

6. CEQA-REQUIRED CONCLUSIONS

Section 15126 and 15130 of the *CEQA Guidelines* requires that all aspects of a project must be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the Draft EIR must also identify (1) significant environmental effects that cannot be avoided if the proposed project is implemented; (2) significant irreversible environmental change that would result from implementation of the proposed project; (3) growth-inducing impacts of the proposed project; and (4) cumulative impacts.

6.1 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the *CEQA Guidelines* requires that an EIR describe any significant impacts which cannot be avoided, even with implementation of mitigation measures. Based on the analysis contained in this Draft EIR, with implementation of mitigation measures the project would result in significant unavoidable impacts from traffic.

6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the *CEQA Guidelines* states that significant irreversible environmental changes associated with a proposed project shall be discussed, including the following:

- Uses of nonrenewable resources during the initial and continued phases of the project that may be irreversible because a large commitment of such resources makes removal or nonuse thereafter unlikely;
- Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area), which generally commit future generations to similar uses; and
- Irreversible damage that could result from environmental accidents associated with the project.

The proposed project would require the long-term commitment of natural resources. Project construction would result in an irretrievable commitment of natural resources through the direct consumption of fossil fuels, primarily in the form of fuel to power construction equipment, to generate electricity needed for construction, and to transport people and materials to and from construction areas.

The project would also require commitment of other nonrenewable resources, including: lumber and other forest products for construction; sand and gravel for concrete and building materials; asphalt for surfacing roads and parking areas; petrochemical construction materials, such as solvents, engine coolant, and lubricants for construction machinery; steel, copper, lead and other metals for reinforced concrete, pipes, and water for dust suppression and erosion control.

The project site is currently developed with office/commercial, warehouse, and parking lot uses and would occur within an area where development of the land is allowed under the City's General Plan and Zoning Ordinance. Therefore, the project would not represent a long-term commitment of land that is undeveloped or slated for preservation as undeveloped land. The

project would not create any secondary impact by providing access to a previously inaccessible area.

Accidental spills of fuels, paints, or other chemicals could occur during construction. However, pursuant to California Health and Safety Code Sections 25500–25520, the construction contractor would be required to limit spills by training construction workers, supervising all construction work, and reporting and cleaning-up any inadvertent spills of chemicals used during construction (e.g., fuel, lubricants) with oversight from San Mateo County’s Certified Unified Program Agency program. In addition, the project does not propose nor would it require the use of explosives or other extremely hazardous materials (e.g., pesticides, other toxins) during construction.

6.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Section 15126.2(d) of the *CEQA Guidelines* requires a discussion of the ways in which a proposed action could be growth inducing. This includes ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.

In general, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the criteria identified below:

- The project removes an impediment to population growth (e.g., the establishment or expansion of an essential public service to an area)
- The project results in the urbanization of land in a remote location (leapfrog development)
- The project establishes a precedent-setting action (e.g., a change in zoning or General Plan amendment approval)
- Economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.)

If a project meets any one of these criteria, it may be considered growth inducing. Generally, growth-inducing projects are located in either isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

The project would not remove an impediment to population growth as it would be located on parcels that are developed and designated in the General Plan for development. These parcels are currently served with community services and public services and the project would not expand community and public services to an area not previously served.

The project is located in an urbanized area and would not urbanize land in a remote location or result in leapfrog development. The project would require a General Plan Amendment from Commercial Office (CO) to Institution (IN) and a rezoning from Executive Office and Warehouse (E2.2) to Planned District (PD). However, the change in land use would not be precedent setting as the existing General Plan and Zoning on the site allow for urbanized development.

The project would construct a private middle school that employs 43 instructors and staff. However, the number of instructors and staff for the project would not be substantial and would

be far fewer than the number of employees that would be generated by either re-occupation of the existing buildings with employees or construction of a new project to buildout as allowed under the current General Plan and zoning.

Development of these parcels with a private school would not construct housing, directly add residents to the City, or open up new areas of undeveloped land for development. Therefore, the project would not induce future growth within the City of Belmont.

6.4 CUMULATIVE IMPACTS

Section 15130) of the CEQA Guidelines requires a discussion of cumulative impacts of the project. The analysis must include a discussion of the project's possible environmental effects that are individually limited but cumulatively considerable. "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.

As defined in Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts that do not result in part from the project evaluated in the EIR.

The project would not result in impacts to agricultural and mineral resources. Therefore, these topics are not discussed further. The project would result in less than significant impacts to aesthetics, geology and soils, hazardous materials, hydrology and water quality, land use, population and housing, and public services and utilities. The project site is located on a developed site and in a business park area. Therefore, although the project would construct new buildings, this construction would occur in an area that currently developed with commercial buildings and would not visually change the project site in a substantial way.

The project would be subject to the same geology and soils, hazardous materials, and hydrology and water quality regulations and measures that would reduce impacts to less than significant as all other similar projects in the City. The project is consistent with General Plan policies, would not generate a substantial number of new residents in the City, or result in the need for new public service or utility facilities. Therefore, there is no chance the project would create a cumulative impact and these topics are not discussed further here.

6.4.1 Methodology

When evaluating cumulative impacts, CEQA envisions the use of either a list of past, present, and probable future projects, including projects outside the control of the lead agency, or a summary of projections in an adopted planning document (such as a General Plan and General Plan EIR), or some reasonable combination of the two approaches.

The City's current General Plan was adopted in 1982. The City is currently updating the General Plan and is still developing a summary of projections from the General Plan. Therefore, this cumulative impact analysis combines the two approaches.

The traffic cumulative analysis projected future volumes by adding the expected, but not yet completed, other project traffic in the City to existing volumes. Regional traffic growth was

added to the existing volumes by applying a growth rate based off the C/CAG traffic model. Information obtained from the Ralston Corridor Study and Belmont-Redwood Shores School District were referenced to aid in the development of the future conditions.

The Belmont-Redwood Shores School District Facilities Assessment & Master Plan recommended improvements at Ralston Middle School for sustainability, safety/security, and to accommodate future growth. These projects are anticipated for completion by August 2015 and, therefore, would not overlap with construction of the CSUS project.¹ Table 6-1 presents the list of current development and potential projects considered in this analysis.²

Table 6.4-1: Current Development and Potential Project in Belmont

Project Name	Project Address	Project Description
Approved Projects		
Autobahn Motors	700 Island Parkway	57,000 square feet - Auto Dealership building
Mixed Use Development	576-600 El Camino Real	32 1-, 2- and 3-bedroom condominiums, 11,000 square feet of retail space at the street level
Projects Under Review		
Mixed Use Development	490 El Camino Real at Davey Glen Road	73 condominiums, 4,500 square feet of retail space,.
Clear Channel Outdoor (CCO)	Shoreway Road	Digital Electronic Billboard
Horizon Projects		
Potential Firehouse Square Mixed-Use Development	O'Neill Avenue, El Camino Real, and Fifth Avenue	Mix of townhomes and condos—60 units, 5,000 square feet of retail space
Potential New Hotel	Shoreway Road/Cormorant Drive	169-room four-story hotel on vacant Nikon parcel.
Projects Underway		
Ralston Middle School Master Plan	2675 Ralston Avenue	Various facility upgrades including construction of 5 Classrooms and 1 Administration space.

Source: City of Belmont, 2014; Dyett & Bhatia, 2014, Belmont-Redwood Shores School District, 2010.

6.4.1.1 Air Quality/GHG

The area considered for cumulative air quality/GHG impacts is the San Francisco Bay Area Air Basin. The Goals and Policies applicable to this resource are discussed in Section 4.3. As shown in table 4.3-7, the project would be consistent with the relevant strategies from the BAAQMD's 2010 Clean Air Plan and there would be no cumulative impact to consistency with a regional air quality plan.

As discussed in Section 4.3, the project would not result in construction or operational emissions that exceed BAAQMD thresholds of significance. In developing its CEQA significance

¹ Belmont-Redwood Shores Bond/Facilities Expansion, Spring 2015. Website: <http://www.brssd.org/fcexp>.

² City of Belmont, March 6, 2015. City of Belmont General Plan Update, Working Paper #1. Table 4-3.

thresholds, the BAAQMD first considers the emission levels at which a project's individual emissions are considerable. The BAAQMD then considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. The proposed project would not exceed any BAAQMD CEQA significance thresholds and there would be no cumulative impact.

The project would emit criteria pollutant emissions during construction and operation when combined with emissions from other planned construction activities and land use development projects in the area, which could lead to violations of O₃ and PM_{2.5} standards. However, emissions would not be significant and there would be no cumulative impact.

The project would emit Toxic Air Contaminants (TACs) from off-road equipment usage during project construction. Health impacts from construction, although short term and temporary in duration, are above the project significance thresholds. With the implementation of mitigation measures, this impact would be reduced to less than significant. There would be no project impact resulting from TAC from vehicle emissions during project operation.

For a cumulative impact to occur from TAC, these TAC emissions from construction would need to be combined with other TACs emitted in the area from local sources such as construction, generators, fuel dispensing, and vehicles. There are no other construction projects in the vicinity that would result in significant health impacts. Therefore, this impact is not considered cumulatively considerable.

6.4.1.2 Biological Resources

The area considered for cumulative biological resource impacts includes the City of Belmont and San Mateo County. Development proposed by the cumulative projects is located in developed or previously developed areas. Therefore, there is little chance of impact to habitat or wetlands.

Similar to the project, it is possible that the cumulative projects would result in tree removal. However, all projects that would remove trees and that are subject to CEQA would include the same mitigation measures as the project, which reduce all impacts to less than significant. Therefore, the project would not contribute to any cumulative biological resource impacts.

6.4.1.3 Cultural Resources

The area considered for cultural resources cumulative impacts includes the City of Belmont. Neither building on the project site is listed on the National Register of Historic Places, California Register, or any local registers.

Development proposed by cumulative projects in the City would potentially result in the disturbance of cultural resources, including archaeological and paleontological resources or human remains. However, all projects that would disturb ground and that are subject to CEQA review would include the same mitigation measures as the project, which would reduce all impacts to less than significant. Therefore, the project would not contribute to any cumulative cultural resource impacts.

6.4.1.4 Noise

The project area for noise cumulative impacts for traffic increase is the area surrounding the project site, including nearby roadways. Project operation would generate noise from off-site vehicle traffic and on-site school activities. However, the increase in traffic is not enough to increase noise from traffic on nearby roadways. Project operation noise levels would not exceed applicable noise standards established by the City of Belmont for residential or park land uses, nor result in a substantial, permanent increase in ambient noise levels at any sensitive residential or park receptor and there would be no cumulative impact.

Project construction activities would generate noise over the course of the approximately 17-month construction period. Hourly Leq construction noise levels would range from approximately 53 dBA to 72 dBA at worst-case. Lmax levels would be higher, reaching as much 76 dBA at the Ralston Middle School field—a significant impact that would be reduced to less than significant with the implementation of mitigation measures.

For a cumulative noise impact to occur, construction noise from the project would need to be combined with other construction noise in the area. Improvements at Ralston Middle School will be completed by August 2015 and would not overlap with construction of the project. Other than Ralston Middle School improvements, there are no other construction projects in the vicinity with the potential to contribute significant noise impacts. Therefore, this impact is not considered cumulatively considerable.

6.4.1.5 Transportation

Future Roadway And Development Projects

Buildings in Vicinity of Project Site

The Future (2020) No Project conditions include the occupancy of the office/warehouse buildings located on Davis Drive. The local building owners were queried to determine the approximate percentage of occupied space in February 2014. The difference between those current occupancy levels and the projected maximums was calculated to determine the trip generation for the net additional trips the projected increase in occupancy would generate.

19 Davis Drive, now vacant, has a projected maximum occupancy of 85 percent for Future Conditions (a threshold set by City staff during scoping). Similarly, when existing counts were taken in February 2014, 20 Davis Drive was occupied by approximately 233 employees or approximately 78 percent of its capacity. Currently, 20 Davis Drive is occupied by a technology company with full occupancy assumed to be approximately 300 employees by the Future year.

The existing counts take into account the existing occupancy levels of the other office buildings along Davis Drive. Thus, as shown in Table 6.4.1.5-1, the difference between the existing and future occupancy levels are estimated to generate a net total of 64 additional trips in the AM peak hour and 61 additional trips in the PM peak hour.

Future (2020) Forecast Volumes

The expected traffic conditions during the Future Year (2020) for the AM peak, midday peak, and PM peak periods were developed after consultation with City staff. The future volumes were

determined by adding the expected, but not yet completed, other project traffic in the City to existing volumes. Regional traffic growth was added to the existing volumes by applying a growth rate based off the C/CAG traffic model. The RCS and information obtained from the Belmont-Redwood Shores School District were referenced to aid in the development of the future conditions.

Future Traffic

Depending on the particular movement, the annual growth rates ranged from 0 percent to 6 percent at the highest when taking into account regional growth for the six years (2014 to 2020). Many of the side streets on Ralston Avenue had lower or zero growth rates given that these neighborhoods are already fully built out. The growth rates were applied to the existing counts and grown to 2020 volumes (primarily for vehicular volumes on Ralston Avenue).

Adjacent School Traffic

Growth projections to 2020 for the adjacent Ralston Middle School and Fox Elementary School were obtained and included in the Future forecasts. Information was obtained from representatives at the Belmont-Redwood Shores School District who provided the 2014 enrollment as well as the anticipated yearly forecast enrollment to Year 2020. Year 2017 was referenced to coincide with the project's background year for analysis.

The data was also presented in a tiered format, indicating low, medium, and high anticipated enrollment forecast numbers. To be conservative, the TIA utilized the high forecasts. The forecast trips anticipated to occur during the school AM, Midday, and PM peaks were extrapolated from the forecasted enrollment values by using the known existing enrollment as well as the existing peak hour turning movements.

Ralston Middle School: According to the Belmont-Redwood Shores School District, Ralston Middle School's enrollment is anticipated to grow by 226 students (total of 1,376 students) by 2020. Future increases in peak trips were derived by taking the ratio of currently observed peak traffic entering and exiting the Ralston Middle School to the total 2014 enrollment. This metric is the best estimate of how the student enrollment affects the peak hour trips generated. Applying that same ratio to the future 2020 forecast enrollment yielded increases in the school AM, Midday, and PM peak trips by 121, 53, and 15 trips respectively.

Fox Elementary School: According to the Belmont-Redwood Shores School District, Fox Elementary School's enrollment is anticipated to grow by 60 students by 2020. These 60 students will be part of the pre-school special education program's relocation from Nesbit and Redwood Shores Elementary schools to Fox Elementary. The standard bell time for Fox Elementary pre-school programs indicates a start time of 8:25 a.m. In addition, Fox Elementary pre-school/Kindergarten dismissal is at 12:30 p.m. Because these times do not coincide with the planned CSUS start and dismissal times, any growth in Fox Elementary School enrollment would cause negligible traffic impacts for this study.

In total, the Future (2020) traffic is comprised of 1) the sum of the projected regional growth indicated by the C/CAG model annual growth rates to the year 2020 for study intersection movements; 2) the addition of the occupied office building trips on Davis Drive; and 3) the projected growth for Ralston Middle School and Fox Elementary School. The future turning movements are shown in Figure 6.4-1.

Table 6.4.1.5-1: Net Additional Trip Generation by Occupancy from Davis Drive Offices

Building Address/Location	Land Use Description	ITE Land Use Code	Building Capacity (SF/Employees)	Existing Building Occupancy (2014)	Building Occupancy (2020)	Occupancy (2014-2020) Change	Building Area/Emp. Occupied (2020) Change	AM Peak Trips			PM Peak Trips		
								In	Out	Total	In	Out	Total
1 Davis Drive	General Office Building	710	70,000 SF	96%	96%	0%	0 SF	Trips Captured in Existing Counts					
2 Davis Drive	Warehouse	150	26,000 SF	100%	100%	0%	0 SF	Trips Captured in Existing Counts					
11 Davis Drive	Warehouse	150	5,000 SF	100%	100%	0%	0 SF	Trips Captured in Existing Counts					
19 Davis Drive	General Office Building	710	24,000 SF	0%	85%	85%	20,400 SF	28	4	32	5	25	30
20 Davis Drive**	General Office Building	710	300 Emp.	78% (233 Emp.)	100% (300 Emp.)	22%	67 Emp.	28	4	32	6	25	31
Net Additional Peak Trip Generation in 2020								56	8	64	11	50	61

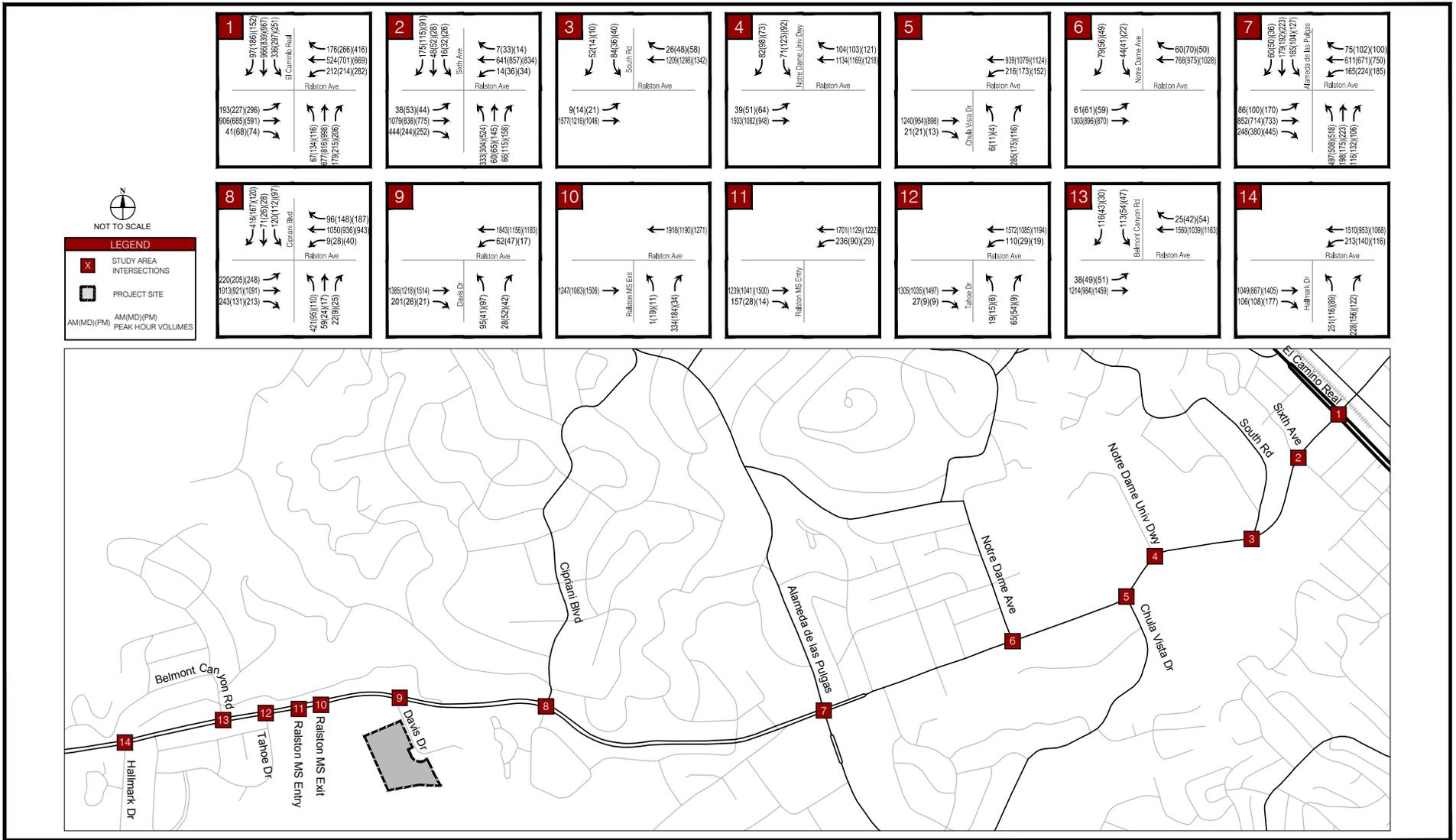
Notes:

The Institute of Transportation Engineer's (ITE) 2010 Trip Generation Manual trip generation rates were referenced for each specified use.

Percent occupied was estimated based on information supplied by the property owners and field verification.

No Midday peak is identified because the Midday peak used within the Analysis correlates to typical school dismissal times and does not correlate the typical mid-day peak of adjacent street traffic.

**20 Davis Drive was approximately 78% occupied when Existing counts were taken on February 13, 2014. In the Future 2020 scenario, 20 Davis Drive will be occupied by a technology company with a forecasted occupancy of 300 employees (information supplied by the property owner). As a result, the net difference between the original occupants, whose trips were captured in Existing Counts, and the future occupants is reflected above to create the net additional peak trip generation for 20 Davis Drive.



Source: Kimley Horn, 2015

Future (2020) No Project Traffic Conditions

Future Intersection Level of Service

Traffic volumes projected for 2020 were evaluated at the study intersections and are presented in Figure 6.4-1. Intersection level of service results are presented in Table 6.4.1.5-2. As shown, the following same intersections function below LOS D (greater than 35 seconds of delay) under this analysis scenario:

- #1 – Ralston Avenue and El Camino Real - Signal
 - AM, Midday and PM Peak Hours
- #3 – Ralston Avenue and South Road - AWSC
 - AM, Midday, and PM Peak Hours
- #4 – Ralston Avenue and Notre Dame University Road - SSSC
 - AM, Midday, and PM Peak Hours
- #5 – Ralston Avenue and Chula Vista Drive - SSSC
 - AM and Midday Peak Hours
- #6 – Ralston Avenue and Notre Dame Avenue - SSSC
 - AM and Midday Peak Hours
- #8 – Ralston Avenue and Cipriani Boulevard - Signal
 - AM Peak Hour
- #10 – Ralston Avenue and Ralston MS Exit - SSSC
 - AM and Midday Peak Hours
- #12 – Ralston Avenue and Tahoe Drive - SSSC
 - AM, Midday and PM Peak Hours

Note again that the intersections listed above operate below (worse than) LOS D under Future (2020) Conditions, regardless of the project. Analysis sheets are provided in Appendix H.

Table 6.4.1.5-2: Future (2020) No Project Intersection Level of Service Summary

Int #	Intersection	Control	Future								
			AM Peak			Mid-Day Peak			PM Peak		
			LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
1	Ralston Ave and El Camino Real	Signal	E	71.3	1.05	E	74.2	1	E	66.9	0.99
2	Ralston Ave and Sixth Ave	Signal	C	29	0.71	C	28.5	0.65	C	30.1	0.65
3	Ralston Ave and South Rd	AWSC	F	301.4	-	F	179.2	-	F	159.6	-
4	Ralston Ave and Notre Dame de Namur University Dwy	SSSC	C	22.9	-	F	49	-	B	15.7	-
	<i>Worst Approach</i>		F	291.2	-	F	426	-	F	170.6	-
5	Ralston Ave and Chula Vista Dr	SSSC	F	75.5	-	A	5.1	-	A	2.3	-
	<i>Worst Approach</i>		F	593.8	-	E	50.4	-	C	26.7	-
6	Ralston Ave and Notre Dame Ave	SSSC	A	4.1	-	A	2.6	-	A	1.7	-
	<i>Worst Approach</i>		F	60.7	-	<i>b</i>	<i>41.6</i>	-	D	<i>34</i>	-
7	Ralston Ave and Alameda de Las Pulgas	Signal	D	46.9	0.86	D	51.9	0.88	D	45.9	0.84
8	Ralston Ave and Cipriani Blvd	Signal	E	79.7	1.04	C	28.6	0.7	C	29	0.76
9	Ralston Ave and Davis Dr	Signal	B	15	0.78	A	9.6	0.58	B	10.5	0.7
10	Ralston Ave and Ralston MS Exit	SSSC	A	9.6	-	A	6.4	-	A	0.5	-
	<i>Worst Approach</i>		F	70.9	-	E	53.8	-	C	23	-
11	Ralston Ave and Ralston MS Entrance	SSSC	A	1.7	-	A	0.5	-	A	0.1	-
	<i>Worst Approach</i>		A	<i>3.1</i>	-	A	<i>0.9</i>	-	A	<i>0.3</i>	-
12	Ralston Ave and Tahoe Dr	Signal	B	10.4	0.69	C	21.8	0.44	B	10.3	0.51
13	Ralston Ave and Belmont Canyon Rd	Signal	B	15.4	0.76	A	8.6	0.54	A	7.2	0.58
14	Ralston Ave and Hallmark Dr	Signal	C	26.1	0.84	B	15.4	0.6	B	16.3	0.73

Note: Intersections that are operating below (worse than) LOS D are shown in BOLD.

Intersection delay, LOS, and v/c ratios calculated with Highway Capacity Manual (HCM) 2000 methodology using Synchro software.

It should be noted that calculations of delay at saturated conditions (i.e., LOS F) are less reliable than at LOS E or better. Therefore, delay in excess of 80 seconds is reported in the table to allow a relative comparison of without and with project conditions and should not be interpreted as an exact representation of actual delay.

Source: Kimley-Horn and Associates, Inc., 2014

Future Signal Warrant Analysis

Signal warrant calculations were conducted at the non-signalized study intersections as per the City's Guidelines. The Peak Hour Volume Warrant (Warrant #3) is satisfied when traffic volumes on the major and minor approaches exceed thresholds for only one hour of the day and is generally the first warrant to be satisfied. Other warrant criteria exists but are less conservative than the peak hour evaluation, therefore the peak hour warrant was used. It should be noted that the AM peak hour presents the worst case (or most likely case) for which the signal warrant would be met as side street volumes are typically higher during this peak in the study area. To present a worst case, only the AM peak hour results are displayed in this report. The PM peak hour results are shown in Appendix H.

Aside from those shown in the AM peak, no additional intersection locations will trigger a signal warrant. As shown in the signal warrant tables within the Appendix, all but one of the unsignalized intersections met the peak-hour warrant. Intersection #12: Ralston Avenue / Tahoe Drive does not meet the signal warrant. Below in Table 6.4.1.5-3 is the list of the warranted intersection's v/c ratios for the worst approach.

Table 6.4.1.5-3: Future (2020) No Project Signal Warranted Intersection v/c Ratios

Int. #	Intersection Description	Future AM
3	Ralston Ave / South Rd	1.31
4	Ralston Ave / Notre Dame Univ.	0.91
5	Ralston Ave / Chula Vista Dr.	0.75
6	Ralston Ave / Notre Dame Ave.	0.74
10	Ralston Ave / Ralston MS Exit	0.60
11	Ralston Ave / Ralston MS Entrance	0.55

Notes: Intersection delay, LOS, and v/c ratios calculated with Highway Capacity Manual (HCM) 2000 methodology using Synchro software.

Source: Kimley-Horn and Associates, Inc., 2014

Less Than Significant Impacts

Impacts TRANS-1 through TRANS-5 for Existing-Plus-Project conditions are also applicable to Future-Plus-Project conditions.

Impact TRANS-9: The project would not result in Future-Plus-Project turn lane warrants being met at study intersections, and would not add traffic to locations where existing warrants are met. (LTS)

HCM 2000 methodology was used to determine if the addition of exclusive turn lanes were warranted at intersections. According to the City's Guidelines, there would be a potentially significant impact if exclusive turn lanes are warranted at an intersection after inclusion of the project. For locations where Baseline volumes already exceed turn lane warrant criteria levels, there would be a potentially significant impact where project traffic increases peak hour volumes by more than 1 percent.

Turn lane warrants were considered during the AM, Midday, and PM peak. However, the AM and PM peak are assumed to be critical periods for vehicular volume and queuing activity within the study area in relation to adjacent street traffic and project specific traffic. As a result, only the AM and PM peak hour results are presented.

The analysis showed that there are three (3) baseline deficiencies for Future No Project Conditions at the study intersections in terms of turn lane warrant criteria, as shown below:

- Ralston Avenue / El Camino Real – Future Only
- Ralston Avenue/Sixth Avenue – Existing and Future
- Ralston Avenue / Cipriani Boulevard – Existing and Future

After inclusion of the project, these turns remain deficient; however, the project does not add any vehicles to the movements. Thus, according to the City’s Guidelines, this impact is *less than significant*.

Full analysis tables can be seen in Appendix H.

Significant Impacts

Impact TRANS-10: The project could conflict with applicable congestion management program standards, and City of Belmont standards pertaining to maintaining acceptable intersection levels of service and/or adding to the need for intersection signalization (i.e., meeting signal warrants) and/or increase vehicle queues exceeding turn lane capacity, resulting in a potentially significant impact. (S)

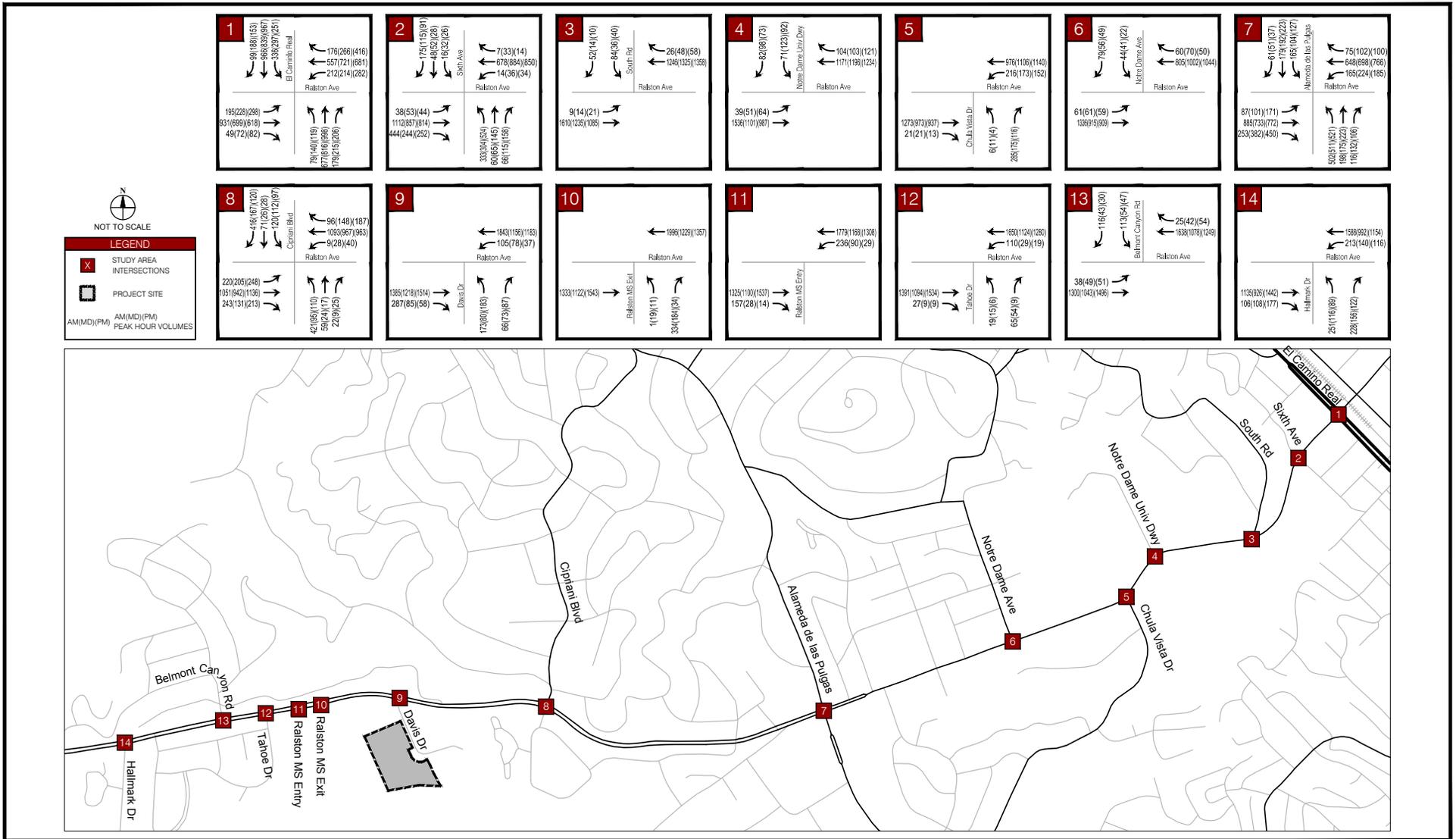
Future Plus Project Intersection

Traffic operations were evaluated at the study intersections under Future Plus Project as seen on Figure 6.4-2. Results of the intersection level of service analysis are presented in Table 6.4.1.5-4. Locations operating below (worse than) LOS D are bolded and potentially significant project impacts are highlighted.

Level of Service

As shown in Table 6.4.1.5-4, according to the City’s Guidelines, the same eight study intersections that do not function above LOS D under Future Conditions also operate below LOS D (greater than 35 seconds of delay) with the inclusion of the project. Table 6.4.1.5-4 shows that the following intersections that would operate below LOS D (greater than 35 seconds of delay) in the Future (2020) Plus Project scenario:

- #1 – Ralston Avenue and El Camino Real - Signal
 - AM, Midday and PM Peak Hours
- #3 – Ralston Avenue and South Road - AWSC
 - AM, Midday, and PM Peak Hours
- #4 – Ralston Avenue and Notre Dame University Road - SSSC
 - AM, Midday, and PM Peak Hours



Source: Kimley Horn, 2015

Table 6.4.1.5-4: Future (2020) Plus Project Intersection Level of Service Summary

Int #	Intersection	Control	Future									Future Plus Project														
			AM Peak			Mid-Day Peak			PM Peak			AM Peak					Mid-Day Peak					PM Peak				
			LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	ΔDelay	v/c	Δv/c	LOS	Delay	ΔDelay	v/c	Δv/c	LOS	Delay	ΔDelay	v/c	Δv/c
1	Ralston Ave and El Camino Real	Signal	E	71.3	1.05	E	74.2	1	E	66.9	0.99	E	74.2	2.9	1.07	0.02	E	75.9	1.7	1.01	0.01	E	69.4	2.5	1.01	0.02
2	Ralston Ave and Sixth Ave	Signal	C	29	0.71	C	28.5	0.65	C	30.1	0.65	C	29.5	0.5	0.73	0.02	C	28.7	0.2	0.66	0.01	C	30.6	0.5	0.67	0.02
3	Ralston Ave and South Rd	AWSC	F	301.4	-	F	179.2	-	F	159.6	-	F	318.9	17.5	-	-	F	189	9.8	-	-	F	170	10.4	-	-
4	Ralston Ave and Notre Dame de Namur University Dwy	SSSC	C	22.9	-	F	49	-	B	15.7	-	C	26.9	4	-	-	F	52.4	3.4	-	-	C	16.8	1.1	-	-
	<i>Worst Approach</i>		F	291.2	-	F	426	-	F	170.6	-	F	349.8	58.6	-	-	F	463.6	37.6	-	-	F	187.4	16.8	-	-
5	Ralston Ave and Chula Vista Dr	SSSC	F	75.5	-	A	5.1	-	A	2.3	-	F	79.8	4.3	-	-	A	5.3	0.2	-	-	A	2.3	0	-	-
	<i>Worst Approach</i>		F	593.8	-	E	50.4	-	C	26.7	-	F	644.3	50.5	-	-	F	54.1	3.7	-	-	D	28.9	2.2	-	-
6	Ralston Ave and Notre Dame Ave	SSSC	A	4.1	-	A	2.6	-	A	1.7	-	A	4.5	0.4	-	-	A	2.7	0.1	-	-	A	1.7	0.0	-	-
	<i>Worst Approach</i>		F	60.7	-	E	41.6	-	D	34	-	F	69.8	9.1	-	-	E	44.5	2.9	-	-	E	35.5	1.5	-	-
7	Ralston Ave and Alameda de Las Pulgas	Signal	D	46.9	0.86	D	51.9	0.88	D	45.9	0.84	D	48	1.1	0.87	0.01	D	52.4	0.5	0.89	0.01	D	46.5	0.6	0.85	0.01
8	Ralston Ave and Cipriani Blvd	Signal	E	79.7	1.04	C	28.6	0.7	C	29	0.76	F	82.7	3	1.05	0.01	C	29.2	0.6	0.71	0.01	C	29.8	0.8	0.78	0.02
9	Ralston Ave and Davis Dr	Signal	B	15	0.78	A	9.6	0.58	B	10.5	0.7	C	24	9	0.88	0.1	B	13.9	4.3	0.67	0.09	B	18.8	8.3	0.82	0.12
10	Ralston Ave and Ralston MS Exit	SSSC	A	9.6	-	A	6.4	-	A	0.5	-	A	7.6	-2	-	-	A	6.2	-0.2	-	-	A	0.5	0	-	-
	<i>Worst Approach</i>		F	70.9	-	E	53.8	-	C	23	-	F	59.1	-11.8	-	-	F	53.8	0	-	-	C	21.9	-1.1	-	-
11	Ralston Ave and Ralston MS Entrance	SSSC	A	1.7	-	A	0.5	-	A	0.1	-	A	2	0.3	-	-	A	0.5	0	-	-	A	0.1	0	-	-
	<i>Worst Approach</i>		A	3.1	-	A	0.9	-	A	0.3	-	A	3.7	0.6	-	-	A	0.9	0	-	-	A	0.3	0	-	-
12	Ralston Ave and Tahoe Dr	Signal	B	10.4	0.69	C	21.8	0.44	B	10.3	0.51	B	10.8	0.4	0.79	0.1	C	21.4	-0.4	0.46	0.02	B	10.3	0	0.52	0.01
13	Ralston Ave and Belmont Canyon Rd	Signal	B	15.4	0.76	A	8.6	0.54	A	7.2	0.58	B	16.5	1.1	0.8	0.04	A	8.6	0	0.55	0.01	A	7.3	0.1	0.59	0.01
14	Ralston Ave and Hallmark Dr	Signal	C	26.1	0.84	B	15.4	0.6	B	16.3	0.73	C	28	1.9	0.87	0.03	B	15.8	0.4	0.62	0.02	B	16.8	0.5	0.74	0.01

This page intentionally left blank

- #5 – Ralston Avenue and Chula Vista Drive - SSSC
 - AM and Midday Peak Hours
- #6 – Ralston Avenue and Notre Dame Avenue - SSSC
 - AM and Midday Peak Hours
- #8 – Ralston Avenue and Cipriani Boulevard - Signal
 - AM Peak Hour
- #10 – Ralston Avenue and Ralston MS Exit - SSSC
 - AM and Midday Peak Hours
- #12 – Ralston Avenue and Tahoe Drive – SSSC
 - AM, Midday and PM Peak Hours

Intersection Delay & LOS – Potentially Significant Impacts

The following intersections are considered potentially significant according to the City's Guidelines for movement delay:

- #3 – Ralston Avenue and South Road - SSSC
 - AM, Midday, and PM Peak Hours
- #5 – Ralston Avenue and Chula Vista Drive - SSSC
 - AM Peak Hour
- #6 – Ralston Avenue and Notre Dame Avenue
 - PM Peak Hour

Analysis worksheets are provided in the Appendix.

Future (2020) Plus Project Signal Warrants Analysis

Signal warrant calculations were conducted at the unsignalized study intersections for the Future (2020) Plus Project conditions. All but one warrant was met in Future conditions. The project caused an increase in Ralston Avenue volumes and did not increase volumes for the side streets. All Future (2020) Plus Project warrants are also met except Intersection #12: Ralston Avenue / Tahoe Drive.

Below in Table 6.4.1.5-5 is the list of the warranted intersection's v/c ratios for the worst approach; all warranted intersections also are potentially significant impacts according to the City's Guidelines as their v/c ratios increased by more than .01 with the inclusion of the project.

As stated previously, the AM peak hour presents the worst case (or most likely case) for which the signal warrant would be met as side street volumes are typically higher during this peak in the study area. To present a worst case, only the AM peak hour results are displayed in this report. The PM peak hour results are shown in Appendix H.

Aside from those shown in the AM peak, no additional intersection locations would trigger a signal warrant.

Table 6.4.1.5-5: Future (2020) Plus Project Signal Warranted Intersection v/c Ratios

Int. #	Intersection Description	Future AM	Future + Project AM	Δ v/c
3	Ralston Ave / South Rd	1.31	1.33	0.03
4	Ralston Ave / Notre Dame Univ.	0.91	0.93	0.02
5	Ralston Ave / Chula Vista Dr.	0.75	0.77	0.02
6	Ralston Ave / Notre Dame Ave.	0.74	0.76	0.02
10	Ralston Ave / Ralston MS Exit	0.60	0.63	0.02
11	Ralston Ave / Ralston MS Entrance	0.55	0.59	0.04

Notes: Intersection delay, LOS, and v/c ratios calculated with Highway Capacity Manual (HCM) 2000 methodology using Synchro software.

Source: Kimley-Horn and Associates, Inc., 2014

Future Vehicle Queuing

The analysis showed that many existing turn bay lengths are exceeded under future traffic volumes. In most cases, these inadequate turn bay lengths are not associated with the project, but rather are a result of pre-existing deficiencies.

At the study intersections, the increase in vehicle queuing is typically less than one vehicle, except at the intersections listed in Table 6.4.1.5-6 where existing-plus-project queue lengths exceed existing condition queue lengths by one, two or three vehicles (see bolded text in table), resulting in a potentially significant impact.

Impact TRANS 10-1: Ralston Avenue and South Road (Intersection #3)

The intersection of Ralston Avenue and South Road also operates at LOS F during the AM, Midday, and PM peak hours with delays of 301, 179, and 160 seconds of delay, respectively under Future No Project conditions. Because the intersection already is degraded, the addition of the project will cause an increase in delay exceeding the 4 second average control delay threshold. The intersection also meets the signal warrant criteria under Future and Future Plus Project conditions. With the inclusion of the project, the v/c ratio increases by more than the .01 threshold set by the City's Guidelines. Together, these result in potentially significant impacts. (S)

Mitigation Measure TRANS 10-1: While it would be appropriate for the applicant to contribute its fair share to the signalization of the intersection based on traffic volume contributed to the intersection and other factors, the applicant has offered to pay the full cost of a traffic signal at this intersection in lieu of contributing relatively minor fair share contributions for this and other intersections. If the signal is installed, the resulting intersection LOS results for the Future Plus Project scenario would be LOS B (11.7 seconds of delay), LOS A (6.4 seconds of delay), and LOS A (6.3 seconds of delay) for AM, Midday, and PM peak hours, respectively. The results can be seen in Appendix H.

Table 6.4.1.5-6: Summary of Vehicle Queuing for All Scenarios

#	Intersection Name	Condition	Movement	Peak Period	Storage Length (ft)	Base Case Vehicle Queue Length (ft)	With Project Vehicle Queue Length (ft)	Exceeds Base Vehicle Queue Length by:
4	Ralston Avenue / Notre Dame University Driveway	Existing	SBR	MD	50	527	554	27 (2 vehicles)
		Future		AM		416	449	33 feet (2 vehicles)
				PM		317	331	14 feet (1 vehicle)
9	Ralston Avenue / Davis Drive	Existing	NBL	AM	50	102	177	75 feet (3 vehicles)
				MD		45	78	78 (2 vehicles)
				PM		61	129	68 feet (3 vehicles)
			WBL	AM	65	76	129	53 feet (2 vehicles)
				MD		65	91	91 (2 vehicles)
			Future	NBL	AM	50	108	185
		MD			45		78	78 (2 vehicles)
		PM			88		157	69 feet (3 vehicles)
		WBL	AM	65	91	148	57 feet (2 vehicles)	
MD	65		97		97 (2 vehicles)			

Source: Kimley-Horn and Associates, Inc., 2015

The conversion of South Road to a signalized intersection and improvements to the east and westbound approaches are identified in the RCS and, therefore, Mitigation #1 would be consistent with the RCS' anticipated improvements for this intersection. The CSUS payment for the cost of the traffic signal would reduce this potentially significant impact to a less than significant level. (LTS)

Impact TRANS 10-2: Ralston Avenue and Notre Dame de Namur University Driveway (Intersection #4)

The intersection of Ralston Avenue and Notre Dame de Namur University Driveway meets the signal warrant criteria under Future and Future Plus Project conditions. With the inclusion of the project, the v/c ratio increases by more than the .01 threshold set by the City's Guidelines. The intersection also has SBR 95th percentile queue lengths of 449 feet and 331 feet for the AM and PM peak hours, respectively. These values exceed the permitted increase of 1 percent (or an increase in one queued vehicle) set by the City's Guidelines. Together, these result in potentially significant impacts. (S)

Mitigation Measure TRANS 10-2: (Same as Mitigation Measure TRANS-7-2): The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS recommends a modern roundabout at this intersection instead of signalization in order to provide traffic calming benefits along this section of the Ralston Avenue corridor. Payment of the costs of the roundabout by CSUS would be disproportionate to the project's incremental traffic contribution to the intersection. While payment of the Applicant's fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road (see Mitigation Measure TRANS-10-1) in lieu of paying a fair share contribution for this intersection. Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable. (SU)

Impact TRANS 10-3: Ralston Avenue and Chula Vista Drive (Intersection #5)

The intersection of Ralston Avenue and Chula Vista Drive operates at LOS F (80 seconds of delay) during the AM peak hour under Future No Project conditions. The addition of the project will cause an increase in delay exceeding the 4 second average control delay threshold. The intersection also meets the signal warrant criteria under Future and Future Plus Project conditions. With the inclusion of the project, the v/c ratio increases by more than the .01 threshold set by the City's Guidelines. Together, these result in potentially significant impacts. (S)

Mitigation Measure TRANS 10-3 (Same as Mitigation Measure TRANS-7-3): The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS identifies extensive crossing improvements at this intersection, including the installation of a median, the removal of the WB merge, and the installation of a rectangular rapid flash beacon (RRFB), instead of signalization in order to provide traffic calming benefits along this section of the Ralston Avenue corridor. Payment of the costs of the improvements at this intersection by CSUS would be disproportionate to the project's incremental traffic contribution to the intersection. While payment of the Applicant's fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road in lieu of

paying a fair share contribution for this intersection (see Mitigation Measure TRANS-10-1). Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable. (SU)

Impact TRANS 10-4: Ralston Avenue and Notre Dame Avenue (Intersection #6)

The intersection of Ralston Avenue and Notre Dame Avenue operates at LOS A (2 seconds of delay) and the SSSC approach at LOS D (34 seconds of delay) in the PM peak hour under Future No Project conditions. After inclusion of the project, the intersection operates at LOS A (2 seconds of delay) and the SSSC approach at LOS E (36 seconds of delay). The intersection also meets the signal warrant criteria under Future and Future Plus Project conditions. With the inclusion of the project, the v/c ratio increases by more than the .01 threshold set by the City's Guidelines. Together, these result in potentially significant impacts. (S)

Mitigation Measure TRANS 10-4 (Same as Mitigation Measure TRANS-7-4): The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. The RCS identifies the signalization of Notre Dame Avenue in addition to striping and crosswalk improvements. Payment of the costs of the improvements at this intersection by CSUS would be disproportionate to the project's incremental traffic contribution to the intersection. While payment of the Applicant's fair share contribution toward the cost of the improvement at this intersection would be reasonable, instead the Applicant has offered to fully fund Intersection #3: Ralston Avenue / South Road in lieu of paying a fair share contribution for this intersection (see Mitigation Measure TRANS-10-1). Consequently, this impact would not be mitigated in the near term and, as a result, the impact at this intersection would remain potentially significant and unavoidable. (SU)

Impact TRANS 10-5: Ralston Avenue and Davis Drive (Intersection #9)

The intersection of Ralston Avenue and Davis Drive has a NBL 95th percentile queue length of 185 feet, 78 feet, and 157 feet for the AM, Midday, and PM peak hours, respectively in Future Plus Project Conditions. In addition, it has a WBL 95th percentile queue length of 148 feet and 97 feet for the AM and Midday peak hours, respectively. These values are more than the permitted increase of 1 percent (or an increase in one queued vehicle in most cases) set by the City's Guidelines. This results in a potentially significant impact. Only the AM peak hour for the WBL was operating over-capacity in the Future No Project scenario.

Mitigation Measure TRANS 10-5 (Same as Mitigation Measure TRANS-7-5): The Applicant shall restripe the NBR turn to a shared NBR/L turn lane. The restriping will likely require a signal modification but is up to the City's discretion. The applicant shall increase of the WBL turn pocket by 85 feet creating a new total storage length of 150 feet. The applicant shall fully fund both improvements.

As shown in the Appendix and consistent with the City of Belmont's Guidelines for Traffic Impact Studies, the new intersection geometry would result in 95th percentile queue lengths of 102 feet and 61 feet for the NBL in the AM and PM peak hours, respectively and 141 feet for the WBL in the AM peak hour. The potentially significant impact is therefore reduced to less than significant. (LTS)

Impact TRANS 10-6: Ralston Avenue and Ralston Middle School Exit (Intersection #10)

The intersection of Ralston Avenue and the Ralston Middle School Exit meets the signal warrant criteria under Future and Future Plus Project Conditions. With the inclusion of the project, the v/c ratio increases by more than the .01 threshold set by the City's Guidelines. This results in a potentially significant impact. However, it should be noted that the project adds zero trips to the intersection's critical movement (i.e., the exit driveway) and adds 4.5% of intersection traffic in the warranted peak hour.

Mitigation Measure TRANS 10-6 (Same as Mitigation Measure TRANS-7-6): The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS does not recommend that the driveway be signalized. Rather, the RCS recognizes that, if the Ralston Avenue/Tahoe Drive intersection is signalized, access from the Ralston Middle School driveway could be modified to improve its operations. The Belmont Redwood Shores School District has agreed, as part of its expansion, to fully fund the traffic signal at Tahoe Drive. As a result of this mitigation by the School District, the potentially significant impact would be mitigated to a less than significant level. (LTS)

Impact TRANS 10-7: Ralston Avenue and Ralston Middle School Entrance (Intersection #11)

The intersection of Ralston Avenue and the Ralston Middle School Entrance meets the signal warrant criteria under Future and Future Plus Project conditions. With the inclusion of the project, the v/c ratio increases by more than the .01 threshold set by the City's Guidelines. This results in a potentially significant impact. It should be noted that the project adds zero trips to the intersection's critical movements (i.e., the entrance driveways) and adds 4.7% of intersection traffic in the warranted peak hour.

Mitigation Measure TRANS 10-7 (Same as Mitigation Measure TRANS-7-7): The potentially significant impact at this intersection could be mitigated by the installation of a traffic signal. However, the RCS does not recommend that the driveway be signalized. Rather, the RCS recognizes that, if the Ralston Avenue/Tahoe Drive intersection is signalized, access to the Ralston Middle School driveway could be modified to improve its operations. While the School District has agreed to install a traffic signal at the Ralston Avenue/Tahoe Drive intersection, the impacts may not be fully mitigated. As a result, impacts at this intersection would remain potentially significant and unavoidable. (SU)

6.4.2 Significant Unavoidable Cumulative Impacts

The proposed project, in combination with future growth and other anticipated development in the City would result in significant unavoidable cumulative impacts related to traffic.

Table 6.4.1.5-7: Roadway Intersections: Summary of Significant Measures of Effectiveness (MOEs) & Possible Mitigations

Scenario	Impact #	Int #	Intersection Name	Significant MOE	Possible Mitigation	Percent of Project Peak Intersection Traffic ¹
Existing Plus Project	7-1 ^R	3	Ralston Ave/ South Rd	Delay / LOS	As indicated in the RCS, signalize and improve intersection.	2.5%
				Signal Warrant / v.c. Ratio		
	7-2 ^R	4	Ralston Ave / Notre Dame Univ.	Signal Warrant / v.c. Ratio	As indicated in the RCS, convert to a Roundabout.	2.5%
				Queuing		
	7-3 ^R	5	Ralston Ave/ Chula Vista Dr	Signal Warrant / v.c. Ratio	As indicated in the RCS, implement crossing improvements and a restriction of the NBL.	2.7%
	7-4 ^R	6	Ralston Ave / Notre Dame Ave	Signal Warrant / v.c. Ratio	As indicated in the RCS, signalize and improve crossings.	3.0%
	7-5	9	Ralston Ave/ Davis Dr	Queuing	Restripe NBR to be a shared NBR/L (will likely require a signal modification) Increase WBL turn pocket by 85' (total storage length of 150')	6.8%
	7-6	10	Ralston Ave / Ralston MS Exit	Signal Warrant / v.c. Ratio	As indicated in the RCS, construct sidewalks along RMS frontage. The future signal at Tahoe Drive will alleviate side street congestion.	4.7%
7-7	11	Ralston Ave / Ralston MS Entrance	Signal Warrant / v.c. Ratio	As indicated in the RCS, restrict the WBL turn to a "Bus Only" turn and construct sidewalks on RMS frontage.	4.9%	
7-8 ^R	12	Ralston Ave / Tahoe Dr	Delay / LOS	As indicated in the RCS, signalize and improve medians.	5.0% ²	
Future Plus Project	10-1 ^R	3	Ralston Ave/ South Rd	Delay / LOS	As indicated in the RCS, signalize and improve intersection.	2.3%
				Signal Warrant / v.c. Ratio		
	10-2 ^R	4	Ralston Ave / Notre Dame Univ.	Signal Warrant / v.c. Ratio	As indicated in the RCS, convert to a Roundabout.	2.3%
				Queuing		
	10-3 ^R	5	Ralston Ave/ Chula Vista Dr	Delay / LOS	As indicated in the RCS, implement crossing improvements and a restriction of the NBL.	2.5%
				Signal Warrant / v.c. Ratio		
	10-4 ^R	6	Ralston Ave / Notre Dame Ave	Delay / LOS	As indicated in the RCS, signalize and improve crossings ³	2.8%
				Signal Warrant / v.c. Ratio		
10-5	9	Ralston Ave / Davis Dr	Queuing	Restripe NBR to be a shared NBR/L (will likely require a signal modification) Increase WBL turn pocket by 85' (total storage length of 150')	6.3%	
10-6	10	Ralston Ave / Ralston MS Exit	Signal Warrant / v.c. Ratio	As indicated in the RCS, construct sidewalks along RMS frontage. The future signal at Tahoe Drive will alleviate side street congestion.	4.3%	
10-7	11	Ralston Ave / Ralston MS Entrance	Signal Warrant / v.c. Ratio	As indicated in the RCS, signalize and improve medians.	4.5%	

1. The project vehicular contribution displayed here is calculated as the sum of the AM and PM Project Only peak hour volumes for the intersection over the sum of the baseline plus project AM and PM peak hour volumes for the intersection.

2. As indicated in the BRSSD 5 School Expansions TIA (Hexagon Transportation Consultants, Inc, 2015), the signal improvement at Tahoe Drive is planned to be implemented under the discretion of the City of Belmont, thus, is not a project level mitigation.

3. The professional engineering suggestion for this intersection is that a signal is not imminently necessary given that the v/c ratio only increases by only .02 from the baseline and the plus project delay/LOS using the existing SSSC configuration is adequate given the City of Belmont delay and LOS Guidelines. However, to technically meet the City of Belmont's non-LOS and delay Guidelines, a signal is required.

R. Intersection contains proposed improvements identified in the vested Ralston Avenue Corridor Study & Improvement Plan (*W-Trans & Alta Planning + Design, 2014*).

Source: Kimley-Horn and Associates, Inc. 2015

This page intentionally left blank