencies or the public. However, care should be taken to avoid unnecessarily specifying features which preclude cost-effective final design options.

All reasonable alternatives under consideration (including the no-build) need to be developed to a comparable level of detail in the draft EIS so that their comparative merits may be evaluated (40 CFR 1502.14(b) and (d)). In those situations where the HA has officially identified a "preferred" alternative based on its early coordination and environmental studies, the HA should so indicate in the draft EIS. In these instances, the draft EIS should include a statement indicating that the final selection of an alternative will not be made until the alternatives' impacts and comments on the draft EIS and from the public hearing (if held) have been fully evaluated. Where a preferred alternative has not been identified, the draft EIS should state that all reasonable alternatives are under consideration and that a decision will be made after the alternatives' impacts and comments on the draft EIS and from the public hearing (if held) have been fully evaluated.

VI AFFECTED ENVIRONMENT

The following is a reminder of the issues that should be addressed to describe the **existing conditions** in the study area affected by all reasonable alternatives. The outline format is used only for ease of referencing and follows the TA format. Discussion of the information is not restricted to the listed headings but may be contained under broader or narrower subheadings. The discussion should be limited to information, issues, and values that have a bearing on possible impacts, mitigation and selection of an alternative. Data and analysis should be commensurate with the importance of the impact. Photographs, illustrations and other graphics should be used with the text. A statement that an issue listed below is not pertinent within the project study area should be included when appropriate.

A. LAND USE (p. 19 of TA)

1. Includes a Regional summary.
2. Identifies the study area.
3. Includes a brief description of the scope and status of planning processes for the local jurisdictions, including conformance with local comprehensive plans.
4. Includes map showing existing and planned land use (farmland, parks, community and recreational facilities, etc., by type) and transportation plans.

TA Guidance:
This discussion should identify the current development trends and the State and/or local government plans and policies on land use and growth in the area which will be impacted by the proposed project. These plans and policies are normally reflected in the area's comprehensive development plan, and include land use, transportation, public facilities, housing, community services, and other areas.

B. FARMLAND (pp. 19-20 of TA) ***Required for this project? Y or N***

1. Describes existing farmlands and consultation done to identify them.
□Farmland□ protected under the Farmland Protection Act includes prime and

unique farmland and other farmland of statewide or local importance.
2. Summarizes appropriate parts of Natural Resources Conservation Service (NRCS) form AD 1006 farmland determination (includes form in appendix).
3. Where farmland would be impacted, a map showing the location of all farmlands in the project impact area.

C. SOCIAL AND ECONOMIC (pp 20-22 of TA)

1. Includes demographic data (i.e., age, ethnicity, and income) from most recent census.
2. Discusses locations and sense of neighborhood and community cohesion relative to alternatives.
3. Identifies community resources (parks, churches, shopping, schools, emergency services, libraries, etc.).
4. Discusses existing travel patterns.
5. Discusses existing types of housing and businesses.
6. Discusses employment and tax base.

TA Guidance:
Where there are foreseeable impacts, the draft EIS should discuss the following items commensurate with the level of potential impacts and to the extent they are distinguishable:
(a) Existing neighborhoods or community cohesion for the various social groups, development trends, property values trend, etc.
(b) Existing travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian).
(c) Existing school districts, recreation areas, churches, businesses, police and fire protection, etc.
(d) Identifiable general social groups that could be benefitted or harmed by the proposed project. The elderly, handicapped, nondrivers, transit-dependent, and minority and ethnic groups are of particular concern. Secondary sources of information such as census and personal contact with community leaders supplemented by visual inspections normally should be used to obtain these data. However, for projects with potentially major community impacts, a survey of the affected area may be needed to adequately evaluate the extent and severity of impacts of the various alternatives on these social groups.

D. PEDESTRIAN AND BICYCLE FACILITIES ***Required for this project? Y or N***

1. Identifies any existing facilities and their use (recreation-4(f) or transportation).
2. Discuss local and regional plans for existing and future facilities.

E. AIR QUALITY ***Required for this project? Y or N***

1. Identifies relevant pollutants and their National Ambient Air Quality Standards (NAAQS) in existing air quality.
2. Discusses regional compliance with NAAQS (TIP & RTP conformity to SIP).
3. Indicates attainment/non-attainment status of the area for CO, Ozone, PM10, and NOx.

F. WATERWAYS & HYDROLOGIC SYSTEMS ***Required for this project? Y or N***

1. Identifies public water sources, aquifers (with emphasis on sole-source aquifers), wellhead protection areas, and watersheds (drainage patterns, intermittent runoff channels).
2. Identifies lakes, bays, streams.
3. Coastal resources.
4. National Wild and Scenic Rivers.
5. Areas within Coastal Zone Management Program.
6. Areas subject to Coastal Barrier Resources Act.
7. Wetlands (discussion should not be unnecessarily repeated under a separate heading).
8. Factors that influence percolation and infiltration (now discussed under Water Quality).

R.C.:
-- Identifies beneficial uses of surface waters.
-- Discusses only resources that could be affected by implementation of the project.
-- Discusses resource parameters or characteristics of concern that could be affected by project alternatives.

WATER QUALITY
Water quality can be discussed in Waterways and Hydrologic Systems (preferable) or under a separate section. If it is discussed under a separate section, it should not unnecessarily repeat the information. The discussion should include the following;

1. Water bodies that may receive runoff from the project.
2. Ground water conditions along alternatives alignment.
3. Discussion of water quality parameters that may be affected by the project.
4. Identification of major aquifers, if not done under Waterways and Hydrologic Systems.

TA Guidance:
The draft EIS should include summaries of analyses and consultations with the State and/or local agency responsible for water quality. Coordination with the EPA under the Federal Clean Water Act may also provide assistance in this area. The discussion should include sufficient information to describe the ambient conditions of streams and water bodies which are likely to be impacted and identify the potential impacts of each alternative and proposed mitigation measures. Under normal circumstances, existing data may be used to describe ambient conditions. The inclusion of water quality data spanning several years is encouraged to reflect trends.
The draft EIS should also identify any locations where roadway runoff or other nonpoint source pollution may have an adverse impact on sensitive water resources such as water supply reservoirs, ground water recharge areas, and high quality streams.

G. WETLANDS/WATERS OF THE U.S. ***Required for this project? Y or N***
(Including agricultural wetlands) (p. 17 of TA)
The text needs to indicate whether waters of the U.S. are in the project area.

1. If there are no waters of the U.S. in the project area, the discussion should

provide the basis for and conclude that there are no waters of the U.S. in the project area.

2. <u>If there are waters of the U.S. in the project area, the discussion should</u>

a. Include and reference the location(s) of copies of Corps and other appropriate agencies (NEPA/404 Agreement agencies) letters concurring in the Purpose and Need and the Alternatives evaluated in the EIS (Not required for wetland covered by Nationwide permits).

b. Includes an exhibit or exhibits depicting the waters of the U.S. in the project area relative to the alternatives under consideration, including identification of the location(s) of any associated sensitive species habitat or special aquatic sites.

c. Provides a concise description of the waters of the U.S. in the project area;

d. Briefly describes all sensitive resources associated with the waters of the U.S. in the project area; and

e. Refers to the location(s) for the exhibits depicting the waters of the U.S., special aquatic sites, and associated sensitive species habitat.

H. WILDLIFE, FISHERIES AND VEGETATION ***Required for this project? Y or N***

1. Discusses ecosystems (wildlife and vegetation), fisheries and any sensitive species.
2. Discusses wildlife and fish migration patterns and existing obstacles to migration.
3. Discuss threatened and endangered species under a separate heading.

I. FLOODPLAIN ***Required for this project? Y or N***

1. Identifies base flood plains (100 year) using National Flood Insurance Program (NFIP) maps or other maps developed by the highway agency. If the NFIP maps do not exist, the agency must develop the needed maps so that the floodplain can be identified.
2. Identifies natural and beneficial floodplain values.

J. WILD AND SCENIC RIVERS ***Required for this project? Y or N***

1. Summarizes the coordination with Federal Land agency to determine presence of river on or under study for inclusion on the National Wild and Scenic Rivers System (possible Section 4(f)).

TA Guidance:
If the proposed action could have foreseeable adverse effects on a river on the National Wild and Scenic Rivers System or a river under study for designation to the National Wild and Scenic Rivers System, the draft EIS should identify early coordination undertaken with the agency responsible for managing the listed or study river (i.e., National Park Service (NPS), Fish and Wildlife Service (FWS), Bureau of Land Management (BLM), or Forest Service (FS)). The EIS should identify the natural, cultural, and recreational values of the listed or study river.

Publicly owned waters of designated wild and scenic rivers are protected by Section 4(f). Additionally, public lands adjacent to a Wild and Scenic River may be subject to Section 4(f) protection. An examination of any adopted or proposed management plan for a listed river should be helpful in making the determination on applicability of Section 4(f).

K. COASTAL BARRIERS

Note: There are no designated coastal barriers in California as of February 1995.

L. COASTAL ZONE (page 31 of TA) ***Required for this project? Y or N***

1. Identifies Coastal Zone Management Program (CZMP) area.

TA Guidance:
Where the proposed action is within, or is likely to affect land or water uses within the area covered by a State Coastal Zone Management Program (CZMP) approved by the Department of Commerce, the draft EIS should briefly describe the portion of the affected CZMP plan, identify the potential impacts, and include evidence of coordination with the State Coastal Zone Management agency or appropriate local agency. (Additional guidance under ***Environmental Consequences)***

M. THREATENED AND ENDANGERED SPECIES ***Required for this project? Y or N***

1. Includes a summary of the biological studies specific to threatened and endangered species.
2. Refers to and includes in the appendix, recent Fish and Wildlife Service (FWS) and/or National Marine Fisheries Service (NMFS) letters identifying species and critical habitat.

TA Guidance:
The SHA must obtain information from the FWS of the DOI and/or the National Marine Fisheries Service (NMFS) of the Department of Commerce to determine the presence or absence of listed and proposed threatened or endangered species and designated and proposed critical habitat in the proposed project area (50 CFR 402.12(c)). The information may be (1) a published geographical list of such species or critical habitat; (2) a project-specific notification of a list of such species or critical habitat; or (3) substantiated information from other credible sources. Where the information is obtained from a published geographical list the reasons why this would satisfy the coordination with DOI should be explained. If there are no species or critical habitat in the proposed project area, the Endangered Species Act requirements have been met. The results of this coordination should be included in the draft EIS.

N. HISTORIC AND ARCHAEOLOGICAL PRESERVATION ***Required for this project? Y or N***

1. Includes identification and description of National Register of Historic Places (NRHP) listed and eligible historic and archeological resources for **each** reasonable alternative.
2. Refers to and includes in the appendix a concurrence in eligibility letter from State Historic Preservation Officer (SHPO) for property affected by each

reasonable alternative.

TA Guidance:
The draft EIS should contain a discussion demonstrating that historic and archeological resources have been identified and evaluated in accordance with the requirements of 36 CFR 800.4 for each alternative under consideration. The information and level of effort needed to identify and evaluate historic and archeological resources will vary from project to project as determined by the FHWA after considering existing information, the views of the SHPO and the Secretary of Interior's "Standards and Guidelines for Archeology and Historic Preservation." The information for newly identified historic resources should be sufficient to determine their significance and eligibility for the National Register of Historic Places. The information for archeological resources should be sufficient to identify whether each warrants preservation in place or whether it is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Where archeological resources are not a major factor in the selection of a preferred alternative, the determination of eligibility for the National Register of newly identified archeological resources may be deferred until after circulation of the draft EIS.

The draft EIS discussion should briefly summarize the methodologies used in identifying historic and archeological resources. Because Section 4(f) of the DOT Act applies to the use of historic resources on or eligible for the National Register and to archeological resources on or eligible for the National Register and which warrant preservation in place, the draft EIS should describe the historical resources listed in or eligible for the National Register and identify any archeological resources that warrant preservation in place. The [Affected Environment Section] document should evidence coordination with the SHPO on the significance of newly identified historic and archeological resources and the eligibility of historic resources for the National Register. Where the draft EIS discusses eligibility for the National Register of archeological resources, the coordination with the SHPO on eligibility and effect should address both historic and archeological resources.

The proposed use of land from an historic resource on or eligible for the National Register will normally require an evaluation and approval under Section 4(f) of the DOT Act. Section 4(f) also applies to all archeological sites on or eligible for the National Register and which warrant preservation in place (see discussion on Section 4(f) evaluation).

O. HAZARDOUS WASTE SITES ***Required for this project? Y or N***
(page 34 of TA)

1. Identifies known and potential sites.
2. Coordinates with the EPA and the state agency to help identify sites, as appropriate.

TA Guidance:
Hazardous waste sites are regulated by the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response, Compensation, and Liability

Act (CERCLA). During early planning, the location of permitted and nonregulated hazardous waste sites should be identified. Early coordination with the appropriate Regional Office of the EPA and the appropriate State agency will aid in identifying known or potential hazardous waste sites. If known or potential waste sites are identified, the locations should be clearly marked on a map showing their relationship to the alternatives under consideration. If a known or potential hazardous waste site is affected by an alternative, the effects should be discussed in the ***Environmental Consequences*** *Section.*

P. VISUAL (page 34-35 of TA) ***Required for this project? Y or N***

1. Identifies sensitive visual resources.
2. Indicates if project is in a visually sensitive urban or rural setting.

TA Guidance:
The draft EIS should state whether the project alternatives have a potential for visual quality impacts. When this potential exists, the draft EIS [Affected Environment Section] should identify the existing visual resource and the potential viewers of and from the project. When there is potential for visual quality impacts, the draft EIS should explain the consideration given to design quality, art, and architecture in the project planning. These values may be particularly important for facilities located in visually sensitive urban or rural settings. When a proposed project will include features associated with design quality, art or architecture, the draft EIS should be circulated to officially designated State and local arts councils and, as appropriate, other organizations with an interest in design, art, and architecture.

VII. ENVIRONMENT CONSEQUENCES (Avoid, Minimize, and Mitigate)

The document must fully describe the probable impacts in the study area affected by all reasonable alternatives. All measures proposed to mitigate any adverse impacts identified must be included or an explanation as to why the mitigation would not be a reasonable, feasible or prudent expenditure of public funds. *A statement that a given subject area listed below is not applicable for the particular project study area is recommended when appropriate*.

A. LAND USE IMPACTS

1. Discusses consistency of the alternatives with land use plans.
2. Discusses growth inducement:
    a. Future development trends and land use planning efforts.
    b. Indirect effects of the project on land use patterns, population density and growth rate.
    c. Identify any development prohibited from proceeding unless the project is approved.

R.C.:
-- Includes a statement, if applicable, that "(T)he proposed transportation project is intended to meet the existing and/or projected traffic demand based upon the local land use plans."

TA Guidance:
This discussion should address how the alternatives will affect current development trends and their consistency with the State and/or local government plans and policies on land use and growth in the area.

The land use discussion should assess the consistency of the alternatives with the comprehensive development plans adopted for the area and (if applicable) other plans used in the development of the transportation plan required by Section 134. The secondary social, economic, and environmental impacts of any substantial, foreseeable, induced development should be presented for each alternative, including adverse effects on existing communities. Where possible, the distinction between planned and unplanned growth should be identified.

B. FARMLAND IMPACTS ***Required for this project? Y or N***

1. Discusses impacts to farmland in the project area.
2. Summarizes results of coordination with NRCS.

R.C.:
-- Provides alternatives to avoid farmland impacts if feasible on scores of 160 points or greater on NRCS form AD 1006.

TA Guidance:
The draft EIS should summarize the results of early consultation with the Natural Resources Conservation Service (NRCS) and, as appropriate, State and local agriculture agencies where any of the four specified types of farmland could be directly or indirectly impacted by any alternative under consideration. Where farmland would be impacted, the draft EIS should contain a map showing the location of all farmlands in the project impact area, discuss the impacts of the various alternatives and identify measures to avoid or reduce the impacts. Form AD 1006 (Farmland Conversion Impact Rating) should be processed, as appropriate, and a copy included in the draft EIS. Where the Land Evaluation and Site Assessment score (from Form AD 1006) is 160 points or greater, the draft EIS should discuss alternatives to avoid farmland impacts. If avoidance is not possible, measures to minimize or reduce the impacts should be evaluated and, where appropriate, included in the proposed action.

C. SOCIAL AND ECONOMIC IMPACTS ***Required for this project? Y or N***
(Also use other available guidance, such as guidance on Environmental Justice)

1. Discusses neighborhood and community cohesion.
2. Addresses impacts on travel patterns, accessibility, community facilities, overall public safety.
3. Discusses impacts on economic vitality in project area and on established business districts, including employment effects, if any.
4. Identifies any contacts with community, city or county leaders.
5. Complies with Executive Order 12898, DOT Environmental Justice guidance.

TA Guidance:
SOCIAL ELEMENTS:
Where there are foreseeable impacts, the draft EIS should discuss the following items for

each alternative commensurate with the level of impacts and to the extent they are distinguishable:
1. Changes in the neighborhoods or community cohesion for the various social groups as a result of the proposed action. These changes may be beneficial or adverse, and may include splitting neighborhoods, isolating a portion of a neighborhood or an ethnic group, generating new development, changing property values, or separating residents from community facilities, etc.
2. Changes in travel patterns and accessibility (e.g., vehicular, commuter, bicycle, or pedestrian).
3. Impacts on school districts, recreation areas, churches, businesses, police and fire protection, etc. This should include both the direct impacts to these entities and the indirect impacts resulting from the displacement of households and businesses.
4. Impacts of alternatives on highway and traffic safety as well as on overall public safety.
5. General social groups specially benefitted or harmed by the proposed project alternatives. The effects of a alternatives on the elderly, handicapped, nondrivers, transit-dependent, and minority and ethnic groups are of particular concern and should be described to the extent these effects can be reasonably predicted. Where impacts on a minority or ethnic population are likely to be an important issue, the EIS should contain the following information broken down by race, color, and national origin: the population of the study area, the number of displaced residents, the type and number of displaced businesses, and an estimate of the number of displaced employees in each business sector. Changes in ethnic or minority employment opportunities should be discussed and the relationship of the project to other Federal actions which may serve or adversely affect the ethnic or minority population should be identified.

The discussion should address whether any social group is disproportionally impacted and identify possible mitigation measures to avoid or minimize any adverse impacts. Secondary sources of information such as census and personal contact with community leaders supplemented by visual inspections normally should be used to obtain the data for this analysis. However, for projects with major community impacts, a survey of the affected area may be needed to identify the extent and severity of impacts on these social groups.
ECONOMIC ELEMENTS:
There are foreseeable economic impacts, the draft EIS should discuss the following for each alternative commensurate with the level of impacts:
1. The economic impacts on the regional and/or local economy such as the effects of the project on development, tax revenues and public expenditures, employment opportunities, accessibility, and retail sales. Where substantial impacts on the economic viability of affected municipalities are likely to occur, they should also be discussed together with a summary of any efforts undertaken and agreements reached for using the transportation investment to support both public and private economic development plans. To the extent possible, this discussion should rely upon results of coordination with and views of affected State, county, and city officials and upon studies performed under Section 134.
2. The impacts on the economic vitality of existing highway-related businesses (e.g., gasoline stations, motels, etc.) and the resultant impact, if any, on the local economy. For example, the loss of business or employment resulting from building an alternative

on new location bypassing a local community.
3. Impacts of the proposed action on established business districts, and any opportunities to minimize or reduce such impacts by the public and/or private sectors. This concern is likely to occur on a project that might lead to or support new large commercial development outside of a central business district.

D. RELOCATION IMPACTS ***Required for this project? Y or N***

1. Identifies and describes residential (number and type of dwelling and price range, tenants and owners) and non-residential (types of businesses) displacees for all reasonable alternatives.
2. Refers to or summarizes the preliminary relocation study including right-of-way cost estimates.
3. Discusses available replacement dwellings and business sites based on current market data.
4. Discusses and refers to the Relocation Assistance Program including the types of benefits available to residential and business displacees (including Last Resort Housing, if applicable) and Title VI of the Civil Rights Act of 1964. A detailed summary of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, should be included in the appendix, if appropriate.

R.C.:
-- Includes a statement, if applicable, that "(T)he acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended."

TA Guidance:
The relocation information should be summarized in sufficient detail to adequately explain the relocation situation including anticipated problems and proposed solutions. Project relocation documents from which information is summarized should be referenced in the draft EIS. Secondary sources of information such as census, economic reports, and contact with community leaders, supplemented by visual inspections (and, as appropriate, contact with local officials) may be used to obtain the data for this analysis. Where a proposed project will result in displacements, the following information regarding households and businesses should be discussed for each alternative under consideration commensurate with the level of impacts and to the extent they are likely to occur:

1. An estimate of the number of households to be displaced, including the family characteristics (e.g., minority, ethnic, handicapped, elderly, large family, income level, and owner/tenant status). However, where there are very few displacees, information on race, ethnicity and income levels should not be included in the EIS to protect the privacy of those affected.
2. A discussion comparing available (decent, safe, and sanitary) housing in the area with the housing needs of the displacees. The comparison should include (1) price ranges, (2) sizes (number of bedrooms), and (3) occupancy status (owner/tenant).
3. A discussion of any affected neighborhoods, public facilities, non-profit organizations,

and families having special composition (e.g., ethnic, minority, elderly, handicapped, or other factors) which may require special relocation considerations and the measures proposed to resolve these relocation concerns.
4. A discussion of the measures to be taken where the existing housing inventory is insufficient, does not meet relocation standards, or is not within the financial capability of the displacees. A commitment to last resort housing should be included when sufficient comparable replacement housing may not be available.
5. An estimate of the numbers, descriptions, types of occupancy (owner/tenant), and sizes (number of employees) of businesses and farms to be displaced. Additionally, the discussion should identify (1) sites available in the area to which the affected businesses may relocate, (2) likelihood of such relocation, and (3) potential impacts on individual businesses and farms caused by displacement or proximity of the proposed highway if not displaced.
6. A discussion of the results of contacts, if any, with local governments, organizations, groups, and individuals regarding residential and business relocation impacts, including any measures or coordination needed to reduce general and/or specific impacts. These contacts are encouraged for projects with large numbers of relocatees or complex relocation requirements. Specific financial and incentive programs or opportunities (beyond those provided by the Uniform Relocation Act) to residential and business relocatees to minimize impacts may be identified, if available through other agencies or organizations.
7. A statement that (1) the acquisition and relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and (2) relocation resources are available to all residential and business relocatees without discrimination.

E. JOINT DEVELOPMENT ***Required for this project? Y or N***

TA Guidance:
Where appropriate, the draft EIS should identify and discuss those joint development measures which will preserve or enhance an affected community's social, economic, environmental, and visual values. This discussion may be presented separately or combined with the land use and/or social impacts presentations. The benefits to be derived, those who will benefit (communities, social groups, etc.), and the entities responsible for maintaining the measures should be identified.

F. PEDESTRIAN AND BICYCLE FACILITIES ***Required for this project? Y or N***

1. Describes any measures to avoid or reduce adverse impacts to the facilities.
2. Discusses where new facilities are part of the project, basis for providing such facilities.

TA Guidance:
Where current pedestrian or bicycle facilities or indications of use are identified, the draft EIS should discuss the current and anticipated use of the facilities, the potential impacts of the affected alternatives, and proposed measures, if any, to avoid or reduce adverse impacts to the facility(ies) and its users. Where new facilities are proposed as a part of the proposed highway project, the EIS should include sufficient information to

explain the basis for providing the facilities (e.g., proposed bicycle facility is a link in the local plan or sidewalks will reduce project access impact to the community).

G. AIR QUALITY IMPACTS ***Required for this project? Y or N***

1. Air quality conformity (for projects in areas that are in non-attainment for one or more of the transportation related pollutants)
    a. States that the project is included in a conforming regional transportation plan (RTP) and TIP and that there have been no substantial changes in the design concept and scope as used in the TIP.
    b. Contains a statement that includes a specific reference to the particular RTP and TIP conformity finding, and dates of the MPO and FHWA conformity determinations.
    c. States that the conformity determination is based on the latest planning assumptions.
    d. Summarizes results of hot spot analysis.
    e. Demonstrates that the project does not cause or contribute to any new localized CO or PM-10 violations or increase the frequency or severity of any existing CO or PM-10 nonattainment and maintenance areas.
    f. States that the project complies with PM-10 control measures, as applicable, in the PM-10 air quality plan.
    g. States that the "hot-spot" analysis assumptions are consistent with those in the regional emissions analysis for those inputs which are required for both analyses.
2. Discusses possible mitigation to avoid exceeding the federal standard.

H. NOISE IMPACTS ***Required for this project? Y or N***

1. Identifies land use categories and sensitive noise receptors.
2. Uses A-weighted decibels (dbA), expressed as an equivalent steady-state sound level, Leq(h), to compare existing with predicted noise levels.
3. Describes noise abatement measures such as range of wall heights, decibel reductions.
4. Describes what are considered reasonable and feasible abatement measures that would likely be incorporated into the project including wall lengths, and associated costs.

R.C.:
-- Traffic noise impacts occur and consideration of noise abatement measures is required when the predicted traffic noise levels approach or exceed and/or substantial increase. Uses FHWA Noise Abatement Criteria (NAC) and includes the 23 CFR 772 reference.
-- States that a final decision on the installation of abatement measure(s) will be made upon completion of the project design and the public involvement process. Explains factors that will be used later in determining whether to abate noise in a given location.

TA Guidance (also use Highway Traffic Noise Analysis and Abatement Policy and Guidance, issued in June 1995, and FHWA approved Caltrans Noise Protocol): The draft EIS should contain a summary of the noise analysis including the following for each alternative under detailed study:

1. A brief description of noise sensitive areas (residences, businesses, schools, parks, etc.), including information on the number and types of activities which may be affected. This should include developed lands and undeveloped lands for which development is planned, designed, and programmed.
2. The extent of the impact (in decibels) at each sensitive area. This includes a comparison of the predicted noise levels with both the FHWA noise abatement criteria and the existing noise levels. (Traffic noise impacts occur when the predicted traffic noise levels approach or exceed the noise abatement criteria or when they substantially exceed the existing noise levels). Where there is a substantial increase in noise levels, the HA should identify the criterion used for defining "substantial increase." Use of a table for this comparison is recommended for clarity.
3. Noise abatement measures which have been considered for each impacted area and those measures that are reasonable and feasible and that would "likely" be incorporated into the proposed project. Estimated costs, decibel reductions and height and length of barriers should be shown for all abatement measures.
4. Where it is desirable to qualify the term "likely," the following statement or similar wording would be appropriate. "Based on the studies completed to date, the State intends to install noise abatement measures in the form of a barrier at (location(s)). These preliminary indications of likely abatement measures are based upon preliminary design for a barrier of _____ high and _____ long and a cost of $_____ that will reduce the noise level by _____ dBA for _____ residences (businesses, schools, parks, etc.). (Where there is more than one barrier, provide information for each one.) If during final design these conditions substantially change, the abatement measures might not be provided. A final decision on the installation of abatement measure(s) will be made upon completion of the project design and the public involvement process."
5. Noise impacts for which no prudent solution is reasonably available and the reasons why.

I. WATERWAYS and HYDROLOGIC SYSTEMS ***Required for this project? Y or N***

Discusses impacts on the resources identified in the Affected Environment Section. Include impacts caused by indirect effects of the project, such as induced growth. Consider:

1. Water body modification.
    a. Stream location and meander patterns (incudes stream relocations).
    b. Quantities and flow rate, including possible effects of accreation and erosion (including channel deepening).
    c. Effects on stream uses (including navigation).
    d. Effects on stream and surface drainage (including impoundments).
    e. Effects on resources subject to Section 10 and Section 404 permits for actions that would result in discharges to navigable waters and waters of the United States and Section 9 (U.S. Coast Guard Bridge) permits. See discussion under Wetlands.

TA Guidance (Also see guidance under the Water Quality and Wetland sections):
PERMITS
If a facility such as a safety rest area is proposed and it will have a point source

discharge, a Section 402 permit will be required for point source discharge (40 CFR 122). The draft EIS should discuss potential adverse impacts resulting from such proposed facilities and identify proposed mitigation measures. The need for a Section 402 permit and Section 401 water quality certification should be identified in the draft EIS.

For proposed actions requiring a Section 404 or Section 10 (Corps of Engineers) permit, the draft EIS should identify by alternative the general location of each dredge or fill activity, discuss the potential adverse impacts, identify proposed mitigation measures (if not addressed elsewhere in the draft EIS), and include evidence of coordination with the Corps of Engineers and appropriate Federal, State and local resource agencies, and State and local water quality agencies.

For proposed actions requiring Section 9 (U.S. Coast Guard bridge) permits, the draft EIS should identify by alternative the location of the permit activity, potential impacts to navigation and the environment (if not addressed elsewhere in the document), proposed mitigation measures and evidence coordination with the U.S. Coast Guard.

WATER QUALITY IMPACTS ***Required for this project? Y or N***

1. Discusses roadway runoff and/or nonpoint source pollution impacting water resources.
    a. National Pollution Discharge Elimination System permit required?
2. Coordinates with EPA, as appropriate.
3. Discusses water quality analysis and impacts.
4. Contains evidence of consultation with the State and/or local agency responsible for water quality. See NEPA/404 Questions and Answers.
5. If project has impacts on any sole source aquifer(s), document must contain evidence of coordination with the EPA
6. Discusses any impacts on wellhead protection area(s).
7. Identifies Section 402 or Section 404 permit requirements.

TA Guidance:
The draft EIS should identify the potential impacts of each alternative and proposed mitigation measures. Where an area designated as principal or sole-source aquifer under Section 1424(e) of the Safe Drinking Water Act may be impacted by a proposed project, early coordination with EPA will assist in identifying potential impacts. The EPA will furnish information on whether any of the alternatives affect the aquifer. This coordination should also identify any potential impacts to the critical aquifer protection area (CAPA), if designated, within affected sole-source aquifers. If none of the alternatives affect the aquifer, the requirements of the Safe Drinking Water Act are satisfied. If an alternative is selected which affects the aquifer, a design must be developed to assure, to the satisfaction of EPA, that it will not contaminate the aquifer (40 CFR 149). The draft EIS should document coordination with EPA and identify its position on the impacts of the various alternatives.

Wellhead protection areas were authorized by the 1986 Amendments to the Safe Drinking Water Act. Each State will develop State wellhead protection plans with final approval

by EPA. When a proposed project encroaches on a wellhead protection area, the draft EIS should identify the area, the potential impact of each alternative and proposed mitigation measures. Coordination with the State agency responsible for the protection plan will aid in identifying the areas, impacts and mitigation.

J. WETLANDS/WATERS OF THE U.S. IMPACTS (23 CFR Part 777, page 26 of TA, NEPA-404 MOU Guidance Papers) ***Required for this project? Y or N***

The text needs to indicate whether waters of the U.S. are in the project area, and if so, whether any of the alternatives affect waters of the U.S.

1. <u>If there are no waters of the U.S. in the project area</u>
   a. States that there are no waters of the U.S. in the project area;
   b. Refers to the location of any Corps letters in the draft EIS.

2. <u>If there are waters of the U.S. in the project area but are not affected by any of the project alternatives</u>
   a. Includes a copy of a Corps letter concurring that, based on the information provided, none of the project alternatives under consideration affect waters of the U.S. and/or that a section 404 will not be required for the project.
   b. Provides the basis for and concludes none of the project alternatives under consideration affect waters of the U.S.;
   c. States a section 404 permit will not be required for the project; and
   d. Refers to the draft EIS locations of the Corps letter and the exhibit(s) depicting the waters of the U.S., special aquatic sites, and associated sensitive species habitat in the project area.

3. <u>If all project alternative involvements with waters of the U.S. are nationwide 404 permit situations</u>
   a. Resource description.
      (1) Describes the location, extent, and quality of waters of the U.S. and special aquatic sites in the project area;
      (2) Provides the basis for and concludes that all project alternative involvements with waters of the U.S. are nationwide 404 permit situations.
      (3) Includes a copy of a Corps letter or letters concurring, based on the information provided, that all project alternative involvements with waters of the U.S. are likely to meet the conditions for nationwide 404 permits and also appear to require a nationwide permit.

4. <u>If any of the alternatives affect or could affect special aquatic sites, includes drawings clearly showing each involved special aquatic site relative to the alternative(s).</u>
   a. Resource Description
      (1) Refers to exhibit(s) depicting the waters of the U.S., special aquatic sites, and associated sensitive species habitat; and

(2) Includes a description of the functions and values of the affected waters of the U.S. and special aquatic sites, identifying which functions are performed and the value of those functions (included in the Affected Environment Section).

(3) In conjunction with the associated EIS evaluations of upland wildlife habitat and vegetative communities, the exhibits of waters of the U.S., special aquatic sites, and associated sensitive species habitat, and the text, use mapping units of a recognized classification system or systems, and cite the source(s);

b. Impact evaluation.

(1) Identifies the location(s) and extent of modifications to waters of the U.S. and special aquatic sites for each alternative under consideration;

(2) Includes an assessment of the project impacts, including the type of impact (e.g., habitat removal, fragmentation, introduction of exotic species), its magnitude, and how the project will affect the continued performance of the identified functions;

(3) If a wetland assessment methodology was utilized as part of the wetland impact evaluation, it is identified;

c. Compensatory mitigation.

Summarizes the general mitigation plan concepts developed to date:

(a) habitat types and approximate hectares of impact

(b) plant communities and habitat to be replaced

(c) functions and values to be enhanced or created by the mitigation

(d) plant species to be used

(e) cost estimate

(f) mitigation success criteria

(g) monitoring criteria for evaluation of the mitigation

5. <u>If any of the project alternative involvements with waters of the U.S. are individual 404 permit situations</u>

a. Resource description.

(1) Describes the location, extent, and quality of waters of the U.S. and special aquatic sites in the project area;

(2) Refers to a copy of a Corps letter included in the EIS which verifies the delineations of the waters of the U.S. and the special aquatic sites.

(3) If any of the alternatives affect or could affect special aquatic sites, includes a delineation of each involved special aquatic site at a 1:1200 scale relative to the alternative(s).

(4) Refers to exhibit(s) depicting the waters of the U.S., special aquatic sites, and associated sensitive species habitat; and

(5) Includes a description of the functions and values of the affected waters of the U.S. and special aquatic sites, identifying which functions are performed and the value of those functions.

(6) In conjunction with the associated EIS evaluations of upland

wildlife habitat and vegetative communities, the text and the exhibits of waters of the U.S., special aquatic sites, and associated sensitive species habitat utilize mapping units of a recognized classification system or systems, and cite the source(s);

(7) The draft EIS includes descriptive information for each exhibit mapping unit that provides:

(a) the distribution of the unit within the study area,
(b) an estimate of the total number of hectares present,
(c) the dominant plant species, and
(d) the relative sensitivity of the vegetation.

(8) All plant and animal taxa encountered during site visits are listed by vegetation type in an appendix to the draft EIS, and this listing is referred to in the draft EIS text.

b. Impact evaluation.

(1) Identifies the location(s) and extent of modifications to waters of the U.S. and special aquatic sites for each alternative under consideration;

(2) Includes an assessment of the project impacts, including the type of impact (e.g., habitat removal, fragmentation, introduction of exotic species), its magnitude, and how the project will affect the continued performance of the identified functions;

(3) Impacts are evaluated in a regional and, if appropriate, a local context; and

(4) If a wetland assessment methodology was utilized as part of the wetland impact evaluation, it is identified.

c. Compensatory mitigation.

(1) Summarizes the pertinent factors from the feasibility study of candidate mitigation sites which demonstrate that conditions at mitigation sites under consideration would make a successful mitigation effort likely--particularly groundwater, hazardous wastes, historic/archaeological resources, and easements/land ownership (see NEPA-404 MOU Guidance Papers page 27 for the feasibility study factors); and

(2) Summarizes the description of the general mitigation plan concepts developed to date, including:

(a) habitat types and approximate hectares of impact;
(b) plant communities and habitat to be replaced;
(c) functions and values to be enhanced or created by the mitigation;
(d) plant species to be used;
(e) cost estimate;
(f) mitigation success criteria;
(g) monitoring criteria for evaluation of the mitigation.

d. A draft 404 Alternatives Analysis is contained in a separate section of the draft EIS (e.g., an EIS Appendix) and is referred to in the draft EIS 404 discussion. (The content of a draft 404 Alternatives Analysis is outlined in the NEPA-404 MOU Guidance Papers, pp 21- 23)

e. Agency Concurrence.

(1) Includes written documentation from the Corps, EPA, FWS, and (when marine or anadromous fish resources are involved) NMFS stating their agreement on:

- the project purpose and need,
- the project alternatives to be evaluated in draft EIS,
- the preliminary preferred alternative (if known), and
- any involvement as a cooperating agency.

(2) Refers to this documentation in the discussion of waters of the U.S./Section 404

TA Guidance:
When an alternative will impact wetlands [the Environmental Consequences section of the] draft EIS should (1) describe the impacts to the wetlands [area, quality, and functions], (2) evaluate alternatives which would avoid these wetlands, and (3) identify practicable measures to minimize harm to the wetlands. Exhibits showing wetlands in the project impact area in relation to the alternatives, should be provided. [If the exhibits appear in the Affected Environment section, they should be referenced here.]

In evaluating the impact of the proposed project on wetlands, the following two items should be addressed: (1) the importance of the impacted wetland(s) and (2) the severity of this impact. Merely listing the number of acres taken by the various alternatives of a highway proposal does not provide sufficient information upon which to determine the degree of impact on the wetland ecosystem. The wetlands analysis should be sufficiently detailed to provide an understanding of these two elements.

In determining the wetland impact, the analysis should show the project's effects on the stability and quality of the wetland(s). This analysis should consider the short- and long-term effects on the wetlands and the importance of any loss such as: (1) flood control capacity, (2) shore line anchorage potential, (3) water pollution abatement capacity, and (4) fish and wildlife habitat value. Knowing the importance of the wetlands involved and the degree of the impact, the SHA and FHWA will be in a better position to determine the mitigation efforts necessary to minimize harm to these wetlands. Mitigation measures which should be considered include preservation and improvement of existing wetlands and creation of new wetlands (consistent with 23 CFR 777).

K. WILDLIFE IMPACTS ***Required for this project? Y or N***

1. Discusses impacts to fish and wildlife including any sensitive species resulting from the loss of degradation or modification of aquatic or terrestrial habitat.
2. Documents coordination with state, local agencies and FWS under the Fish and Wildlife Coordination Act of 1958.

TA Guidance:
Impacts to fish and wildlife resulting from the loss degradation, or modification of aquatic or terrestrial habitat should also be discussed. The results of coordination with appropriate Federal, State and local agencies should be documented in the draft EIS (e.g., coordination with FWS under the Fish and Wildlife Coordination Act of 1958).

L. FLOODPLAIN IMPACTS ***Required for this project? Y or N***
(23 CFR 650 Subpart A)

1. Identifies and evaluates longitudinal/transverse encroachments of project alternatives on flood plains.
2. Includes summary of the "Location Hydraulic Study".
3. Reflects coordination with the Federal Emergency Management Agency (FEMA) and appropriate State and local government agencies for each floodway encroachment.
4. Includes a discussion of the consistency of the project with the Regulatory floodway.
5. Evaluates and discusses practicable alternatives if it has been determined that there is a significant encroachment.

TA Guidance:
National Flood Insurance Program (NFIP) maps or, if NFIP maps are not available, information developed by the highway agency should be used to determine whether an alternative will encroach on the base (100-year) floodplain. The location hydraulic studies required by 23 CFR 650, Subpart A, must include a discussion of the following items commensurate with the level of risk or environmental impact, for each alternative which encroaches on base floodplains or would support base floodplain development:

(a) The flooding risks;
(b) The impacts on natural and beneficial floodplain values;
(c) The support of probable incompatible floodplain development (i.e., any development that is not consistent with a community's floodplain development plan);
(d) The measures to minimize floodplain impacts; and
(e) The measures to restore and preserve the natural and beneficial floodplain values.

The draft EIS should briefly summarize the results of the location hydraulic studies. The summary should identify the number of encroachments and any support of incompatible floodplain developments and their potential impacts. Where an encroachment or support of incompatible floodplain development results in substantial impacts, the draft EIS should provide more detailed information on the location, impacts and appropriate mitigation measures. In addition, if any alternative (l) results in a floodplain encroachment or supports incompatible floodplain development having significant impacts, or (2) requires a commitment to a particular structure size or type, the draft EIS needs to include an evaluation and discussion of practicable alternatives to the structure or to the significant encroachment. The draft EIS should include exhibits which display the alternatives, the base floodplains and, where applicable, the regulatory floodways.

For each alternative encroaching on a designated or proposed regulatory floodway, the draft EIS should provide a preliminary indication of whether the encroachment would be consistent with or require a revision to the regulatory floodway. Engineering and environmental analyses should be undertaken, commensurate with the level of encroachment, to permit the consistency evaluation and identify impacts. Coordination with the Federal Emergency Management Agency (FEMA) and appropriate State and

local government agencies should be undertaken for each floodway encroachment.

M. WILD AND SCENIC RIVERS ***Required for this project? Y or N***

1. Indicates that the "National Inventory of Wild and Scenic Rivers" has been reviewed.
2. Summarizes the coordination between the highway agency and the National Park Service, if appropriate.

TA Guidance:
If the proposed action could have foreseeable adverse effects on a river on the National Wild and Scenic Rivers System or a river under study for designation to the National Wild and Scenic Rivers System, the draft EIS should identify early coordination undertaken with the agency responsible for managing the listed or study river (i.e., National Park Service (NPS), Fish and Wildlife Service (FWS), Bureau of Land Management (BLM), or Forest Service (FS)). For each alternative under consideration, the EIS should identify the potential adverse effects on the natural, cultural, and recreational values of the listed or study river. Adverse effects include alteration of the free-flowing nature of the river, alteration of the setting or deterioration of water quality. If it is determined that any of the alternatives could foreclose options to designate a study river under the Act, or adversely affect those qualities of a listed river for which it was designated, to the fullest extent possible, the draft EIS needs to reflect consultation with the managing agency on avoiding or mitigating the impacts (23 CFR 771.123(c)). Publicly owned waters of designated wild and scenic rivers are protected by Section 4(f). Additionally, public lands adjacent to a Wild and Scenic River may be subject to Section 4(f) protection. An examination of any adopted or proposed management plan for a listed river should be helpful in making the determination on applicability of Section 4(f). For each alternative that takes such land, coordination with the agency responsible for managing the river (either NPS, FWS, BLM, or FS) will provide information on the management plan, specific affected land uses, and any necessary Section 4(f) coordination.

N. COASTAL BARRIERS **Required for this project? Y or N**

Note: There are no designated coastal barriers in Region 9 as of February 1995.

O. COASTAL ZONE IMPACTS ***Required for this project? Y or N***

1. Indicates whether the proposed project is within, or is likely to affect land or water uses within the area covered by a State Coastal Zone Management Program (CZMP).
2. Documents coordination between the highway agency and the State CZM agency.

TA Guidance:
Where the proposed action is within, or is likely to affect land or water uses within the area covered by a State Coastal Zone Management Program (CZMP) approved by the Department of Commerce, the draft EIS should briefly describe the portion of the affected CZMP plan, identify the potential impacts, and include evidence of coordination with the State Coastal Zone Management agency or appropriate local agency.

P. THREATENED OR ENDANGERED SPECIES IMPACTS ***Required for this project? Y or N***

1. Documents coordination with FWS and/or NMFS.
2. Identifies whether any threatened or endangered species and/or designated or proposed critical habitat may be impacted in the project area; includes exhibits depicting habitat and avoidance alternatives.
3. Discusses biological assessment and documented FWS coordination of Section 7 consultation.

R.C.:
-- Ensures that only the FHWA or the State DOT made the written request to the FWS for listed or proposed species and/or critical habitat in the project area. Include the FWS written response in the appendix and refer to it in both the "affected" and "consequences" sections of the endangered species discussion.

TA Guidance:
When a proposed species or a proposed critical habitat may be present in the proposed project area, an evaluation or, if appropriate, a biological assessment is made on the potential impacts to identify whether any such species or critical habitat are likely to be adversely affected by the project. Informal consultation with FWS and/or NMFS should be undertaken during the evaluation. The draft EIS should include exhibits showing the location of the species or habitat, summarize the evaluation and potential impacts, identify proposed mitigation measures, and evidence coordination with FWS and/or NMFS. If the project is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat, the HA in consultation with the FHWA must confer with FWS and/or NMFS to attempt to resolve potential conflicts by avoiding, minimizing, or reducing the project impacts (50 CFR 402.10(a)).

When a listed species or a designated critical habitat may be present in the proposed project area, a biological assessment must be prepared to identify any such species or habitat which are likely to be adversely affected by the proposed project (50 CFR 402.12). Informal consultation should be undertaken or, if desirable, a conference held with FWS and/or NMFS during preparation of the biological assessment. The draft EIS should summarize the following data from the biological assessment:

(a) The species distribution, habitat needs, and other biological requirements;
(b) The affected areas of the proposed project;
(c) Possible impacts to the species including opinions of recognized experts on the species at issue;
(d) Measures to avoid or minimize adverse impacts; and
(e) Results of consultation with FWS and/or NMFS.

Q. HISTORIC AND ARCHEOLOGICAL PRESERVATION ***Required for this project? Y or N***

1. Refers to the Historic Property Survey Report (HPSR) as necessary.

2. Describes in qualitative and quantitative detail the potential effects of **each** alternative on each NRHP property.
3. Discusses and documents all Section 106 coordination efforts with the SHPO regarding eligibility and effects under each alternative. Refers to a copy of the SHPO letter which is included in the appendix.

R.C.:
-- Indicates whether archaeological sites warrant preservation in place or are only significant for their data. If preservation is warranted, then Section 4(f) applies.

TA Guidance:
The draft EIS discussion should briefly summarize the methodologies used in identifying historic and archeological resources [discussed in Affected Environment]. The draft EIS should summarize the impacts of each alternative on and proposed mitigation measures for each resource. The document should evidence coordination with the SHPO on the significance of newly identified historic and archeological resources, the eligibility of historic resources for the National Register, and the effects of each alternative on both listed and eligible historic resources. Where the draft EIS discusses eligibility for the National Register of archeological resources, the coordination with the SHPO on eligibility and effect should address both historic and archeological resources.
The draft EIS can serve as a vehicle for affording the Advisory Council on Historic Preservation (ACHP) an opportunity to comment pursuant to Section 106 requirements if the document contains the necessary information required by 36 CFR 800.8. The draft EIS transmittal letter to the ACHP should specifically request its comments pursuant to 36 CFR 800.6.

R. HAZARDOUS WASTE SITES ***Required for this project? Y or N***

1. Includes a map identifying the location of the site(s) in relation to the alternatives.
2. Discusses results of coordination with resource agency, state and local agencies including description of clean-up plans.
3. Includes information on the number and types of sites/structures, extent of contamination, and alternative treatment/disposal measures with relative costs.
4. Includes justification for not avoiding waste sites, if warranted.
5. Includes statement on how hazardous wastes will be handled if encountered during construction activities.

TA Guidance:
If known or potential waste sites are identified, the locations should be clearly marked on a map showing their relationship to the alternatives under consideration. If a known or potential hazardous waste site is affected by an alternative, information about the site, the potential involvement, impacts and public health concerns of the affected alternative(s), and the proposed mitigation measures to eliminate or minimize impacts or public health concerns should be discussed in the draft EIS.

S. VISUAL IMPACTS ***Required for this project? Y or N***

1. Discusses impacts to potential viewers of and from the project.

2. Uses a federally accepted visual assessment methodology.

TA Guidance:
The draft EIS should state whether the project alternatives have a potential for visual quality impacts. When this potential exists, the draft EIS should identify the impacts to the existing visual resource, the relationship of the impacts to potential viewers of and from the project, as well as measures to avoid, minimize, or reduce the adverse impacts. When there is potential for visual quality impacts, the draft EIS should explain the consideration given to design quality, art, and architecture in the project planning. These values may be particularly important for facilities located in visually sensitive urban or rural settings. When a proposed project will include features associated with design quality, art or architecture, the draft EIS should be circulated to officially designated State and local arts councils and, as appropriate, other organizations with an interest in design, art, and architecture.

T. ENERGY ***Required for this project? Y or N***

1. Discusses cost/benefit analysis of reasonable alternatives for major projects

TA Guidance:
Except for large scale projects, a detailed energy analysis including computations of BTU requirements, etc., is not needed. For most projects, the draft EIS should discuss in general terms the construction and operational energy requirements and conservation potential of various alternatives under consideration. The discussion should be reasonable and supportable. It might recognize that the energy requirements of various construction alternatives are similar and are generally greater than the energy requirements of the no-build alternative. Additionally, the discussion could point out that the post-construction, operational energy requirements of the facility should be less with the build alternative as opposed to the no-build alternative. In such a situation, one might conclude that the savings in operational energy requirements would more than offset construction energy requirements and thus, in the long term, result in a net savings in energy usage.

For large-scale projects with potentially substantial energy impacts, the draft EIS should discuss the major direct and/or indirect energy impacts and conservation potential of each alternative. Direct energy impacts refer to the energy consumed by vehicles using the facility. Indirect impacts include construction energy and such items as the effects of any changes in automobile usage. The alternative's relationship and consistency with a State and/or regional energy plan, if one exists, should also be indicated.

U. CONSTRUCTION IMPACTS (pages 35-36 of TA)

1. Discusses related adverse impacts on safety, air, noise, water, traffic congestion, access to businesses, schools, community facilities and potential detours for each alternative.
2. Discusses appropriate mitigation measures.
3. Includes impacts of borrow or disposal of waste material and appropriate mitigation.

TA Guidance:
The draft EIS should discuss the potential adverse impacts (particularly air, noise, water, traffic congestion, detours, safety, visual, etc.) associated with construction of each alternative and identify appropriate mitigation measures. Also, where the impacts of obtaining borrow or disposal of waste material are important issues, they should be discussed in the draft EIS along with any proposed measures to minimize these impacts.

VIII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY (page 36 of TA)

TA Guidance:
The EIS should discuss in general terms the proposed action's relationship of local short-term impacts and use of resources, and the maintenance and enhancement of long-term productivity. This general discussion might recognize that the build alternatives would have similar impacts. The discussion should point out that transportation improvements are based on State and/or local comprehensive planning which consider(s) the need for present and future traffic requirements within the context of present and future land use development. In such a situation, one might then conclude that the local short-term impacts and use of resources by the proposed action is consistent with the maintenance and enhancement of long-term productivity for the local area, State, etc.

IX. ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION (pp. 36-37 of TA)

TA Guidance:
The EIS should discuss in general terms the proposed action's irreversible and irretrievable commitment of resources. This general discussion might recognize that the build alternatives would require a similar commitment of natural, physical, human, and fiscal resources. An example of such discussion would be as follows:

"Implementation of the proposed action involves a commitment of a range of natural, physical, human, and fiscal resources. Land used in the construction of the proposed facility is considered an irreversible commitment during the time period that the land is used for a highway facility. However, if a greater need arises for use of the land or if the highway facility is no longer needed, the land can be converted to another use. At present, there is no reason to believe such a conversion will ever be necessary or desirable.

Considerable amounts of fossil fuels, labor, and highway construction materials such as cement, aggregate, and bituminous material are expended. Additionally, large amounts of labor and natural resources are used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use will not have an adverse effect upon continued availability of these resources. Any construction will also require a substantial one-time expenditure of both State and Federal funds which are not retrievable.

The commitment of these resources is based on the concept that residents in the immediate area, State, and region will benefit by the improved quality of the transportation system. These benefits will consist of improved accessibility and safety, savings in time, and greater availability of quality services which are anticipated to outweigh the commitment of these resources."

X. LIST OF PREPARERS

A. Summarizes the credentials of all preparers.

TA Guidance:
This section should include lists of:

1. State (and local agency) personnel, including consultants, who were primarily responsible for preparing the EIS or performing environmental studies, and a brief summary of their qualifications, including educational background and experience.
2. The FHWA personnel primarily responsible for preparation or review of the EIS and their qualifications.
3. The areas of EIS responsibility for each preparer.

XI. LIST OF AGENCIES, ORGANIZATIONS, AND PERSONS TO WHOM COPIES ARE SENT

R.C.:
Check for correct mailing addresses and phone numbers for Federal/State agencies.
Ensure FHWA and the state DOT are not on the mailing list.

TA Guidance:
List all entities from which comments are being requested (40 CFR 1502.10).

XII. COMMENTS AND COORDINATION

A. Discusses scoping meetings and other meetings.
B. Includes copies of pertinent correspondence with other agencies and the public.

R.C.:
-- Summarizes key issues from the public and government.
-- References and includes copy of Notice of Intent and letters inviting cooperating agency status.
-- Removes FHWA from the mailing list and any letters from FHWA and the State DOT.

TA Guidance:
1. The draft EIS should contain copies of pertinent correspondence with each cooperating agency, other agencies and the public and summarize: 1) the early coordination process, including scoping; 2) the meetings with community groups (including minority and non-minority interests) and individuals; and 3) the key issues and pertinent information received from the public and government agencies through these efforts.

XII. INDEX

R.C.:
-- Includes accurate page numbers.

TA Guidance:
The index should include important subjects and areas of major impacts so that a reviewer need not read the entire EIS to obtain information on a specific subject or impact.

XIV. APPENDICES

A. Consists of various material prepared specifically for this EIS to substantiate information in the EIS. Lengthy technical discussions are part of a technical report and are made available for review at specified locations.

R.C.:
-- Includes plan and profile drawings or aerial photographs.

TA Guidance:
The EIS should briefly explain or summarize methodologies and results of technical analyses and research. Lengthy technical discussions should be contained in a technical report. Material prepared as appendices to the EIS should:

1. *consist of material prepared specifically for the EIS;*
2. *consist of material which substantiates an analysis fundamental to the EIS;*
3. *be analytic and relevant to the decision to be made; and*
4. *be circulated with the EIS within FHWA, to EPA (Region), and to cooperating agencies and be readily available on request by other parties. Other reports and studies referred to in the EIS should be readily available for review or for copying at a convenient location.*

XV. DRAFT SECTION 4(F) EVALUATION ***Required for this project? Y or N***
(See also FHWA Section 4(f) Policy Paper)

A. Cites the Section 4(f) Regulation and explains the requirements of 4(f).
B. Identifies and depicts on map, all 4(f) or 6(f) resources in project corridor to show relationship of resource to project.
C. Discusses actual use on each 4(f) resource for each alternative. Includes discussion on the types of activities affected.
D. Discusses avoidance alternative(s) which avoid each and all 4(f) properties.
E. Discusses any proximity impacts on each 4(f) resource not actually used under each alternative.
    1. Includes detailed discussion with maps and photographs of any proximity impacts such as noise, visual and access.
    2. Ensures that proper noise abatement criteria are applied depending on types of activities impacted.
F. If there are no feasible and prudent avoidance alternatives, the discussion is clear.
G. Discusses all possible mitigation measures to minimize harm.
H. Discusses results of coordination efforts with jurisdictional parties over the 4(f) properties and with National Park Service (NPS) for 6(f) properties.

R.C.:
-- Includes citation: “submitted pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303” on the title page or in the introductory paragraph.
-- Need to clearly indicate whether a property is a 4(f) resource or it is not. "Potential"

4(f) resources has no meaning.
-- Any planned parks and recreation trails are subject to Section 4(f) evaluation and must be identified.
-- For potential constructive use issues, ensure that regulations at 23 CFR 771.135(p) are complied with and any compliance with Section 4(f) based on joint planning must be carefully documented.

TA Guidance:
A Section 4(f) evaluation must be prepared for each location within a proposed project before the use of Section 4(f) land is approved (23 CFR 771.135(a)). For projects processed with an EIS or an EA/FONSI, the individual Section 4(f) evaluation should be included as a separate section of the document, and for projects processed as categorical exclusions, as a separate Section 4(f) evaluation document. Pertinent information from various sections of the EIS or EA/FONSI may be summarized in the Section 4(f) evaluation to reduce repetition. Where an issue on constructive use Section 4(f) arises and FHWA decides that Section 4(f) does not apply, the environmental document should contain sufficient analysis and information to demonstrate that the resource(s) is not substantially impaired.

The use of Section 4(f) land may involve concurrent requirements of other Federal agencies. Examples include consistency determinations for the use of public lands managed by the Bureau of Land Management, compatibility determinations for the use of land in the National Wildlife Refuge System and the National Park System, determinations of direct and adverse effects for Wild and Scenic Rivers, and approval of land conversions under Section 6(f) of the Land and Water Conservation Fund Act. The mitigation plan developed for the project should include measures which would satisfy the various requirements. For example, Section 6(f) directs the Department of the Interior (National Park Service) to assure that replacement lands of equal value, location, and usefulness are provided as conditions to approval of land conversions. Therefore, where a Section 6(f) land conversion is proposed for a highway project, replacement land will be necessary. Regardless of the mitigation proposed, the draft and final Section 4(f) evaluations should discuss the results of coordination with the public official having jurisdiction over the Section 4(f) land and document the National Park Service's position on the Section 6(f) land transfer, respectively.

A. <u>Draft Section 4(f) Evaluation</u>
The following format and content are suggested. The listed information should be included in the Section 4(f) evaluation, as applicable.

1. <u>Proposed Action</u>.
Where a separate Section 4(f) evaluation is prepared, describe the proposed project and explain the purpose and need for the project.

2. <u>Section 4(f) Property</u>.
Describe each Section 4(f) resource which would be used by any alternative under consideration. The following information should be provided:

(a) A detailed map or drawing of sufficient scale to identify the relationship of the alternatives to the Section 4(f) property.

(b) *Size (acres or square feet) and location (maps or other exhibits such as photographs, sketches, etc.) of the affected Section 4(f) property.*

(c) *Ownership (city, county, State, etc.) and type of Section 4(f) property (park, recreation, historic, etc.).*

(d) *Function of or available activities on the property (ball playing, swimming, golfing, etc.).*

(e) *Description and location of all existing and planned facilities (ball diamonds, tennis courts, etc.).*

(f) *Access (pedestrian, vehicular) and usage (approximate number of users/visitors, etc.).*

(g) *Relationship to other similarly used lands in the vicinity.*

(h) *Applicable clauses affecting the ownership, such as lease, easement, covenants, restrictions, or conditions, including forfeiture.*

(i) *Unusual characteristics of the Section 4(f) property (flooding problems, terrain conditions, or other features) that either reduce or enhance the value of all or part of the property.*

3. Impacts on the Section 4(f) Property(ies).
Discuss the impacts on the Section 4(f) property for each alternative (e.g., amount of land to be used, facilities and functions affected, noise, air pollution, visual, etc.). Where an alternative (or alternatives) uses land from more than one Section 4(f) property, a summary table would be useful in comparing the various impacts of the alternative(s). Impacts (such as facilities and functions affected, noise, etc.) which can be quantified should be quantified. Other impacts (such as visual intrusion) which cannot be quantified should be described.

4. Avoidance Alternatives.
Identify and evaluate location and design alternatives which would avoid the Section 4(f) property. Generally, this would include alternatives to either side of the property. Where an alternative would use land from more than one Section 4(f) property, the analysis needs to evaluate alternatives which avoid each and all properties (23 CFR 771.135(i)). The design alternatives should be in the immediate area of the property and consider minor alignment shifts, a reduced facility, retaining structures, etc. individually or in combination, as appropriate. Detailed discussions of alternatives in an EIS or EA need not be repeated in the Section 4(f) portion of the document, but should be referenced and summarized. However, when alternatives (avoiding Section 4(f) resources) have been eliminated from detailed study the discussion should also explain whether these alternatives are feasible and prudent and, if not, the reasons why.

5. Measures to Minimize Harm.
Discuss all possible measures which are available to minimize the impacts of the proposed action on the Section 4(f) property(ies). Detailed discussions of mitigation measures in the EIS or EA may be referenced and appropriately summarized, rather than repeated.

6. Coordination.
Discuss the results of preliminary coordination with the public official having

jurisdiction over the Section 4(f) property and with regional (or local) offices of DOI and, as appropriate, the Regional Office of HUD and the Forest Supervisor of the affected National Forest. Generally, the coordination should include discussion of avoidance alternatives, impacts to the property, and measures to minimize harm. In addition, the coordination with the public official having jurisdiction should include, where necessary, a discussion of significance and primary use of the property.

Note: The conclusion that there are no feasible and prudent alternatives is not normally addressed at the draft Section 4(f) evaluation stage. Such conclusion is made only after the draft Section 4(f) evaluation has been circulated and coordinated and any identified issues adequately evaluated.

XVI. GENERAL COMMENTS

R.C.:

-- Avoids using the term "Significant" except to describe 4(f) resources, 106 properties, or floodplain impacts.
-- Satisfies State only requirements with a separate section or appendix in the document.
-- Provides information and data to thoroughly describe each impact to support conclusions made.
-- Refers to specific technical reports and summarizes contents as appropriate.
-- Uses photographs, illustrations, and other graphics as appropriate.
-- Includes a key for figures and tables that is easily understandable.
-- Includes a statement that the project will conform with the American Disabilities Act (ADA) of 1990, as appropriate.
-- Discusses cumulative impacts: substantial, foreseeable, induced secondary impacts for each alternative - in particular to air, water quality, and wetlands.
-- Uses a table summarizing total project mitigation.
-- Ensures that the consultants' names do not appear on the binding, cover, and title page of the EIS except under the List of Preparers.
-- Checks that names of the preparers of technical reports are not in the narrative of the subject discussions but listed under List of Preparers.
-- Refers to verbal communications with date, complete name and title of individuals involved in conversation with documentation in the project file.

COMMENTS:

The **State DOT** ensures that this environmental document has been reviewed for completeness.

REVIEWED BY: DATE: _____

State DOT Project Manager

The FHWA Division office Project Manager (i.e., Transportation Engineer) and the EIS Review Team (ERT) have completed their review of this environmental document.

REVIEWED BY: DATE: _____

FHWA Division Project Manager (TE)

todd bray
<jazb@sbcglobal.net>
10/22/2011 11:14 AM

To tom-caltrans <thomas_rosevear@dot.ca.gov>
cc Madeline Cavalieri <mcavalieri@coastal.ca.gov>, cdfg <pelledge@dfg.ca.gov>, Elizabethpepin coastal clash <epepin@kqed.org>, coastaltamigrove
bcc
Subject Additional comments to Calera Parkway DEIR/EA: Confirmed Mammoth bones found near project site.

Dear Ms. Rivas

Below please find a link below to an article confirming the very recent discovery of bones belonging to a Wooley Mammoth inside the City of Pacifica boundary not two miles from the proposed projects site:

http://pacifica.patch.com/articles/mammoth

25A.1

The existence of prehistoric animals that are know to be feed stock for prehistoric tribes of native peoples underscores the need for Caltrans to do a more professional archeological assessment of the project area. There is no way to assess the real archeological value of the project area without a properly supervised professionally conducted archeological dig throughout the project area to establish whether or not the project will have an impact on any cultural remains in the project area.

Given the existence of such large feed stock animals and the known prehistoric history of native peoples in the project area it is now of vital importance Caltrans re-evaluates its findings and conclusions in the DEIR/EA regarding the historical, cultural and archeological benefits to the community that are most likely present in the project area after all.

How can Caltrans even pretend to know what lies under the ground now given this recent rather spectacular find?

Given that the prehistoric presents feed stock animals of great size are in or near the project area it is a good bet that if examined properly the archeological heritage that could be unearthed before constructed the project could be of immense value. This new discovery undoes the documents archeological conclusions, mitigation measures and monitoring plan and at the very least requires a re-evaluation of the projects archeological impact on historical, cultural and human remains that are most likely pervasive throughout the project area.

Thank you for your attention to this matter

Todd McCune Bray
468 Donaldson
Pacifica CA 94044
650 355 6788

todd bray
<jazb@sbcglobal.net>
10/21/2011 06:55 AM

To tom-caltrans <thomas_rosevear@dot.ca.gov>
cc
bcc
Subject Additional comments to Calera Parkway EIR

Dear Ms Rivas

I'm adding a few things to my comments concerning the negative visual impacts of the project

Visual and Aesthetic impacts

25B.1

The DEIR/EA fails to adequately analyze whether the visual and aesthetic resource impacts of the Project are adverse or significant. As a resident of Pacifica for sixteen years, I travel the area of Highway 1encompassed by the proposed Project on a daily basis and live within the projects reach. I appreciate the scenic nature of this coastal highway, the ruralness it represents and "down home country" feel it has. The tree line the project will remove is a lovely reminder on a daily basis that I don't live in an urban area. The project will remove that quality of life for me.

25B.2

I also hike in the areas surrounding the Project on a frequent basis, including the California Coastal trail, Mori Point, Sweeney Ridge, and the trail through the Quarry property. Based on my personal experiences, I believe that the Project will have a substantial adverse impact on scenic vistas in Pacifica and will substantially degrade the existing visual character and quality of the Project area and all its surroundings. The DEIR/EA fails to address the unique scenic beauty of Pacifica. The DEIR/EA instead actually ridicules Pacifica's inherant beauty by suggesting the project will be a visual improvement to the area. The documents tone is abrupt and offensive concerning the projects value expressing a, "We are Caltrans and we are going to build what we are going to build," attitude.

25B.3
25B.4

As a threshold matter, the width, and therefore the actual scale of the Project, is not sufficiently described in the DEIR/EA. Even without the missing specifications in the document, such as scaled plan views, missing photo simulations and entire parts of the project (sound walls) it is obvious by virtue of the overall changes to the Project area that (1) the Project will significantly and adversely impact the visual and aesthetic qualities of all the adjacent properties, (2) will interfere with scenic views, (3) and will be visually incompatible with its surroundings. Simply put, the Project is inconsistent and out of character in both scale and scope with a small coastal city.

25B.5

This Project involves visual and aesthetic impacts to the following resources: an environmentally sensitive coastal area, including wetlands, trees, sensitive habitats and hillside areas (including those within and adjacent to the Golden Gate National Recreation Area), scenic views, the California Coastal Trail, at least one historical site, cultural resource areas and a section of Highway 1 eligible for the "state scenic highway designation". Despite all the above potentially significant and adverse impacts to sensitive resources, the document, on page 89, impermissibly concludes that "As a result of this project, minor changes to visual resources will occur within the project limits." Also, "this change would not affect the roadway users or those who view the roadway and intersections from adjacent communities."

25B.6 This conclusion is absolutely incorrect and fails to address and analyze the correct thresholds of significance under CEQA, and the standards set forth in Appendix G of the CEQA Guidelines.

25B.7 Furthermore, the DEIR/EA fails to identify and analyze all impacts from light, glare, sound walls, retaining walls, loss of buffer zones in front of homes and commercial buildings, including the historic Vallemar station. Where the document fails to identify all appropriate impacts, it also fails to discuss true mitigation measures to address these impacts as required by CEQA. The

25B.8 25B.9 document fails as an informational document as it does not include the relevant and required information regarding project description and analysis of project impacts to visual and aesthetic resources.

Thank you again for your attention to this matter.

Todd McCune Bray
468 Donaldson
Pacifica CA 94044
650 355 6788

Todd McCune Bray Oct 19, 2011
468 Donaldson
Pacifica CA 94044
650 355 6788

Yolanda Rivas, Branch Chief
Division of Environmental Planning and Engineering
Caltrans District 4 Attn: Thomas Rosevear
111 Grand Ave
Oakland CA. 94623
thomas_rosevear@dot.ca.gov

Re: Calera Parkway DEIR/EA inadequacy

Dear Ms. Rivas,

25C.1

Recently Caltrans held a meeting in town to show it has completed a DEIR/EA for the Calera Parkway project (the Project). During the meeting Caltrans made several remarks that were factually untrue, misleading or misinterpretations of several studies, volumes of data and the environmental process as a whole. These false, misleading statements and misinterpreted data occur in the DEIR/EA (the document) with alarming frequency.

For instance the document is misleading and ignores the environmental permitting process because it states part of the Project is within the City of Pacifica's (the City) Right of Way and furthermore the Project is within the City's Local Coastal Program's

25C.1 cont

(LCP) jurisdiction yet does not discuss the fact that the Project needs to apply for a Coastal Development Permit (CDP) from the City.

25C.2

The Project needs a CDP from the City which is confirmed in a California Coastal Commissions (the Commission) Notice of Preparation letter (NOP) sent to the director of San Mateo County Transportation Authority (TA) Mr. Joe Hurley dated March 18, 2010 that was cc'd to Caltrans and the City (see attachment 1) yet this letter was completely ignored by the DEIR/EA.

The NOP letter outlines the City's responsibility regarding issuing a Coastal Development Permit (CDP) and Caltrans need to submit two applications for two separate CDPs, one from the City and another from the Commission. The letter also outlines a process to combine the two permits if all four parties agree. The DEIR/EA makes no mention of this. The document ignores the Commission letter entirely.

25C.3

Recently the City Planning Commission asked for some clarity to the permitting process because the document ignores the City's permitting jurisdiction. City planner Mr. George White and director of Public Works Mr. Van O'Campo responded with a memo to the planning commissioners that unfortunately only clouded the issue further by suggested the City has no permitting authority over the project (see attachment 2). For some reason City staff seem to be in the dark about the Coastal Act, how it applies to this Project and how the City's LCP guarantees the City has permitting jurisdiction for this Project. The DEIR/EA needs to explain these issues in detail concerning the LCP to help City staff understand the City's identity as a permitting agency.

25C.4
25C.5
25C.6

The document also makes the determination that the Project is consistent with the City's LCP. This is a false statement; Calrans cannot make such a determination. Among other things the LCP requires the project to buy full lots to avoid leaving sub standard sized lots not just slivers of property as indicated in pages 16-19 of the document. The document also misquotes the City's LCP by inserting the word SHALL in place of SHOULD in several bullet points (page 47).

25C.7

Please explain the omission of the Commission's NOP from the document.

25C.8

Also please explain why the document ignores the fact that the City has permitting jurisdiction over the Project.

25C.9

Also please explain with documentation how Caltrans staff concluded the Project is consistent with the City's LCP.

25C.10

Please explain why the project proposes purchasing slivers of 17 parcels instead of lots.

25C.11

Please also explain the potential conflict of interest created by Caltrans in the document that declares that Caltrans, TA and the City will get together at some point to pick a preferred alternative, something that will directly conflict with the City's LCP process.

25C.11 cont.

If it is not the intent of Caltrans to purposely mislead the public and the City to create a conflict of interest please clarify what is Caltrans intent regarding the City and it's LCP CDP process.

25C.12

The DEIR/EA is misleading, confusing and ignores current data by relying of traffic count data that is at minimum four years old. Caltrans branch chief Mr. Gary Arnold recently sent a letter to the City (see attachment 3) dated June 30, 2011 regarding the assisted living facility project on Oddsted Blvd. The DEIR for the Oddsted facility had traffic counts from summer months only with the result of a LOS C-D for the Calera Parkway project area. RKH Civilian Transportation Engineering redid those traffic counts this year at Caltrans request. The results found that the Calera Parkway project area now operates at a LOS E. I spoke with Mr. Richard Hopper of RKH (650 212 0837) who confirmed the most current up to date traffic counts for the Calera Parkway project area show the area performing at a LOS E during AM peak hours.

The City has refused to release this traffic study for the Oddsted. The reason I was given was that the Oddsted applicant owes a legal fee to the city. **Please obtain a copy of this study and apply it to this Project. If a LOS E is indeed the current operational numbers for the project area the DEIR/EA needs to update its conclusions and Caltrans needs to reevaluate the need for the project.**

25C.13

The document projects traffic increases out to the year 2035 based on Association of Bay Area Governments (ABAG) growth projections for San Mateo County as a whole which are estimated to be .75% a year. However ABAG growth projections for the coast are a fraction of that amount only .072% a year.

Since the misuse of this information, namely the projected growth for the coast is wrong every evaluation and calculation that is made to support the two six lane Build Alternatives is incorrect as are all the calculations to dismiss every non six lane alternative.

At the very least the documents traffic projects out to the year 2035 must be recalculated using the correct ABAG growth projection of .072. These recalculated numbers should also be used to reevaluate the benefits of the two Build Alternatives as well as all the non-six lane alternatives in the document.

25C.14

Please secure a copy of the recent 2011 RKH traffic study for the Oddsted facility and use it to update your traffic estimates to reflect current traffic conditions.

Please explain why Caltrans staff decided not to include this new up to date traffic count data in the DEIR/EA that it requested from the City regarding the Oddsted facility.

25C.15

Also please explain why Caltrans is using projected population increases of .75% a year from ABAG for the coastal area when ABAG's projected growth for the San Mateo County coastal area is only .07%.

25C.15 cont.

Also please explain how this misuse of ABAG's projected growth for the coastal area happened and at what staff level the choice was made to misuse or misinterpret ABAG estimated growth data for the county and coastal area.

Please recalculate the projected growth for the coast using the correct ABAG data for the coast. Then please apply that calculation to the two Build Alternatives and all the documents non-six lane alternatives to reevaluate the congestion relief benefits of every alternative in the document.

25C.16

The DEIR/EA misinterprets and ignores data it generated concerning the need for noise abatement stated in the document that the Project area generates enough noise currently to warrant the construction of sound walls, yet at a staff level Caltrans decided not to include sound walls as design elements with visual photo representations in the document because of their cost, $200,000. It is ridiculous and offensive that a mere $200,000 of a fifty million dollar project can be considered too expensive by a Caltrans staff member to mitigate needed noise abatement. It shows a complete lack of commitment on the part of Caltrans staff toward the local residents within the Projects reach. The documents noise studies show a current legitimate need for sound walls at present conditions and if the Project moves ahead sound walls must to be built to mitigate current and future conditions.

Please explain why data that shows noise abatement must be considered was dismissed for it's cost, $200,000 out of a fifty two million dollar project, and why it may be included later after the DEIR/EA is certified.

25C.17

Also please explain how the DEIR/EA can be distributed as a complete document without visual representations of the required sound walls so the public can understand what they would look like.

Please include visual representations of the sound walls that show their size texture and color.

25C.18

As a resident who lives within the study area for noise abatement I must insist sound walls are included in this project if it proceeds. It is insulting that at a staff level the required sound abatement was dismissed for costs of $200,000 out of a fifty million dollar project when the documents noise studies clearly show sound walls are not only recommended under federal rules but also necessary for public health and safety. It's not just for my hearing that I'm demanding sound walls be constructed but the hearing of my wife our wonderful neighbors and their great kids.

25C.19

The DEIR/EA is factually untrue and ignores current data because it has determined no California Red Legged Frogs (CRLF) exist east of the Project area in Calera Creek. This is a false statement. CRLF were recently observed east of the project area in Calera

25C.19 cont.

Creek at 200 Berendos Ave APN 022-330-150 as reported in a negative declaration prepared by the City December 17, 2007.

25C.20

The DEIR/EA determines the San Francisco Garter Snake (SFGS) is unlikely in the area contrary to the catch and release permit from the United States Fish and Wildlife Service (the Service) to Swaim Biological that simply states negative findings for the animal can not be returned as the Service considers the area ideal habitat and the animal is known to the area historically. Please reference the Service's study,

"STATUS OF THE SAN FRANCISCO GARTER SNAKE AT PACIFICA QUARRY, SAN MATEO, CALIFORNIA."

25C.21

Please explain the omission and contradiction concerning the areas within the City and project area that host state and federally listed endangered species and why Caltrans at a staff level chose to ignore factual truths concerning the existence of the CRLF east of the project area and the existence of the SFGS within the project area.

25C.22

Also please explain why the document contradicts the language within the catch and release permit for SFGS to Swaim Biological as referenced in the study mentioned above by stating the SFGS are not likely present and therefore unlikely to be impacted by the project.

25C.23

The DEIR/EA misrepresents facts and ignores the environmental permitting process because it proposes using 5.1 acres of City property within the quarry area as a mitigation bank (according to City director of Public Works Mr. Van O'Campo) for the 6.8 acres of ESHA and wetlands the Project will permanently "take". The document also says that Golden Gate National Recreation Area (GGNRA) staff has agreed in principal to this transfer and its use as a mitigation bank.

I contacted the GGNRA to ask about this and there is no institution memory of or institutional paper trail that exists to support this claim. I talked to Mr. Joe Hurley about this and he said a staffer at the GGNRA named Brian O'Neill made the deal. The GGNRA called me back to confirm no record of such an agreement exists. I mentioned my conversation with Mr. Hurley and that he identified a Mr. Brian O'Neill as the staffer who in concept agreed to the City's 5.1 acres of land as a mitigation bank. Apparently Mr. O'Neill died some two years ago bringing into question the truth and honesty of Joe Hurley's statement and that of the document with it's assertions that the GGNRA has in theory agreed to the 5,1 acre mitigation bank.

Please explain what a mitigation bank is and how it functions.

Please explain what sort of ratio of take to mitigation bank is considered standard? Is a ratio of 1 to 1 standard or is a ratio of 1 to 3 standard? The document has no information about this.

25C.24 *Please explain* why a mitigation for a take of ESHA and wetlands is being proposed that would require it's own public process not only for permitting as a mitigation bank by the United States Fish and Wildlife Service and the Coastal Commission but also public process by the City to transfer the land? None of these permitting issues for the proposed mitigation bank are discussed in the document in a comprehensive way.

25C.25 *Also please explain* why the document makes unsubstantiated claims of arrangements with GGNRA staff. Please provide all the documentation Caltrans has to support this claim.

25C.26 *Also please discuss* the practical issues of a Caltrans Right of Way in the heart of the quarry property if Caltrans does get the identified 5.1 acres of City property. The issue of Right of Way concerning the proposed 5.1-acre mitigation bank is not explained at all in the document.

25C.27 **The DEIR/EA is misleading and confusing and ignores the environmental process** because all of the fold out aerial views of the two Build Alternatives and the dismissed alternatives are shown using yellow outlines superimposed on satellite photographs are not to scale. All of the foldout plan views in the document say "NO SCALE" under the illustrations SECTION titles. Not one single plan view in the document is to scale making it virtually impossible to understand exactly what is being proposed.

25C.28 Several of the documents photo simulations of the project are mislabeled, (key view #4 photo 15, 16 and 17). Most if not all of the photo simulations are taken from low points of view with a narrow field of view that unnecessarily restricts the publics ability to understand the visual impacts of the Project. Rather than using a wide-angled lens at a higher elevation that would have provided a more panoramic view of the visual impacts of the project the document is needlessly restricting the public's ability to understand the true visual impacts of the project.

25C.29 The document mislabeled photos 15,16 and 17 as being views of the Fassler/Rockaway intersection. Photos 15,16 and 17 are not views from the Fassler/Rockaway intersection looking north as stated but are from a position several hundred feet north of the Fasslar/SR1 intersection at the exit of Harvey Way onto SR1.

25C.30 The document lacks any photo simulations looking northbound from the intersection of Fasslar/SR1 that would show the visual impacts to the intersection, the Shell station, Pacifica tire and the entrance to Harvey Way.

The document also lacks any photo simulations that show views of Fassler/SR1 looking southbound onto Fassler showing the visual impacts to the Shell station, surrounding properties and the entrance to Rockaway blvd.

25C.31

Please explain how the public or me for that matter are expected to understand the scope of the Project or any of its alternatives if none of the supporting plan view illustrations are to scale? Please rectify this omission.

Also please explain how and why and at what staff level the decision was made not to show the scale of the project in the fold out plan view illustrations.

25C.32

Please explain why a narrow lens view was used for the documents photo simulations and at what staff level were these narrow views were approved for publication. Please rectify the problem by re-shooting all the photographs used for simulations with a wide angled lens and redo the simulations.

Please explain why photos 15,16 and 17 were mislabeled and at what staff level the mislabeling was approved. Please correct the mislabeling of photos 15,16 and 17.

Please rectify the complete omission of any photo simulation that shows the projects visual impacts on the Fasslar/SR1 intersection, looking north that includes the Shell station and the entrance to Harvey Way. Please also rectify the omission of a photo simulation looking southbound from the Fassler/SR1 intersection showing the impacts to the Shell station, surrounding properties and the entrance to Rockaway Blvd.

25C.33

The DEIR/EA is biased and misleading because it identifies two "Build Alternatives" that have six lanes each. The only difference between the two alternatives seems to be landscaping. To my knowledge the Calera Parkway project is not about landscaping alternatives but supposedly congestion relief. There are several alternatives in the document that do not have six lanes that are dismissed for reasons of cost, habitat and species take and visual impacts among other reasons yet the two six lane Build Alternative that have exactly the same issues and impacts as the dismissed alternatives are not also being dismissed for cost, habitat/species take and visual impacts among other reasons. The document is hopelessly biased toward widening SR1 to six lanes. This obvious bias is not addressed in the document.

Please explain how the two Build Alternatives qualify as Project alternatives to widening the highway when the only appreciative difference between the two six lane Build Alternatives is landscaping?

25C.34

Also please explain why issues raised in the document to dismiss all other alternatives without six lanes for reasons such as cost, habitat/species take and visual impacts among others are not also used to dismiss the two six lane Build Alternatives as they have and share exactly the same environmental impacts as the dismissed alternatives?

Also please explain at what staff level the choice was made to apply bias and a double standard to the two Build Alternatives and why the objections to disqualify every non six lane alternative were not also used to disqualify the two six lane Build Alternatives.

The DEIR/EA is misleading and confusing because it identifies the TA as a proponent of the project. I recently sent a Public Records Act (PRA) request to the TA asking to be forwarded the agenda item, minutes and majority vote that the TA board took to identify the TA as the projects proponents. Mr. Joe Hurley has explained in a phone message received 9/29/2011, and verified by Ms. Martha Martinez Ta Secretary that documentation of that action does not exist because the TA board never took that action. I copied the email below in bold type:

"Dear Mr. Bray:
This is in response to your September 16, 2011 email below.

You requested the following:

> **Please send the agenda item and minutes for SMCTA Board action that shows the majority vote by the SMCTA Board to be the proponents of the Calera Creek Parkway highway widening project as identified the projects DEIR/EA.**

The intent of the word "proponent" as stated in section S.3 Joint CEQA/NEPA document is, the party or agency that initiates and normally funds an action or effort and should not be confused with an advocate or champion of a project.

25C.35

There are no records responsive to your request.

Mr. Joe Hurley contacted you at my request to provide you background on SMCTA's role in this project and to respond to questions you may have.

Please feel free to contact me if you have questions.
Martha Martinez
Authority Secretary
650-508-6242"

The response I received had a description of how the word proponent was used and why, because the TA is apparently providing funding for the project and is proposing the project to Caltrans. To my knowledge the TA board has not yet voted to provide funding for the project, something the document confirms, which implies that TA staff have manipulated the process by incorrectly assuming the will of the TA board as the proponent of the project.

Please explain how the TA can be identified in the document as the Projects proponent when the TA board never agendized that decision or voted on it.

Also please provide any documentation that supports Caltrans claim that the TA is the projects proponent since according to the TA director Joe Hurley such documentation does not exist.

Also please explain how the TA staff can determine the meaning of the word proponent without an explanation of their interpretation being included in the document.

25C.36

I also sent a PRA request to the City for the agenda item, minutes and majority vote that identifies the City as a Co-Sponsor of the project. Except for a vote in 1999 and an obscure document supporting that agenda item generated by Caltrans not the City titled "Project Study Report" that was signed by Mr. Bijan Sartipi on July 22, 1999 and a Mr. Robert Baxter on July 23, 1999 that has on page one paragraph three the word "sponsor" the City has no documentation it has ever co-sponsored this current project. The 1999 vote by the City Council was not for this current project. However on numerous occasions the City has endorsed studying the environmental issues of the project that as you know is a completely different issue than sponsoring a Caltrans project like the Calera Parkway project.

Please explain with documentation how the DEIR/EA can claim the City is a co-sponsor.

25C.37

Also please explain any conflict of interest created by the documents claim that the City is a co-sponsor in regards the City's Local Coastal Program and Caltrans need to apply for a Coastal Development Permit from the City.

25C.38

The DEIR/EA is misleading and ignores the environmental process regarding a handful of issues associated with the construction of the project like storing bull dozers, graders, back hoes among other heavy equipment temporarily on nearly four acres of sensitive habitat area as a temporary "take." The document also says the construction will take two or more years to complete and the Project will be built in completely separate phases at different times during the estimated two years of construction. The document does not say what the construction phases are, which phase will be done first or which phase will be done last.

25C.39

The document also leaves out critical information about the times of day construction will occur. It mentions using nighttime lighting but says nothing about what times of night heavy earth moving equipment will be used. The document says there will be noise associated with the nighttime work but mentions nothing about abating that noise except for not constructing temporary sound walls that Caltrans staff has dismissed for cost once again demonstrating Caltrans staffs disregard for public health and safety of nearby residents.

25C.40

The document also says that during the two years of construction the road will always have two lanes north and two lanes south but does not say or illustrate how this will be done. This needs to be explained with in scale plan views and elevations to show what sort of rerouting of traffic will occur with each phase of construction.

25C.41

During the public meeting (9/22/2011) Caltrans had a slide that identified some sort of oversight by the City during construction but did not address how much money would be allocated to City staff oversight of the Project. It seems the City views the Project as a revenue source of some kind but the amount of funds the City is to receive was not discussed.

25C.42 *Please explain* with documentation what a temporary "take" is and what sort of permitting process a temporary take permit requires and what agencies will issue those permits. The document fails to do so.

25C.43 *Also please identify* what the "phases" of construction will be and in what order they will be started and completed.

25C.44 *Please explain* with in scale plan views and photo simulations what sort of traffic rerouting will occur during each phase of construction. Please provide photo simulations that show the staging of all earth moving equipment in the area identified in the document so the public can understand the visual impacts of parked and idle heavy earth moving equipment during the estimated two-year period of construction.

25C.45 *Please explain* in detail the amount of money the City will receive to compensate for staff time during construction oversight and also explain in detail how much money to date the City has received in compensation for staff time regarding this Project.

25C.46 *Please identify* what nighttime noise abatement measures are to be taken for people in the project zone like me with Sleep Apnea and what sort of mitigations the project has for insuring I can get some sleep during the estimated two years of construction. The document dismisses the need for construction noise abatement again for cost.

I must insist that the medical conditions of nearby residents like myself be accounted for in the document and that if any night time work is to be done without noise abatement that myself and other residents be financial compensated by either relocation to a reputable off site hotel like a Marriot or given the equivalent in financial compensation for loss of sleep and the stress related health issues created by loss of sleep due to the projects nighttime construction.

25C.47 **The DEIR/EA contradicts itself** in many places but none so callously as on page 55, paragraph one concerning the projects growth inducing impact. The paragraph seems to say there will be no growth inducing impacts because the project will not change the operation of the signaled intersections at Fasslar and Reina Del Mar. However when asked at a TA CAC meeting dating from 1/2/2007 Mr. Joe Hurley responded directly to the Projects growth inducing impacts saying there would be growth inducing impacts from the project,

"Mr. Zimmerman asked if there would be any growth inducing factors as a result of the road improvements and would they be addressed in the environmental process. Mr. Hurley responded yes."

Several attempts to develop the Pacifica Quarry property have relied on the widening as a traffic mitigation, several recently proposed projects in and around Pacifica such as the assisted living facility on Oddsted have had to supply traffic studies on their impacts to traffic on SR1 in the project area. It is deceptive and misleading for the document to make the claim it will not be growth inducing when so many projects were either denied, held up or discouraged because of traffic volumes on SR1.

25C.47 cont.

Please explain the inherent contractions implied by the document concerning its growth inducing impacts as on page 55.

Also please explain why the document conflicts with the projects proponent that assured in 2007 that the Project will be growth inducing.

25C.48

The DEIR/EA ignores the environmental process because it says that following the public comment period and publication of the FEIR the same Caltrans office that has produced the DEIR/EA will also certify the FEIR document. This calls into question the objectivity of this entire Calera Parkway environmental process to date.

25C.49

TA CAC board member Ms. Arietta is currently posting articles on a local blog quoting TA director Mr. Joe Hurley regarding comments received to date 10/4/2011 that further erode any sense of objectivity by Caltrans or the TA,

"Joe Hurley of the San Mateo County Transportation Authority says that only 70 comments have been received to date, and that most of them are useless, in that they are nothing more than "I like it" or "I don't like it." They are looking for specific comments about what you want, and why."

25C.50

Please explain how the community at large can expect any sort of objectivity from Caltrans staff when the very document it has produced is so full of factually untrue statements, misleading conclusions and misinterpreted data and has left out so much basic information about the project like sound walls, current traffic data and documentation proving statements regarding other agencies.

25C.51

Also please explain how the public can expect any objectivity from this process when Caltrans staff has no incentive to be objective because there is absolutely no third party oversight of Caltrans staff or Caltrans staff understanding of the environmental process of CEQA and NEPA

25C.52

Please explain why the public should have any faith in Caltrans staff ability to be objective when at the recent meeting in town Caltrans staff instructed the public in, "The sorts of comments we would like to see," regarding the DEIR/EA document.

25C.53

Please explain how a TA CAC board member is being supplied comment assessments by the TA director before the close of the public comment period and why the TA CAC board member is being allowed to use this information to lobby in favor of the Project.

Please assess TA staff access to and manipulation of public comments received to date 10/4/2011 and why TA staff is giving comment assessments to TA board and CAC board members and why CAC board members are using that information to lobby for their publicly stated and published support for the project.

The DEIR/EA is factually untrue and misleading concerning the archeology issues of the site. For instance the document says the mound material on the west side of the Project area at Reina Del Mar is of unknown origin. This is a false statement as Caltrans moved that material there decades ago. Also during construction of the nearby Calera Creek Water Treatment Plant several Ohlone artifacts were found like fishing nets as was a circular burial site containing human remains.

25C.54

The mitigations and monitoring programs suggested are completely inadequate relying on simple visual clues during roadwork construction to identify anything of archeological interest unearthed by large earth moving equipment, such as human remains or yet to be identified objects. To rely on heavy equipment operators or in house archeological staffers to have the sensitivity and objectivity required to properly evaluate the construction area on literally a minute by minute basis is beyond comprehension and once again shows a complete lack of understanding and concern on the part of Caltrans toward the community, its heritage and history.

The assumption should be made that the project area is a sensitive cultural historical and archeological area requiring a thorough archeological assessment that includes properly supervised academic archeological digs that are started and completed before each phase of construction. Since the Project is to be done in phases each supervised academic archeological dig would not be prohibitive as they can be done ahead of each phase of construction causing no construction delays.

In closing: Caltrans has not shown that traffic congestion during peak hours on SR1 in the project area is worth nine acres of ESHA and wetlands, seventeen privately held parcels of land, a family home, two businesses, five acres of city owned hillside, two plus years of phased construction or fifty million dollars of tax payer money. To the contrary Caltrans staff has shown through their aggressive bias for a six- lane solution that the very idea of widening SR1 is completely absurd.

25C.55

The document supplied by Caltrans to evaluate the projects impacts is flawed at its very core because as shown above the justification used for adding two lanes to SR1 is based on an ABAG projection for the entire county that is at least ten times greater than ABAG's growth projection for the coast. Caltrans is misusing information and basic math to reach a conclusion to justify the Calera Parkway project and it's two Build Alternatives. In doing so Caltrans has demonstrated overwhelming bias for the project and it's two Build Alternatives.

Caltrans has not made its case concerning the need for the Calera Parkway project. The DEIR/EA has an abundance of false statements, misleading evidence, ignored data, misinterpreted conclusions based on ignored data and shows a gigantic amount of bias toward a six lane solution dismissing every other type of solution to a capacity problem that is created by a signaled intersection at Reina Del Mar. Caltrans has not proven the need for this project nor has Caltrans evaluated the impacts of this project adequately.

It also appears evident that at the staff level Caltrans staff, TA staff and City staff have made critically flawed choices and quite possibly manipulated the environmental process as a whole by misinterpretations of the public record concerning GGNRA staff involvement in approving in concept a mitigation bank that would require it's own CEQA process along with a Coastal Development Permit and a determination by the USFWS and approval from the City to transfer the property. Also by determining the Project is consistent with the City's LCP and ignoring the existence of endangered species in and around the Project site, not providing scaled plan views for the Build Alternatives or dismissed alternatives, incorrectly labeling photo simulations, ignored needed point of view photo simulations, dismissing identified requirements for noise abatement simply for cost, using incorrect growth projections provided by ABAG and completely ignoring up to date traffic count data Caltrans requested from the Oddsted assisted living facility.

25C.55 cont.

I think it prudent for Caltrans to take a step back and reevaluate the need for the Project. Basic algebra mistakes such as misusing ABAG growth projections have tainted every circulation projection for the two Build Alternatives as well as the projected and all of the dismissed alternatives. Caltrans must at the very least redo the DEIR/EA, then re-circulate it for an additional seventy-five day public comment period. Clearly as illustrated above the document has been short changed by out right falsehoods, misleading conclusions, ignored data, misrepresentation of data and using incorrect data to produce calculations that support an overabundant amount of bias for a six lane solution to a capacity problem created by a signaled intersection at Reina Del Mar. The DEIR/EA is critically flawed. The document is grossly inadequate in justifying the need for the project and in examining the wide range of environmental issues and impacts the project will create.

Thank you for your attention to these issues. Please inform me of when the FEIR/EA is complete and please forward me a printed copy of the FEIR/EA if and when Caltrans releases it.

Yours,

Todd McCune Bray
468 Donaldson
Pacifica CA 94044
650 355 6788

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
45 FREMONT STREET, STE. 2000
SAN FRANCISCO, CA 94105
(415) 904-5260

March 18, 2010

Joseph Hurley
California Department of Transportation, District 4
c/o SMCTA
1250 San Carlos Avenue
San Carlos, CA 94070

Subject: Notice of Preparation for proposed Highway 1/Calera Parkway Widening Project in Pacifica (SCH# 2010022042)

Dear Mr. Hurley:

Thank you for forwarding the above-referenced Notice of Preparation (NOP) to our office for review. As described in the NOP, this project may widen the existing four lane highway to six lanes (three through lanes in each direction), between approximately 1,500 feet south of Fassler Avenue and 2,300 feet north of Reina Del Mar Avenue in Pacifica. Enhancements to these street intersections, including additional lane capacity and signal timing improvements, are also anticipated.

JURISDICTION AND STANDARDS OF REVIEW

Our records indicate that the proposed project is located in areas of the Commission's retained jurisdiction, as well as areas that are subject to the city of Pacifica's certified LCP. Because the project is located in both jurisdictions, it is possible for the Commission to process a consolidated coastal development permit, if the San Mateo County Transportation Authority (SMCTA)/Caltrans, the City of Pacifica and the Commission all agree to it. If a consolidated permit is agreed upon, the standard of review for the entire project would be the Coastal Act, and the Commission would process the coastal development permit application. If a consolidated permit is not agreed upon, the standard of review for those portions of the project that are located in the Commission's jurisdiction would be the Coastal Act, with the Commission looking to the Pacifica LCP as guidance as to how the Coastal Act policies might translate at the local level. The standard of review for those portions of the project in the City's jurisdiction would be the Pacifica LCP and the public access policies of the Coastal Act. In this case, both the Commission and the city would process separate CDP applications, and the city's CDP would be appealable to the Commission. Understandably, consolidation of the permit generally does offer some streamlining of the overall review process. Commission staff recommends all parties meet early in the development of the environmental review document to discuss these options and the preferred course of action.

SPECIFIC COMMENTS AND RECOMMENDATIONS

Given the standards of review described above, we strongly recommend that the project's DEIR/EA include a table identifying the Coastal Act policies and LCP standards applicable to the project. Such a table should include a preliminary evaluation of the project's conformance with each of the applicable policies and standards. We also urge the design and selection of a preferred alternative that best conforms to those policies and standards. In addition to this recommendation, we have the following issue-specific comments in response to the project NOP:

Visual resources

Coastal Act section 30251 requires that new development be sited and designed to protect views to and along the ocean and scenic coastal areas. New development must also be visually compatible with the character of surrounding areas. Consistent with this policy, the Pacifica LCP contains comparable standards to protect visual resources.

Currently, Highway 1 at this location is a four lane highway with views of the former quarry open space property to the west and urban development to the east. In general, views of the ocean on the southern end of the project site are obstructed by a row of cypress trees, and at the northern end of the project site, views of the ocean are blocked entirely by the topography. The project should be designed to avoid or minimize any adverse impacts to scenic coastal views to the maximum extent feasible. Currently, there is a proposed alternative with a landscaped median. Commission staff recommends continuing to explore such an alternative to reduce the visual impacts of the proposed widened highway, while at the same time being sensitive to providing for views to and along the coast. However, the visual benefits of the landscaping may require the highway to be further widened, and this increase in width must not significantly impact the wetlands and other biological resources west of the site.

In addition, careful attention should be paid to the design of the bridge that will span the wetlands, along with the design of other retaining wall barriers. Walls with open, articulated designs are generally favored by the Commission, but the DEIR/EA should evaluate bridge and wall alternatives for consistency with policies protecting both views and biological resources. Specifically, it should evaluate the potential for a solid retaining wall combined with an open railing design on top, parallel to the wetland west of the highway and positioned at or below the grade of the highway. Advanced coordination with resource agencies indicates that one aspect of the alternatives considered should include retaining walls sufficient to act as a barrier to protect special-status species from entering the highway corridor. Of course, other highway features, including above grade retaining walls and median barriers, should have aesthetic and color treatments that fit into this coastal setting.

Wetlands

A primary focus of the California Coastal Act (Public Resources Code sections 30230-30231) and the Pacifica LCP is to protect coastal wetlands. There is an existing creek with wetlands west of the project site, and although the currently proposed alternatives would have no direct impacts on these wetlands, the project would be constructed within 100 feet of them.

As Commission staff has previously noted, the project should be designed to avoid any adverse impacts to wetland areas to the maximum extent feasible. We appreciate the advancements in project design that have been made to date in this regard and recommend continuing direct consultation with CCC staff as you advance your wetland studies and develop minimization, avoidance and mitigation measures This is especially important relative to alternatives that reduce the impact of the narrowed buffer on the east side of the wetlands, including: an increased buffer along the west side of the wetlands, project features that would provide equivalent buffer benefits, or other measures to enhance the habitat value of the wetlands themselves.

Other sensitive habitat features

Section 30240 of the California Coastal Act prohibits new development that would significantly disrupt environmentally sensitive habitat areas (ESHAs). Section 30250 requires that new development be located where it would not have significant adverse effects, individually or cumulatively, on coastal resources. Comparable policies are included in the Pacifica LCP.

We understand that SMCTA/Caltrans have a number of biological investigations completed and underway. These studies will provide the basis for the DEIR/EA to address state and federal-listed species that are endangered, rare or of-concern, including but are not limited to, species that utilize coastal wetlands and uplands, such as the California red-legged frog and San Francisco garter snake. Of course, all field investigations should be conducted as seasonally appropriate to detect species presence and should be thorough and complete to provide the information that will be necessary to process a coastal development permit.

Where potential biological impacts are identified, feasible avoidance, minimization, and if necessary, mitigation measures, should be identified as well. Such measures may include, but are not limited to, seasonal construction restrictions, noise attenuation measures, erection of temporary fencing and silt barriers, and habitat enhancement both on and off-site.

Water Quality

Coastal Act sections 30230 and 30231 provide for protection of marine resources and water quality. The proposed project has the potential to impact water quality through construction activity and through increasing the area of impervious surface that drains to the creek and out to the ocean.

The DEIR/EA should evaluate the proposed project, project alternatives and construction methods for consistency with the above-mentioned policies, and should evaluate ways to avoid, minimize and mitigate impacts to water quality. This evaluation should look at measures to slow down and reduce runoff, such as vegetated swales and detention basins, as well as measures to improve water quality, such as construction best management practices and improved filtration at storm water outfalls. All measures should be analyzed in terms of feasibility and effectiveness; for example, the DEIR/EA should determine how swales and detention basins could be designed to accommodate peak wet weather flows.

Public Access and Recreation

A fundamental pillar of the Coastal Act is the protection and provision of public access to, and along, the coast. As a matter of State policy, Coastal Act sections 30210 and 30212 require that maximum opportunities for public access and recreation be provided in new development projects, consistent with public safety, private property rights, and natural resource protection. Accordingly, we recommend that the opportunity for public access to and along the coast in this area of Pacifica be analyzed as an important public resource.

The DEIR/EA should evaluate the proposed project and alternatives for consistency with the above-mentioned policies. There should be an analysis of how the project would maximize non-motorized access to the coast, including options for bicycle and pedestrian routes and related amenities along the length of the project and crossing Highway 1. It should also analyze options for connecting proposed bicycle and pedestrian paths to the existing paved path through the quarry property, and to existing and planned visitor serving neighborhoods and pubic access destinations and amenities, including Rockaway Beach and Mori Point

In addition, the DEIR/EA should analyze the benefits of the proposed project on public access. Specifically, what benefits would the proposed project have on reducing recreational traffic congestion and how would it facilitate visitors accessing the beaches of San Mateo County from the SF Bay Area and beyond? Will the project facilitate public transit options for reaching the coast? A traffic study at peak recreational periods, as well as peak commuter periods, would allow the Commission to understand these benefits more fully.

Public Transit and Energy Conservation

The policies of the California Coastal Act call for public transit service to be facilitated and non-automobile circulation to be provided (PRC 30252); and, require that new development meet air quality standards, minimize energy consumption and minimize vehicle miles traveled (PRC 30253). These policies are reflected in the corresponding local policies and standards of Pacifica's certified LCP.

Commission staff appreciates the transportation information that you have provided us during the early project development process. The DEIR/EA should include an alternatives analysis, synthesizing previously developed information, that includes analysis of not only various

highway designs and alignments, but also other options for providing increased multi-modal mobility through the region. Passenger shifts from single-ridership automobiles to other modes could reduce congestion, energy consumption and greenhouse gas emissions to varying degrees. The analysis should explore constraints and opportunities for public transit, bicycle and pedestrian routes to meet the transportation needs of the users of this highway corridor. The DEIR/EA should also explore the possibility of addressing traffic problems with a potential combination of transit improvements and both physical and operational changes to the Highway 1 facility. The analysis should discuss the feasibility of the alternatives in meeting congestion reduction goals and reducing energy consumption and greenhouse gas emissions in comparison to the proposed project, and it should discuss whether the alternatives would significantly lessen adverse effects on the environment. Finally, the analysis should discuss the alternatives' consistency with the above-mentioned Coastal Act policies.

Thank you for the opportunity to comment on the NOP. We look forward to reviewing the draft DEIR/EA, and providing additional comments at that time. Assuming that the above-noted issues and recommendations are addressed, we expect that the CEQA document will provide the type of information that is needed for a careful analysis of Coastal Act and LCP policy conformance. If you have any questions, please do not hesitate to call me or Tami Grove at (831) 427-4863.

Sincerely,

Madeline Cavalieri
Coastal Planner
North Central Coast District

cc: City of Pacifica
Caltrans, District 4

Comment Letter A1

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

June 30, 2011

SM001389
SM-01-41

Ms. Kathryn Farbstein
City of Pacifica
Planning and Economic Development Department
1800 Francisco Boulevard
Pacifica, CA 94044

Dear Ms. Farbstein:

ODDSTAD ASSISTED LIVING CENTER – DRAFT ENVIRONMENTAL IMPACT REPORT

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Oddstad Assisted Living Center project. The following comments are based on the Draft Environmental Impact Report (DEIR). As the lead agency, the City of Pacifica (City) 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. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. A1-1

Highway Operations

1. Please re-evaluate the traffic analysis of State Route (SR) 1/Linda Mar Boulevard, Fassler Avenue, and Reina Del Mar Avenue intersections. As shown and as stated in the Traffic Impact Analysis (TIA), we disagree that the Existing, Background, and Cumulative conditions of the study intersections will operate at acceptable level of service (LOS) B to C during both peak periods. The December 2010, Project Report for SR 1/Calera Parkway Project from south of Fassler Avenue to south of Westport Drive compare and address the study intersections included in this project's TIA and concluded that the Existing conditions of these intersections operate at LOS F. We are confident the collected traffic counts used in the Oddstad TIA are low and do not represent typical conditions at these intersections during the day and month. A1-2

   The San Mateo Transportation Authority in conjunction with the Department and City of Pacifica, have a programmed project to widen SR 1 south of Fassler Avenue and north of Reina Del Mar Avenue from four to six lanes. Purpose of this project is to decrease

ATTACHMENT B

congestion of this section of the highway and improve the Existing conditions of the above intersections that operate at LOS F. If the intersections operate at an acceptable LOS there is no need for this widening project. Please confirm. A1-2 (cont.)

2. DEIR, Transportation and Traffic, page IV.F-20: In order to better predict the needed number of parking spaces for the facility rather than relying solely on the ITE, 3rd Edition, please include information concerning the number of employees and anticipated visitors. A1-3

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

Sincerely,

GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

Response to Planning Commission questions to the City Engineer
RE: Calera Parkway Project
September 27, 2011

1. The Planning Commission requested more information on the scope of the public outreach and communication, clarification on the role of the City in the DEIR process and a summary of the plan for the project moving forward, i.e. the permit process.

The following is provided in response:

Public Outreach: There has been extensive public outreach for the Calera Parkway Project, well over and above the requirements of CEQA. The summary of the public outreach, scoping meetings and communications are stated in Chapter 4 (pages 199-201) of the Draft Environmental Impact Report/Environmental Assessment (EIR/EA). Here's the link to the DEIR/EA.

http://www.dot.ca.gov/dist4/documents/route_1_calera_parkway/calera_pkwy_deir_ea110801combined.pdf

Role of the City: The City of Pacifica is a co-sponsor of the Calera Parkway Project, along with the San Mateo County Transportation Authority (SMCTA) and Caltrans. Caltrans, as owner/operator of Highway 1, is the "Lead Agency" under CEQA/NEPA while the City is a "Responsible Agency".

The designation of Responsible Agency applies to agencies that are involved in a project, but are not the lead agency for the environmental review. CEQA Guidelines Section 15381 defines Responsible Agency as: "A public agency which proposes to carry out or approve a project, for which lead agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the lead agency which have discretionary approval power over the project." For example, if the City will be using the EIR/EA to help make decisions later re: donating land for mitigation, funding, R/ W acquisition, compliance with the LCP, etc., then the City would be acting as a responsible agency under CEQA.

In 1988, the voters of San Mateo County passed Measure A. The Calera Parkway Project was specifically identified as a project for that Measure. The City wanted to seek a solution to the morning and evening peak hour congestions on Highway 1 from Westport Drive to Fassler Avenue. The City did not originally identify a solution to the congestion in 1988. It is through the environmental process that the various alternatives are identified.

If the project were to move forward: As the lead agency, Caltrans, after public circulation of the Draft EIR/EA, will have its design team, under the supervision of Caltrans, prepare the Final EIR/EA. The Final EIR/EA will include responses to all public

comments, as well as text revisions. Persons and entities who provided comments will be notified that the Final EIR/EA is available, and then Caltrans will make a determination regarding the Environmental Analysis. Caltrans can; certify and approve the EIR/ EA, require additional studies, or abandon it. If the EIR/EA is certified and approved, Caltrans can make a decision on the Project Report, which is expected to be in spring of 2012.

Once these are done, the project will need permits from various regulatory agencies. US Fish and Wildlife Service (USFWS) will review the Biological Assessment that was prepared by the design team and will issue a Biological Opinion under Section 7 Consultation. The California Department of Fish and Game (CDFG) will need to issue "take" approval for the sensitive species. There is a potential need for a permit from the Regional Water Quality Control Board (RWQCB). I use the term "potential" for this is yet to be determined. Permit applications to these regulatory agencies will be done through Caltrans. As you know, this project will also need a permit from the California Coastal Commission. However, the CCC will not issue any permit approval until all of the other permits have been issued.

After the completion of the Environmental Phase comes the Design Phase or the preparation of the Project Plans, Specifications and Estimate (PS&E). According to SMCTA's schedule, the TA will be issuing a call for project nominations for their expenditure plan this coming spring of 2012. If the City of Pacifica wishes to proceed with the Calera Parkway Project, the City Council must direct staff to submit this project for funding consideration as part of their Highway Program Call for Projects. If the City Council does not direct staff to nominate this project for funding consideration, it will send a clear signal to the TA that the City of Pacifica is not interested in pursuing this project further.

2. The Commission requested that a formal hearing on the DEIR be scheduled for October 17. However, it does not appear that they have the legal authority to do so.

Caltrans, as owner/operator of Highway 1, is the lead agency for the Calera Parkway Project. Caltrans is tasked with holding all public meetings on the environmental process for this project. This was held last September 22nd at the Community Center. There is no requirement for the City to hold any formal hearings, nor is there any requirement for the City Council to take any formal action.

"Hernandez, Irma"
<hernandezi@samtrans.com
>
09/19/2011 03:15 PM

To Thomas Rosevear <thomas_rosevear@dot.ca.gov>, "yolanda_rivas@dot.ca.gov" <yolanda_rivas@dot.ca.gov>
cc
bcc
Subject FW: Please forward to SMCTA Board for Sept 1 2011. Item 10 e

Additional comments

Irma

-----Original Message-----
From: Martinez, Martha
Sent: Tuesday, September 06, 2011 8:27 AM
To: Hurley, Joseph
Cc: Hernandez, Irma
Subject: FW: Please forward to SMCTA Board for Sept 1 2011. Item 10 e

Joe,
Mike mentioned at the TA meeting that the letters addressed to the board will be forwarded and included in the comments that are being received now for the project. I will continue to send these over to you and Irma.
Regards,
Martha Martinez

From: Simon, Mark
Sent: Thursday, September 01, 2011 1:54 PM
To: Martinez, Martha
Subject: FW: Please forward to SMCTA Board for Sept 1 2011. Item 10 e

Mark Simon
Executive Officer for Public Affairs
San Mateo County Transit District
SamTrans
Caltrain
San Mateo County Transportation Authority
Phone: (650) 508-6340
Fax: (650) 508-6281

From: todd bray [mailto:jazb@sbcglobal.net]
Sent: Thursday, September 01, 2011 1:30 PM
To: Hurley, Joseph; ocampov@ci.pacifica.ca.us
Cc: citymanager; jim; jimvreeland; lenstonepacifica@gmail.com; lizzy; maryanne nihart; Simon, Mark; sued@parca.org; suedigre
Subject: Please forward to SMCTA Board for Sept 1 2011. Item 10 e

Dear SMCTA Board Members,

25D.1

The three point two million dollar expenditure for the San Pedro Creek bridge replacement (Item 10 e) is a great deal for the people of San Mateo County. Unlike the Calera Creek Parkway bratwusrt style widening project the San Pedro Creek bridge replacement is truly a real absolute need not only for the county but the coastal highway system and there-by the state and ultimately nation as a whole. It represents the end of a long hard coastal restoration project undertaken by the City of Pacifica and will give SR1 assured security for a hundred year flood event. As you know currently the bridge is only rated for a twenty five year event.

25D.1 cont.

Please approve the San Pedro Creek bridge replacement funds. It's this type of project that makes Measure A so important and the work of the TA staff so poignant.

Thank you for your attention to this matter.

Yours,

Todd McCune Bray
468 Donaldson
Pacifica CA 94044
650 355 6788

todd bray
<jazb@sbcglobal.net>
08/24/2011 06:23 PM

To <thomas_rosevear@dot.ca.gov>
cc lionel <monkmusic2000@yahoo.com>
bcc
Subject Calera creep. oops I meant Creek

History: This message has been forwarded.

Dear Tom,

25E.1
25E.2
25E.3

Please pay no mind to folks who support this segment of highway title CALERA CREEK PARKWAY PROJECT that will create AM/PM peak hour bottlenecks from 3 lanes to 2 potentially increasing commuter collisions. It is a 30+ years old concept that as you know will not provide much if any relief as the intersections are to remain signaled. Sorry so much tax payer money is being spent on this but I guess it provides some folks within the SMCTA with a feeling of job security.

Todd Bray
468 Donaldson
Pacifica CA 94044
650 355 6788

DEAR Mr RIVAS THIS WAS CIRCULATED IN THE EAST ROCKAWAY NEIGHBORHOOD FRAMED BY DONNELSON/BUELL/ROCKAWAY FROM OCT 10 TO 22 2011 TODD McEBY 650 3556788

25F.1

To Caltrans,

Looking over the plans for the Calera Parkway Project the study results sl
we need sounds walls. Sound walls were mentioned in the EIR but dismissed because of its
$250,000 as part of a $51 million project but retained for consideration later in the planning p
Please for our hearing and our children's to include them in the plans of the design.

Signature	Address
Nancy M. Meeks	420 Buel Ave.
[illegible]	420 Buel Ave
Jack Nelson	365 Rockaway Beach ave
[illegible]	480 Rockaway Beach
[illegible]	476 Rockaway Beach
[illegible]	600 Rockaway Beach Ave
[illegible]	481 Donnelson Ave
[illegible] Trugeli	423 Buel AVE.
Filippo Trugeli	423 BUEL AVE.

To Caltrans,

25F.1 cont.

Looking over the plans for the Calera Parkway Project the study results sl
we need sounds walls. Sound walls were mentioned in the EIR but dismissed because of its
$250,000 as part of a $51 million project but retained for consideration later in the planning
Please for our hearing and our children's to include them in the plans of the design.

Signature	Address
Connie Kelley	492 Donaldson Ave
Alison Brown	492 Donaldson Ave.
Gena Nuey	481 Donaldson Ave
Chuck Kaufman	486 Donaldson Ave
Florence Chagiani	467 Donaldson Ave Pacifica
[illegible]	430 Rockaway Beach Ave
[illegible]	436 Rockaway Beach
Richard Tillman	466 Rockaway Beach Ave
Todd McBy	469 Donaldson Pacifica CA 94044

todd bray
<jazb@sbcglobal.net>
10/28/2011 11:35 AM

To tom-caltrans <thomas_rosevear@dot.ca.gov>

cc billcollins <bcollins@cta.org>, bobpilgrim <trebor.pilgrim@gmail.com>, brian <briangaf@aol.com>, coastalexecutive <vmiller@coastal.ca.gov>,

bcc

Subject Additional Comments: Calera Parkway DEIR/EA; LOS E During AM Peak

Dear Ms. Rivas,

25G.1 Attached please find an updated traffic calculation provided by Caltrans on CD to a recent PRA request. It seems to show that the Calera Parkway project area is currently operating at a LOS E.

Please explain why this document was not included in the DEIR/EA.

25G.2 Please recalculate using this information and the correct ABAG growth projections for the coastal region of .07% out to year 2035.

25G.3 Please use those findings to recalculate the benefits of co-ordinating the signals at both intersections within the project area without the project and the benefits of all non six lane alternatives.

Thank you for your attention to this matter

Todd McCune Bray
468 Donaldson
Pacifica CA 94044
650 355 6788

Existing AM Volumes_Revised Signal Timings.pdf

VISSIM Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Calera Parkway
Existing Conditions
AM Peak Hour

Revised Signal Timings

Intersection 1 SR 1/Reina del Mar Signalized

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	7	5	71.4%	249.2	26.8	F
	Through	2480	2397	96.7%	64.3	5.0	E
	Right Turn	176	136	77.3%	67.5	6.7	E
	Subtotal	**2663**	**2538**	**95.3%**	**64.8**	**5.0**	**E**
SB	Left Turn	138	124	89.9%	176.8	17.9	F
	Through	1037	1004	96.8%	9.4	0.6	A
	Right Turn	44	42	95.5%	8.6	1.4	A
	Subtotal	**1219**	**1170**	**96.0%**	**27.2**	**2.9**	**C**
EB	Left Turn	5	6	120.0%	118.8	38.0	F
	Through	33	29	87.9%	141.2	15.6	F
	Right Turn	2	3	150.0%	113.3	65.7	F
	Subtotal	**40**	**38**	**95.0%**	**134.8**	**9.3**	**F**
WB	Left Turn	122	104	85.2%	295.8	88.3	F
	Through						
	Right Turn	292	246	84.2%	196.1	23.3	F
	Subtotal	**414**	**350**	**84.5%**	**227.3**	**40.5**	**F**
Total		**4336**	**4096**	**94.5%**	**68.5**	**4.9**	**E**

Intersection 2 SR 1/Fassler Signalized

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	4	2	50.0%	198.9	94.2	F
	Through	1708	1629	95.4%	139.9	71.0	F
	Right Turn	10	9	90.0%	111.1	72.5	F
	Subtotal	**1722**	**1640**	**95.2%**	**139.9**	**71.0**	**F**
SB	Left Turn	434	414	95.4%	72.2	6.5	E
	Through	687	646	94.0%	8.3	0.8	A
	Right Turn	40	40	100.0%	4.3	2.1	A
	Subtotal	**1161**	**1100**	**94.7%**	**32.3**	**3.3**	**C**
EB	Left Turn	41	40	97.6%	89.2	11.6	F
	Through	15	16	106.7%	89.6	5.8	F
	Right Turn	2	2	100.0%	4.2	4.2	A
	Subtotal	**58**	**58**	**100.0%**	**86.9**	**9.9**	**F**
WB	Left Turn	21	19	90.5%	417.0	97.3	F
	Through	7	5	71.4%	417.5	109.1	F
	Right Turn	914	887	97.0%	388.5	109.6	F
	Subtotal	**942**	**911**	**96.7%**	**389.4**	**109.3**	**F**
Total		**3883**	**3709**	**95.5%**	**166.9**	**13.5**	**F**