

## APPENDIX B

### AIR QUALITY BACKGROUND INFORMATION

#### *Criteria Contaminants*

Criteria contaminants are those air pollutants for which ambient air quality standards have been set by the U.S. Environmental Protection Agency (EPA) or the California Air Resources Board (CARB). Most of the criteria contaminants are generated to a large degree by motor vehicles, as well as by industry and other stationary sources. Each of the criteria contaminants is addressed below.

Ozone (O<sub>3</sub>): Ozone, or smog, is not emitted directly into the environment, but is formed in the atmosphere by complex chemical reactions between oxides of nitrogen and reactive organic gases (ROG) in the presence of sunlight. Ozone formation is greatest on warm, windless days. The main sources of nitrogen oxides (NO<sub>x</sub>) and ROG (often referred to as ozone precursors) are combustion processes (including motor vehicle engines) and the evaporation of solvents, paints and fuels. Automobiles are the single largest source of ozone precursors in the Bay Area. Tailpipe emissions of ROG are highest during cold starts, hard acceleration, stop-and-go conditions and slow speeds. They decline as speeds increase up to about 50 miles per hour, then increase again at high speeds and high engine loads. ROG emissions associated with evaporation of unburned fuel depend on vehicle and ambient temperature cycles. Nitrogen oxide emissions decrease as the vehicle approaches 30 miles per hour, and then begin to increase with increasing speeds.

Ozone levels usually build up during the day, and peak in the afternoon hours. Short-term exposure can irritate the eyes and cause constriction of the airways. Besides causing shortness of breath, it can aggravate respiratory diseases such as asthma, bronchitis and emphysema. Chronic exposure to high ozone levels can permanently damage lung tissue. Ozone can also damage plants and trees, and materials such as rubber and fabrics.

Nitrogen Dioxide (NO<sub>2</sub>): Nitrogen dioxide is a reddish brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of NO<sub>2</sub>. Aside from its contribution to ozone formation, NO<sub>2</sub> can increase the risk of acute and chronic respiratory disease and reduce visibility.

Sulfur Dioxide (SO<sub>2</sub>): Sulfur dioxide is a colorless acid gas with a strong odor that has the potential to damage materials, with health effects at high concentrations. It is produced by the combustion of sulfur-containing fuels, such as oil, diesel and coal. SO<sub>2</sub> can irritate lung tissue and increase the risk of acute and chronic respiratory disease.

PM<sub>10</sub> and PM<sub>2.5</sub>: Particulate matter 10 microns or less in diameter (PM<sub>10</sub>) refers to a wide range of solid or liquid particles in the atmosphere, including smoke, dust, aerosols and metallic oxides. Some particulate matter, such as pollen, is naturally occurring, although in the Bay Area, most particulate matter is caused by combustion, factories, construction, grading, demolition, agricultural activities and motor vehicles (the single largest source of PM<sub>10</sub> in the Bay Area). Wood burning in fireplaces and stoves is another large source of fine particulates.

Extended exposure to particulate matter can increase the risk of chronic respiratory disease, since it bypasses the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. High levels of particulates have also been known to exacerbate chronic respiratory ailments such as asthma and bronchitis, and have been associated with increased emergency room visits and hospital admissions.

In 1997, EPA proposed a new standard for the smaller particles, PM<sub>2.5</sub>, or particulate matter less than 2.5 microns in diameter. The new PM<sub>2.5</sub> standards included an annual standard and a 24-hour standard. Following the

announcement of the new national standards, the Bay Area Air Quality Management District (BAAQMD) began collecting monitoring data to determine the region's attainment status with respect to the new standards.

Carbon Monoxide (CO): Carbon monoxide is an odorless, colorless gas formed by the incomplete combustion of fuels. The single largest source of CO is the motor vehicle. Emissions are highest during cold starts, hard acceleration, stop-and-go driving, and when a vehicle is moving at low speeds.

When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reducing oxygen reaching the brain, heart and body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease or anemia, although healthy people can experience headaches, dizziness, fatigue, unconsciousness and death when exposed to high CO concentrations.

Toxic Air Contaminants (TACs): Toxic air contaminants (TACs) are pollutants which may be expected to result in an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. Health effects include cancer, birth defects, neurological damage, damage to the body's natural defense systems, and diseases which led to death.

TACs can be separated into carcinogens and noncarcinogens based on the nature of the physiological degradation associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts will not occur. Noncarcinogenic TACs differ in that there is generally assumed a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

In 1998, following a 10-year scientific assessment, the CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. CARB staff intends to issue statewide guidance for diesel toxic impact analyses for various source categories.

### *Regulatory Framework*

United States: In 1990, the federal Clean Air Act Amendments (CAAA) established a number of requirements, including new deadlines for attaining clean air standards and the development of State Implementation Plans (SIPs). The EPA administers the CAAA, and has established National Ambient Air Quality Standards (NAAQS) for several air pollutants on the basis of human health and welfare criteria. To date, NAAQS have been established for CO, O<sub>3</sub>, SO<sub>2</sub>, NO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub> and Pb (lead).

California: Under the California Clean Air Act (CCAA), the CARB is responsible for research activities, the establishment of California Ambient Air Quality Standards (CAAQS), guidelines for air quality management, and the regulation of both stationary and mobile emission sources. The CAAQS are generally more stringent than corresponding federal standards.

San Francisco Bay Area: The Bay Area Air Quality Plan is a regional plan required by the federal government prepared jointly by BAAQMD, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) to address how the San Francisco Bay Area will attain the NAAQS. The primary objective of the first Bay Area Air Quality Plan (1979, amended in 1982) was to attain NAAQS by 1987. Although significant improvements in regional air quality were made prior to 1987, NAAQS were not attained for carbon monoxide and ozone by that time. In 1989, in response to a court order, MTC implemented contingency measures to assure that the Bay Area was making all reasonable progress toward attaining NAAQS. These

measures included additional transportation control measures and a revised conformity assessment procedure. In 1998, EPA redesignated the Bay Area as an attainment area for the national carbon monoxide standard.

The Bay Area Clean Air Plan (1997, updated in 2000) was prepared by BAAQMD in cooperation with MTC and ABAG with the main objective of attaining State air quality standards for ozone. Under the California Clean Air Act nonattainment classifications, the Bay Area is classified as a “serious” air basin for ozone.

*Ambient Air Quality Standards*

Health-Based Ambient Air Quality Standards for criteria pollutants are shown below.

**HEALTH-BASED AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	California Standard	National Standard
Ozone	1 Hour	0.09 ppm	---
	8 Hour	0.070 ppm	0.08 ppm
Carbon Monoxide	1 Hour	20 ppm	35 ppm
	8 Hour	9.0 ppm	9 ppm
Nitrogen Dioxide	1 Hour	0.25 ppm	---
	Annual	----	0.053 ppm
Sulfur Dioxide	24 Hour	0.04 ppm	0.14 ppm
	Annual	---	0.03 ppm
Particulates < 10 microns	24 Hour	50 ug/m3	150 ug/m3
	Annual	20 ug/m3	50 ug/m3
Particulates < 2.5 microns	24 Hour	---	65 ug/m3
	Annual	12 ug/m3	15 ug/m3

Concentrations: ppm = parts per million      ug/m3 = micrograms per cubic meter

Source: Bay Area Air Quality Management District, Bay Area Pollution Summary – 2005.



*DRAFT*

**Historic Resources Inventory and Evaluation Report**

St. Joseph's Hall, Cronin Hall, and Vellesian Hall

at

**Saint Mary's College High School**

1294 Albina Avenue

Berkeley, California 94706



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**January 2008**

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[Photographs by JRP Historical Consulting, LLC, unless noted.]

## APPENDICES

Appendix A: DPR 523 Forms

## 1. SUMMARY OF FINDINGS

St. Mary's College High School (SMCHS) is currently preparing a Master Plan for its campus. As part of the Master Plan, the school is proposing demolition or alteration of three buildings on campus. The buildings – Vellesian Hall, St. Joseph's Hall, and Cronin Hall – were constructed between 1946 and 1959 and are being studied for their potential to be considered historical resources for the purposes of the California Environmental Quality Act (CEQA). The study area for this project is the SMCHS campus, which is contained within one assessor parcel at 1294 Albina Avenue. The campus has a Berkeley address, but most of its area, including the location of the three buildings studied in this report, is located within the City of Albany. **Figure 1** depicts the general location of the study area for this project.

CEQA requires that the City of Albany, as the project's lead agency, determine the significance of impacts the project may have to historical resources. Lamphier-Gregory is preparing the Master Plan document for SMCHS and hired JRP Historical Consulting, LLC (JRP) to provide assistance for the project's CEQA compliance as it pertains to historical resources. This study is limited to the inventory and evaluation of Vellesian Hall, St. Joseph's Hall, and Cronin Hall, because they are the only buildings that the SMCHS Master Plan will impact and have potential to be considered historical resources. JRP conducted this study in accordance with Section 15064.5(a)-(b) of the CEQA Guidelines using the criteria outlined in Section 5924.1 of the California Public Resources Code as well as Section 15126.4 of the CEQA Guidelines.

JRP inventoried and evaluated Vellesian Hall, St. Joseph's Hall, and Cronin Hall to assess whether any of these buildings should be considered a historical resource for the purposes of CEQA, i.e. whether they are listed in, determined eligible for listing in, or appear to meet the criteria for listing in the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). Because the City of Albany does not have a historic preservation ordinance, there were no local criteria to apply. The three buildings are described and evaluated on Department of Parks and Recreation Primary and Buildings Structures and Objects Record forms (DPR 523 forms) provided in Appendix A.

JRP concludes that the three buildings studied for this report do not appear to meet the criteria for listing in the NRHP / CRHR. Thus, St. Joseph's Hall, Cronin Hall, and Vellesian Hall are not historical resources for the purpose of CEQA. The SMCHS Master Plan will not, therefore, cause a significant impact on any historical resources and no mitigation measures are necessary.



**Figure 1: Project Location Map.**

## **2. PROJECT DESCRIPTION<sup>1</sup>**

The implementation of the SMCHS Master Plan will affect three of the existing buildings on the campus. Vellesian Hall, constructed in 1946 and renovated in 1985, will be demolished. Cronin Hall, constructed in two phases in 1952 and 1959, will be renovated as part of this project, including seismic reinforcement. Finally, St. Joseph's Hall, built in 1957 and renovated in the early 1970s, will also be renovated and expanded. Seismic deficiencies will be addressed, including the removal or reinforcement of the brick veneer. The plans also include a large addition on the east side of St. Joseph's Hall that will nearly double the size of the building.

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<sup>1</sup> Lamphier-Gregory provided JRP with the project description for inclusion in this report.

### 3. RESEARCH AND FIELD METHODS

As noted above, SMCHS is located on a single assessor parcel, APN 65-2428-1, which constituted the study area for this project. This report examines historic architectural resources and does not identify or evaluate archaeological resources. The steps taken to identify possible historical resources and potential impacts the project may have on historical resources follow CEQA Guidelines Section 15064.5(a)-(b).

JRP had a records search conducted at the Northwest Information Center at Sonoma State University in December 2007 (NWIC File No: 07-0857). The results of the search revealed no resources at the campus. Historic sites are located nearby, including the original site of the Jose Peralta adobe, but they will not be impacted by the school's Master Plan. JRP also examined the standard sources of information that list and identify known and potential historical resources to determine if any buildings, structures, objects, districts, or sites have been previously recorded or evaluated in or near the study area. JRP reviewed the NRHP, Office of Historic Preservation Determinations of Eligibility for the NRHP, California Inventory of Historic Resources, California Historic Landmarks, California Points of Historical Interest, and the Alameda County Historic Sites Directory. The review of the NRHP listed or eligible properties was necessary because these properties would automatically be eligible for listing in the CRHR and would be considered historical resources for the purposes of CEQA. None of the registers or lists identified additional potential historical resources in the study area.<sup>2</sup>

JRP conducted fieldwork and research in the City of Albany in December 2007, and inventoried the three buildings included in this project for recordation on DPR 523 forms. JRP prepared a historic context to address the themes and background for the property and evaluated the buildings under the CRHR and NRHP criteria on the DPR 523 forms; the latter criteria applied because properties that are listed in or eligible for listing in the NRHP are automatically eligible for listing in the CRHR. Historical research was conducted at the California State Library, Saint Mary's College High School, and the District Archives for the Brothers of the Christian Schools at the De La Salle Institute. The description and historical evaluation of the buildings at SMCHS are summarized in Sections 5 and 6. Refer to the references in Section 7 for a complete list of materials consulted, and to Section 8 for preparers' professional qualifications. The DPR 523 forms are included in Appendix A.

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<sup>2</sup> National Park Service, National Register Information System, online database: <http://www.nr.nps.gov/> and <http://www.nationalregisterofhistoricplaces.com/ca/Alameda/state.html> (accessed January 8, 2008); Office of Historic Preservation, Directory of Properties in the Historic Data File for Alameda County (12/2004); "Alameda County Parks, Recreation & Historic Sites Directory," <http://www.acgov.org/cda/parks/> (accessed January 8, 2008).

## 4. HISTORICAL OVERVIEW

Saint Mary's College High School is located in the southeast corner of the City of Albany at 1294 Albina Avenue. The campus slightly straddles the line between Albany and the City of Berkeley which runs along Codornices Creek; however, all of the buildings studied for this report are located on the Albany side of the boundary. The De La Salle Christian Brothers first occupied the site in 1903 and still operate SMCHS. All of the buildings that currently comprise the school were constructed after World War II. The following discussion describes the history of Saint Mary's College High School from its 1863 founding in San Francisco to its history at the current location. Please reference the sketch map in Figure 2 for the current locations of the buildings on the campus.

### 4.1. Alameda County and Albany History

The City of Albany in Alameda County occupies the northern portion of what was once an expansive land grant called Rancho San Antonio. The grant encompassed what is now Berkeley, Albany, Emeryville, Piedmont, and a portion of San Leandro, and reached from the eastern shore of San Francisco Bay to crest of the Contra Costa hills. The last Spanish Governor of California, Pablo Vicente de Sola, awarded a land grant of 43,000 acres to distinguished Spanish soldier Don Luis Maria Peralta in 1820. Don Luis never lived on the rancho and in 1842, two decades after Mexico won its independence from Spain, he divided the land equally between his four sons. Don Luis gave his son Domingo Peralta the northern end of the grant, which now encompasses Albany and Berkeley. Like his father, Peralta ran cattle on the lush hills that were also covered with oak trees. The tallow and hides from his operation were loaded onto ships destined for American and foreign markets. Peralta's original adobe ranch home stood on the south bank of Codornices Creek. Domingo Peralta entertained neighbors and traveling guests at the rancho with rodeos and lavish feasts. In 1849, this pastoral and serene lifestyle changed dramatically with the Gold Rush.<sup>3</sup>

Upon arriving in the San Francisco Bay area, settlers quickly realized the value of Domingo Peralta's land and, by the time California achieved statehood in 1850, many of those who did not gravitate to the gold mines purchased or illegally squatted on the majority of what was formerly Peralta land. In 1853, California Governor Bigler authorized the creation of Alameda County. The new county consisted of 760 square miles of land and 80 square miles of water.<sup>4</sup>

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<sup>3</sup> Mildred Brooke Hoover, Hero Eugene Rensch, and Ethel Grace Rensch, *Historic Spots in California*, (Stanford: Stanford University Press, 1966), 9-10; Albany Police and Fire Employees Civil Service Club, *The Story of the City of Albany, California*, ([Albany?]: Albany Police and Fire Employees Civil Service Club, 1947), 3; The site of the First Berkeley Adobe has been designated a Point of Historical Interest in Alameda County; California Office of Historic Preservation, Directory of Properties in the Historic Property Data File for Alameda County, December 4, 2007, 40; Albany Police and Fire Employees Civil Service Club, *The Story of the City of Albany*, 5; Catherine J. Webb, *Stories of Albany*, (Albany, CA: Albany Historical Society, 1983), 11.

<sup>4</sup> Albany Police...*The Story of the City of Albany*, 7.

Early industrial development in the area began during the 1860s. The Civil War and the transcontinental railroad claimed most of the gunpowder produced in the east. However, enterprising businessmen in Albany began producing gunpowder to supplement the nation's supply, which became one of the principal industries in this portion of the East Bay that led to its further development. In 1879, the Giant Gunpowder Company (which later became the Judson and Sheppard Chemical Works) built a plant at Fleming Point on the current site of Golden Gate Fields racetrack. The plant closed in 1892 after several deadly explosions. The Judson Dynamite and Powder Company followed with an explosives plant on the west slope of Albany hill in 1898. It too suffered a series of deadly explosions and closed in 1905, ending the presence of the explosives industry in Albany. The West Coast Kalsomine Company opened a shop on the west slope of Cerrito Hill that produced the paints used on the 1915 Panama Pacific Exposition buildings in San Francisco.<sup>5</sup>

An important contributing factor to the settlement of what became Albany was the development of the University of California in Berkeley. In 1868, the state of California designated the College of California, situated on the northwestern portion of the former Rancho San Antonio, as the University of California. As the university grew, the surrounding area provided housing, stores, and restaurants for the influx of students and professors.<sup>6</sup>

Settlement and development in the East Bay received another boost as refugees fled San Francisco following the 1906 earthquake and fires. Real estate companies in northern Alameda County promoted the undeveloped area in the East Bay as a safer alternative to San Francisco. The population grew drastically in established cities like Berkeley following the earthquake. Berkeley's population increased from approximately 13,000 to 40,000 between 1900 and 1910. During this period, a conflict between the citizens of Berkeley and their neighbors led to the incorporation of the City of Albany. For many years, Berkeley dumped its garbage in the area around San Pablo Avenue in an area called Ocean View. Citizens in that area united to halt the dumping and to incorporate the town of Ocean View in 1908. Voters changed the name of the new town to Albany in 1909. In 1927, Albany adopted its first official charter and the town formed its own school district in 1929.<sup>7</sup> Albany's population expanded from 911 in 1910 to over 14,000 in 1945 largely because of employment opportunities provided by war-related industries. The federal government subsidized housing projects in the Albany area for the families of military personnel stationed in the Bay Area and employees of the Richmond shipyards.<sup>8</sup>

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<sup>5</sup> Albany Police...*The Story of the City of Albany*, 9; Webb, *Stories of Albany*, 14; Warren F. Lee and Catherine T. Lee, *A Selective History of the Codornices-University Village, the City of Albany and Environs*, (Albuquerque: Belvidere Delaware Railroad Company Enterprises, 2000), 79-80.

<sup>6</sup> Albany Police...*The Story of the City of Albany*, 7.

<sup>7</sup> Webb, *Stories of Albany*. 27, 81; Daniella Thompson, "East Bay Then and Now: Charles Manning MacGregor, Indefatigable Builder," *The Berkeley Daily Planet*, December 15, 2006.

<sup>8</sup> Webb, *Stories of Albany*, 71; Lee and Lee, *A Selective History of the Codornices-University Village, the City of Albany and Environs*, 157-164; Albany Police...*The Story of the City of Albany*, 62.

## 4.2. History of Saint Mary's College High School

Saint Mary's College High School began as part of Saint Mary's College in San Francisco. Archbishop Joseph Sadoc Alemany established the college in the 1860s to bolster Catholic education in the area. He lobbied for the De La Salle Christian Brothers, a respected teaching order, to come to California and administer the school, but the organization decided its American resources were too thin and could not be spared. In 1867, Alemany traveled to Rome and appealed to the Pope, who granted his support to the plan. The following year, a group of Christian Brothers made the journey to the West Coast and took control of Saint Mary's College.<sup>9</sup>

### History of the Christian Brothers, San Francisco District

In San Francisco, the Christian Brothers took over a school with both day and boarding students ranging from primary to university levels, which was a common arrangement at the time. The school succeeded in tripling the number of students in a single year and increased its relationship with "feeder schools" in the area, including Saint Joseph's Academy in Oakland, a grammar school founded in 1870. The San Francisco District of Christian Brothers also established or operated schools in other parts of California (Sacramento, Oakland, Santa Barbara, San Rafael, and Santa Cruz) as well as Oregon and Washington. These developments enabled Saint Mary's College to purchase land in Oakland, where they constructed a large brick building to house the college and high school. The Christian Brothers moved St. Mary's College and High School to the new brick building in Oakland in 1889. Fires nearly destroyed the Oakland facility in 1894 and 1918, but the school rebuilt and continued in Oakland until 1927, when the high school and college split and relocated to Peralta Park and Moraga, respectively.<sup>10</sup>

### Peralta Park and the Christian Brothers

As mentioned above, squatters became a problem on Jose Domingo Peralta's property in Alameda County after the Gold Rush. Peralta sold much of his holdings by 1853, and his heirs split the remaining land after his death in 1865. Portions of the property changed owners multiple times before the 1880s, including 60 acres around Codornices Creek that later became Peralta Park and the home of SMCHS. In 1887, Maurice B. Curtis purchased these 60 acres with plans to sell lots for a residential subdivision. Curtis, a very popular actor, also constructed a grand hotel to serve as a retirement home for his colleagues in the theater. The Peralta Park

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<sup>9</sup> Andrea Miller, "Brothers of the Christian Schools, District of San Francisco, 1868-2003, 135<sup>th</sup> Anniversary: An Account of People and Events," available at the De La Salle Institute, District Archives, Napa, CA, 1-3; Ronald Eugene Isetti, *Called to the Pacific: A History of the Christian Brothers of the San Francisco District, 1868-1944*, (Moraga, CA: St. Mary's College of California, 1979), 2-6.

<sup>10</sup> Martin, "Brothers of the Christian Schools, District of San Francisco, 1868-2003, 135<sup>th</sup> Anniversary," 8-19; Isetti, *Called to the Pacific*, 43-48, 86-104.

Hotel was completed and opened in 1891. The 60-room hotel was an extravagant and large building with multiple spires and towers. The subdivision that surrounded the hotel became a desirable neighborhood, and several large homes were constructed on the tree-lined lots. Despite the success of the subdivision, the hotel quickly outdistanced its owner's finances, and Curtis sold the property to cover his debts. The hotel became Peralta Hall and served as a boarding school, nightclub, and candy factory before the Christian Brothers purchased the property and building in 1903.<sup>11</sup>

### Saint Mary's College High School in Peralta Park

The Christian Brothers moved St. Joseph's Academy from Oakland to Peralta Hall in Peralta Park in 1903, when the area was all still part of Berkeley. The large hotel building, now called Peralta Hall, offered much better facilities than the poor conditions of their building in Oakland. Deteriorating facilities at the college and high school building in Oakland also motivated the Brothers to consider relocating those students. As mentioned above, the college moved to new facilities in Moraga in 1927. At the same time, the Christian Brothers commissioned a new three-story building at Peralta Park, De La Salle Hall, to provide classrooms for the high school, and instruction began at the new location in 1927. Peralta Hall continued to house St. Joseph's Academy and served as a dormitory for boarding students and brothers.<sup>12</sup>

By the 1940s, the deteriorating condition of Peralta Hall prompted plans for new campus buildings. In 1946, those plans became more pressing after a fire swept through the upper portion of the old hotel. After the fire, the top two stories were determined structurally unsound and were removed for the safety of the students, but the lower floors remained in service as the school library and dormitory. In the same year as the fire, Vellesian Hall, designed by San Francisco architect Vincent Buckley, was constructed along Codornices Creek on the southeast end of campus to serve as housing for campus workers.<sup>13</sup>

New construction on the Peralta Park campus continued over the next decade as demand for updated facilities grew. Two years after the construction of Vellesian Hall, the school added a new gymnasium. In 1952, the school completed the first phase of Cronin Hall, also designed by Buckley. Located on the western edge of the campus, it provided two classrooms that served the grammar school classes of St. Joseph's Academy. In 1956, the school built St. Joseph's Hall

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<sup>11</sup> Writers' Program (California), *Berkeley: The First Seventy-Five Years*, (Berkeley, CA: Gillick Press, 1941), 95-96; Daniella Thompson, "Maurice Curtis lent Berkeley brief splendor," *Berkeley Daily Planet*, June 9, 2006.

<sup>12</sup> Isetti, *Called to the Pacific*, 213-216, 258-260.

<sup>13</sup> "A Short History of Saint Mary's College High School Campus," 2003, available at the De La Salle Institute, District Archives, Napa, CA; Miller, "Brothers of the Christian Schools, District of San Francisco....," 19-20; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 7-9, available at Saint Mary's College High School. Although some sources suggest that Vellesian Hall was not built until 1959, this report relies upon the 1946 date as reported by Marquis Associates.

south of the gymnasium according to plans by Buckley and Fred Houweling. This two-story building was constructed following common academic building configuration. The rectangular footprint design was built with a center hall flanking classrooms on the first story with a library at one end, and included the student dormitory on the upper floor.<sup>14</sup> In 1959, seismic inadequacies forced the school to demolish the remaining portion of Peralta Hall. In the same year, Cronin Hall was expanded to the south along the western border of the campus, adding more classroom space for the high school.<sup>15</sup> The oblique aerial photo below (**Photograph 1**) shows the campus around 1959, following the demolition of Peralta Hall and construction of Cronin Hall's extension. The gymnasium, with its prominent façade pilasters, is situated north of St. Joseph's Hall and to the east of Cronin Hall. The "L" shaped De La Salle Hall was prominently situated, at this time, on the east side of campus south of the sports field and north of Vellesian Hall.



**Photograph 1:** St. Mary's College High School, aerial photo facing north, ca. 1959. Photograph courtesy of De La Salle Institute.

After 1960 and over the next several decades, changes continued at the SMCHS campus. With its limited space on its Peralta Park property, the school remodeled several buildings, built

<sup>14</sup> Along with his designs for SMCHS, Buckley designed St. Ambrose Catholic Church in Berkeley, the Shrine of St. Therese in Fresno, and Our Lady of Lourdes Church in Oakland, all in the 1950s. Research did not produce further information about Houweling. "Parish Will Build Church Near Lake," *Oakland Tribune*, August 27, 1959; other buildings designed by Buckley are described on the following webpages accessed on January 18, 2008: <http://www.shrineofsttherese.com/about.html>; <http://stambrose-berkeley.org/history.html>; <http://lourdesoakland.com/html/history.html>

<sup>15</sup> "A Short History of Saint Mary's College High School Campus," 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 10-12, 25-27.

additions, altered the landscape features, used and then replaced temporary buildings, and built new buildings in much of the remaining open space on campus. The school concentrated most of its development on the west side of campus, even after De La Salle Hall was demolished. In 1969, the grammar boarding school, St. Joseph's Academy, relocated to the Christian Brothers' district headquarters at Mont La Salle in Napa, leaving the entire Peralta Park campus to the high school. In order to accommodate the school's anticipated needs over the next decades, the Christian Brothers commissioned and instituted a master plan in the early 1970s. De La Salle Hall was demolished in 1973 because of seismic deficiencies, so much of the master plan was devoted to making up for the lost space and facilities. The upper-floor dorm rooms in St. Joseph's Hall were converted to office space in 1972. New buildings included a new cafeteria and gymnasium expansion in 1976 and a new Brothers' Residence in 1978. After housing campus workers, the west end of Vellesian Hall became a maintenance shop, while the rest of the building became office space in 1985. In the last twenty years, changes have continued at SMCHS. The school became co-educational in 1995 and changed to an all day-student population. The campus has continued to evolve with alterations to buildings and the replacement of temporary classrooms with permanent classroom buildings in 1986 and 2002. The current master plan for the campus recommends further measures intended to meet the evolving needs of Saint Mary's College High School, including the removal of Vellesian Hall, the renovation of Cronin Hall, and the expansion of St. Joseph's Hall.<sup>16</sup>

The various periods of construction and development led to a variety of architectural expressions on campus, with little apparent architectural continuity over time. The architecture of the older buildings on campus ranges from the utilitarian design of Vellesian Hall to the Moderne style of the older portion of the gymnasium and mid-twentieth century Contemporary style of St. Joseph's Hall. Cronin Hall is generally a utilitarian style building that incorporates the exterior hallway design common to California schools constructed in the 1950s.

St. Joseph's Hall, situated at the main entrance driveway and originally built opposite De La Salle Hall, was, as noted above, built with a common form for educational buildings that included a symmetrical façade around a main entrance, central main hall, and multitude of windows. Its exterior design provided an updated appearance for the traditionally laid out academic building. The style of St. Joseph's Hall can be referred to as "Contemporary style," which denotes a combination of elements that derive, in part, from mid-twentieth century Modernism along with traditional forms. The low-pitch roof, wide eaves, and bands of brick cladding and concrete, influenced by the unadorned, efficient, and functional tenets of Modernism, provide a strong horizontal emphasis to the design of St. Joseph's Hall. This is enhanced by the slender metal frame fenestration with shallow insets. There is also only modest

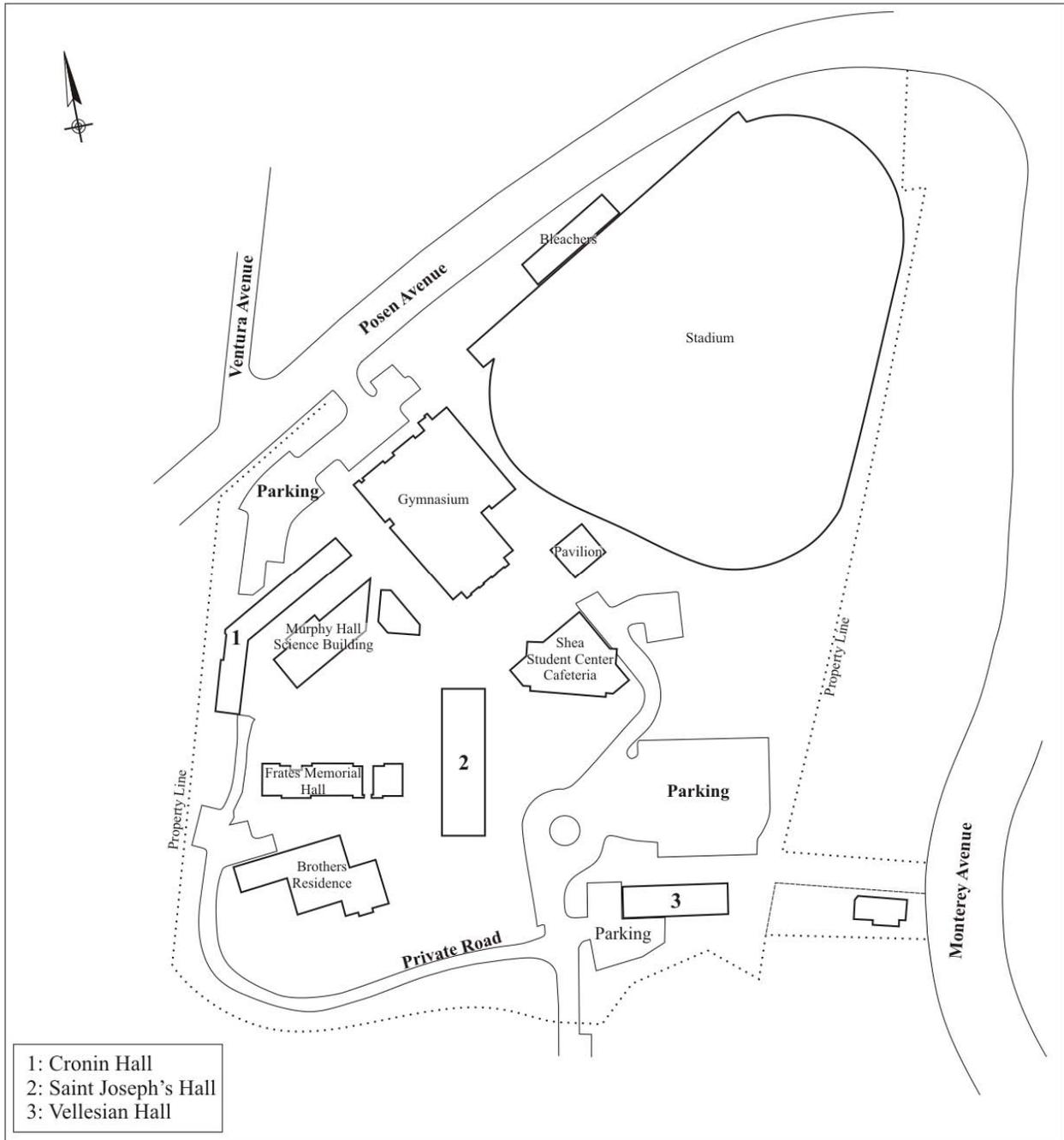
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<sup>16</sup> "A Short History of Saint Mary's College High School Campus," 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 10-31; "80 Years at Peralta Park," available at the De La Salle Institute, District Archives, Napa, CA.

architectural detailing, such as the cast concrete door surrounds, cartouches, and glass block windows forming a cross. Although its lack of ornament and horizontality follow some elements of mid-twentieth century Modernism, its general form and layout also complement the traditional form of conventional, rectangular educational buildings, such as De La Salle Hall.

## 5. DESCRIPTION OF RESOURCES

This section provides a description of the three buildings SMCHS is proposing to either demolish or alter as part of the campus Master Plan. The buildings – Vellesian Hall, St. Joseph’s Hall, and Cronin Hall – are noted in **Figure 2**, along with the current locations of all the facilities on the campus.



**Figure 2:** Sketch map of the Saint Mary's College High School campus. The buildings included in this project are numbered and correspond with the key at the lower left.

## 5.1. Vellesian Hall

Vellesian Hall (**Photograph 2**) is located in the southeast section of the SMCHS campus. San Francisco architect Vincent Buckley designed the one-story, wood-frame building, which was constructed in 1946. It is rectangular with an east-west alignment and rests on a reinforced concrete foundation. Its low-pitch roof is hipped on the west end with a gable on the east end. The roof is covered by rolled composite roofing and has a moderate overhang with closed eaves, metal gutters, and downspouts. The sides of the building are clad in stucco. The north side of the building has a recessed entryway containing a single wood door with a small security window and a wood frame. A similar door is located on the east end of the building. A slightly recessed single wood door is located on the south side. A roll-up aluminum door is located on the west end of the building. The windows in the building are aluminum sliders with wood frames and sills. Concrete steps and ramps provide access to all entrances.<sup>17</sup>



**Photograph 2:** Vellesian Hall, camera facing southeast, December 21, 2007.

## 5.2. Cronin Hall

Cronin Hall (**Photographs 3 and 4**) is located along the western edge of the SMCHS campus and was also designed by Vincent Buckley. The building was constructed in two phases: the northernmost two classrooms were a stand-alone, wood-frame building finished in 1952; the remainder of the building was added in 1959. This extension of the original portion is also of

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<sup>17</sup> Bruce E. Kann & Associates, Inc., Evaluation of values and conditions of buildings on the St. Mary's College High School Campus, 1978, available at the De La Salle Institute, District Archives, Napa, CA.

wood-frame construction and has a basement for most of its length. The entire building rests on a reinforced concrete foundation and concrete footings and is rectangular with a north-south alignment and a dogleg extension at the southwest end.<sup>18</sup>



**Photograph 3:** Cronin Hall, camera facing southwest, December 21, 2007.



**Photograph 4:** Cronin Hall, camera facing southeast, December 21, 2007.

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<sup>18</sup> Bruce E. Kann & Associates, Inc., Evaluation of values and conditions of buildings on the St. Mary's College High School Campus, 1978, available at the De La Salle Institute, District Archives, Napa, CA.

The side gable roof is covered by composite shingles and has no overhang on the gable ends and a slight overhang on the west side. An exterior hallway is situated under an extension of the roof that shelters the entire east side of the building. Wood posts support the northern portion of the hallway roof, along the first two classrooms, which is the portion constructed in 1952. Steel posts and brick and stucco pillars at the middle and southeast corners support the remainder of the hallway roof. The roof has open eaves with metal gutters and downspouts. The sides of the building are clad in stucco. The east side of the building has a brick veneer skirt and has metal lockers attached to the wall. The hallway on the east side of the building shelters the entrances to several classrooms, each of which has a single metal door. Neither of the gable ends of the building contains doors or windows. The top story of the building is at grade on the east side, with the lower floor at grade on the west and south sides. The west side of the building contains three single metal doors. The west side of the northern portion of the building contains two sets of six, two-over-three aluminum windows with wood frames, the middle panes of which are awning windows. The remaining windows on the top story are four sets of seven ribbon windows in a one-over-three configuration. The lower floor windows are also one-over-three wood frame windows. Concrete steps and ramps provide access to all entrances.

### 5.3. St. Joseph's Hall

St. Joseph's Hall (**Photograph 5**) is located near the center of the SMCHS campus, and was designed by Vincent Buckley and Fred Houweling. The three-story building, constructed in 1956, has a rectangular plan, with a north-south alignment and reinforced concrete foundation. The interior frame, including the columns, girders, and tie beams are also reinforced concrete. Composite built-up roofing and red lava rock cover the slightly pitched hip roof. The roof has a narrow overhang with closed eaves with metal gutters and downspouts. The top story of the building is at grade on the north end, with the ground sloping away to the south. The basement level is at grade on the south end of the building. The exterior of the first and second stories are clad in a blonde Roman brick veneer. A band of stucco separates these bands of brick. Stucco also covers the lower story of the building and the eastern side of the stairwell on the south end.

Two cartouches are located on the east side of the building. One is located in the stucco band over the main entrance and a second is over the window lintel to the right of the main entrance. Four glass-block windows forming a cross are located on the east side of the southern stairwell. The remaining windows in the building are two-over-four or two-over-five aluminum windows in which the middle panes tilt open as awning windows. The windows are contained within the brick bands and are recessed with protruding brick sills.



**Photograph 5:** St. Joseph's Hall, camera facing southwest, December 21, 2007.

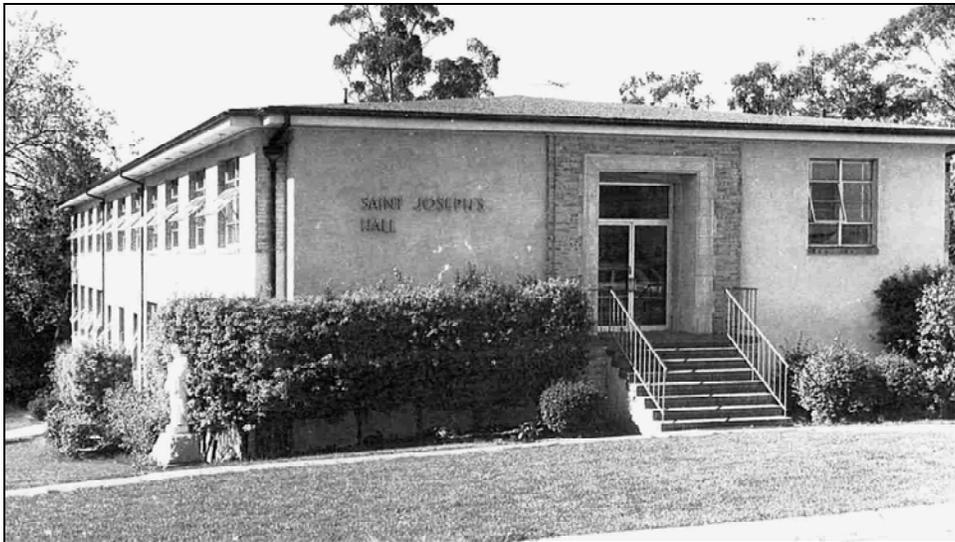
The building has two main entrances. The east entrance is contained within the brick band on the first story. A wide, cast-concrete door surround frames the door. The glass double door and the window above it have aluminum frames. The door on the north side of the building (**Photograph 6**) has a similar brick and cast-concrete surround, with a modern replacement double glazed door. A matching door and surround is located on the south end of the building. The entrances on the west side are single glazed wood doors with a transom window. All entrances are accessible by concrete ramps and steps that were added in recent years (**Photograph 7** shows the appearance of the north end of the building before the addition of the ramp and alteration of the north-end entry stairs).<sup>19</sup>

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<sup>19</sup> Bruce E. Kann & Associates, Inc., Evaluation of values and conditions of buildings on the St. Mary's College High School Campus, 1978, available at the De La Salle Institute, District Archives, Napa, CA.



**Photograph 6:** St. Joseph's Hall, camera facing south, December 21, 2007.



**Photograph 7:** St. Joseph's Hall, ca. 1957, showing original construction of north entrance. Photograph courtesy of De La Salle Institute.

## 6. FINDINGS AND CONCLUSIONS

### 6.1. Evaluation Criteria

JRP used the CRHR and NRHP criteria to evaluate the historic significance of Vellesian Hall, Cronin Hall, and St. Joseph’s Hall on the SMCHS campus. Because the City of Albany, the lead agency for this project, does not have a historic preservation ordinance, there were no local criteria to apply.

The criteria for listing properties in the CRHR are in Section 15064.5(a)(2)-(3) of the CEQA Guidelines, which provide the criteria from Section 20524.1 of the California Public Resources Code. The CRHR is in the California Code of Regulations Title 14, Chapter 11.5. According to this code, properties eligible for listing in the NRHP are automatically eligible for listing in the CRHR. The CRHR criteria are largely based on the NRHP, which are codified in 36 CFR Part 60 and explained in guidelines published by the Keeper of the National Register.<sup>20</sup>

Eligibility for listing in either the NRHP or CRHR rests on twin factors of significance and integrity. A property must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm historical significance a property may possess and render it ineligible. Likewise, a property can have complete integrity, but if it lacks significance, it must also be considered ineligible.

*Historic significance* is judged by applying the NRHP and CRHR criteria. The NRHP criteria are identified as Criteria A through D, the CRHR as Criteria 1 through 4. The NRHP guidelines states that a historic resource’s “quality of significance in American history, architecture, archeology, engineering and culture” be determined by meeting at least one of the four main criteria. Properties may be significant at the local, state, or national level:

- Criterion A: association with events or trends significant in the broad patterns of our history;
- Criterion B: association with the lives of significant individuals;
- Criterion C: a property that embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, or that possesses high artistic values;
- Criterion D: has yielded, or is likely to yield information important to history or prehistory.

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<sup>20</sup> The most widely accepted guidelines are contained in the U.S. Department of Interior, National Park Service, “Guidelines for Applying the National Register Criteria for Evaluation,” *National Register Bulletin 15* (Washington D.C.: US Government Printing, 1991, revised 1995 through 2002).

In general, Criterion D is used to evaluate historic sites and archaeological resources. Although buildings and structures can occasionally be recognized for the important information they might yield regarding historic construction or technologies, the buildings within the study area for this project are of building types that are well documented. Thus, the buildings that are the subject of this report are not a principal source of important information in this regard.

Certain property types are usually excluded from consideration for listing in the NRHP, but can be considered if they meet special requirements in addition to meeting the regular criteria. The following are the seven Criteria Considerations that deal with properties usually excluded from listing in the National Register:<sup>21</sup>

Consideration A: Religious Properties

Consideration B: Moved Properties

Consideration C: Birthplaces and Graves

Consideration D: Cemeteries

Consideration E: Reconstructed Properties

Consideration F: Commemorative Properties

Consideration G: Properties that have Achieved Significance within the Past  
Fifty Years

*Integrity* is determined through applying seven factors to the historical resource. Those factors are location, design, setting, workmanship, materials, feeling, and association. These seven can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

The CRHR criteria closely parallel those of the NRHP. Each resource must be determined to be *significant* at the local, state, or national level under one of four criteria (paraphrased below) in order to be determined eligible:

Criterion 1: Resources associated with important events that have made a significant contribution to the broad patterns of our history.

Criterion 2: Resources associated with the lives of persons important to our past.

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<sup>21</sup> USDI, National Park Service, "How to Apply the National Register Criteria for Evaluation," *National Register Bulletin 15*, 25, 41-43; USDI, National Park Service, "Guidelines for Evaluating and Nominating Properties that have Achieved Significance within the Last Fifty Years," *National Register Bulletin No. 22* (Washington, D.C.: Government Printing Officer, 1979, revised 1990 and 1996).

Criterion 3: Resources that embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master.

Criterion 4: Resources that have yielded, or may be likely to yield, information important in prehistory or history.<sup>22</sup>

As was the case with NRHP Criterion D, the buildings in the study area do not appear to be significant under CRHR Criterion 4 because they are not a principal source of important information in this regard.

The CRHR definition of integrity and its special considerations for certain properties are slightly different than those for the NRHP. Integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” The CRHR further states that eligible resources must “retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance,” and lists the same seven aspects of integrity used for evaluating properties under the NRHP criteria. The CRHR’s special considerations for certain properties types are limited to: 1) moved buildings, structures, or objects; 2) historical resources achieving significance within the past fifty years; and 3) reconstructed buildings. The CRHR does not have a special consideration for religious properties.

## 6.2. Historic Evaluation

None of the three buildings included in this project appear to meet the criteria for listing in the NRHP or CRHR. The three buildings are evaluated as individual buildings within the context of the development of SMCHS. The buildings do not have potential significance as contributors to a historic district because, with its multiple late twentieth century buildings, the campus lacks sufficient concentration of potential historical resources that might constitute a historic district.<sup>23</sup>

Under Criteria A (1), none of the three buildings appears to be significant because they lack important association with events that have made a significant contribution to the broad patterns of local and regional history. SMCHS is associated with the development of Christian Brothers Catholic education in California, which began in the 1860s. SMCHS was one of many California schools administered by the Christian Brothers and includes buildings from a period after the Catholic education system was well established in the San Francisco Bay Area. Although the Peralta Park campus has association with Christian Brothers education as early as 1903, the buildings studied for this report date to the mid-twentieth century, 1946 to 1959, and

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<sup>22</sup> California Public Resources Code, Sections 4850 through 4858; California Office of Historic Preservation, “Instructions for Nominating Historical Resources to the California Register of Historical Resources,” August 1997.

<sup>23</sup> U.S. Department of the Interior, National Park Service, *How to Apply the National Register Criteria for Evaluation*, (Washington D.C.: U.S. Government Printing Office, 1997).

illustrate the incremental improvements that were made to the campus as its older facilities deteriorated. Each of these three buildings – Vellesian Hall, Cronin Hall, and St. Joseph’s Hall – contributed to the development of SMCHS, but none can be associated with the important early education efforts of the Christian Brothers in the San Francisco Bay Area. Furthermore, none of the three buildings individually is importantly associated with trends or events that are significant to local, regional, state, or national history.

Under Criteria B (2), none of the three buildings appears to be significant for their association with the lives of persons important to local, California, or national history.

Under Criteria C (3), none of the three buildings appears to be significant as an important example of a type, period, or method of construction; nor do they appear to be the work of a master artist or craftsman or possess high artistic values. Vellesian Hall is a utilitarian-designed building that exhibits little significant architectural qualities of 1940s architecture. Similarly, Cronin Hall is generally a utilitarian design that has the exterior hallway common to 1950s school buildings in California. As discussed in Section 4, St. Joseph’s Hall is designed in a Contemporary Style incorporating some elements of mid-twentieth century Modernism while adhering to the traditional building form of a conventional educational building. It is representative of its period of construction, but is a modest example of 1950s-era educational architecture and is not significant within its architectural context.

Vellesian Hall, Cronin Hall, and St. Joseph’s Hall are not the work of a master. San Francisco architect Vincent Buckley designed all three of the buildings in this project, with assistance from architect Fred Houweling on St. Joseph’s Hall. Early in his career, Buckley was a draftsman with John J. Foley who did work for the Roman Catholic Archdiocese, including Star of the Sea Church (1928) and Grammar School (1931) in Richmond. In the 1920s, Buckley was in the firm Griewank & Buckley, construction engineers, and he worked with architect H.A. Minton who also did work for the Archdiocese. In the 1950s, Buckley designed St. Ambrose Catholic Church in Berkeley, the Shrine of St. Therese in Fresno, and Our Lady of Lourdes Church in Oakland. In spite of these commissions, the historic record does not provide evidence of Vincent Buckley’s significance as an architect. The record also revealed little information regarding the career of Fred Houweling.<sup>24</sup>

As stated, none of the three buildings appears to be significant under Criteria D (4) because this criterion is usually used to evaluate historic sites and archaeological resources. Although buildings and structures can occasionally be recognized for the important information they might

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<sup>24</sup> San Francisco Architectural Heritage, Inner Richmond Neighborhood Survey; “Parish Will Build Church Near Lake,” *Oakland Tribune*, August 27, 1959; other buildings designed by Vincent Buckley are described on the following webpages accessed on January 18, 2008: <http://www.shrineofsttherese.com/about.html>; <http://stambrose-berkeley.org/history.html>; <http://lourdesoakland.com/html/history.html>.

yield regarding historic construction or technologies, the SMCHS buildings are building types that are well documented and are not a principal source of important information in this regard.

Vellesian Hall does not retain its historic integrity following the 1985 renovation that converted the west end of the building into a maintenance shop, added a roll up garage door, and modified the roof. Cronin Hall began as a small building with two classrooms before the 1959 expansion to its current size. The building retains integrity to its 1959 construction. St. Joseph's Hall retains a large degree of its historic integrity, with the primary exception of the entrance on the north side and its accessible replacement door. Although the buildings retain some historic integrity, they lack historic significance and thus none appears to meet the criteria for listing in the NRHP.

Furthermore, if these buildings were to be eligible for listing in the NRHP their significance would need to meet the NRHP Criteria Consideration A for Religious Properties because they were constructed by and are presently owned by a religious institution, the Christian Brothers. None of the three buildings meets the standards established by Criteria Consideration A because they do not possess architectural or artistic distinction or historical importance.

Vellesian Hall, Cronin Hall, and St. Joseph's Hall at 1294 Albina Avenue have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. None of these buildings appears to meet the criteria for listing in the NRHP and CRHR. Thus, the three buildings included in this study do not appear to be historical resources for the purposes of CEQA. Therefore, there will be no substantial adverse changes to the significance of historical resources and no mitigation measures will be necessary.

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## **8. PREPARERS' QUALIFICATIONS**

JRP partner Christopher McMorris (MS in Historic Preservation, Columbia University) was the project manager for the preparation of this report. He provided general direction, report writing, and editing of the report, DPR 523 forms, and graphics. Mr. McMorris has been with JRP since 1998 and based on his education and experience qualifies as a historian/architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Historian Mark A. Beason (MA in History, Arizona State University; Certificate in Historic Preservation, University of Colorado, Denver) conducted project fieldwork, research, historic evaluation, and report preparation. Mr. Beason has been with JRP since 2006 and, based on his education and experience, qualifies as a historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61). Research Assistants Marta Knight, Karen Clementi, and Rebecca Flores also contributed to the research and preparation of the report.

**APPENDIX A:**  
**DPR 523 Forms**

State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z  
Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 11

\*Resource Name or # (Assigned by recorder) St. Joseph's Hall

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Richmond Date 1995 T \_\_\_; R \_\_\_; Sec \_\_\_; MD B.M.

c. Address 1294 Albina Avenue City Berkeley Zip 94706

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_; \_\_\_mE/ \_\_\_mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 65-2428-1

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

St. Joseph's Hall (**Photograph 1**) is located near the center of the campus of St. Mary's College High School in the City of Albany in Alameda County. The school campus is also partially in Berkeley, and the school uses a Berkeley street address. The three-story building, designed by Vincent Buckley and Fred Houweling, was constructed in 1956 and has a rectangular plan with a north-south alignment and reinforced concrete foundation. The interior frame, including the columns, girders, and tie beams are also reinforced concrete. Composite built-up roofing and red lava rock cover the slightly pitched hip roof. The roof has a narrow overhang with closed eaves with metal gutters and downspouts. The top story of the building is at grade on the north end, with the ground sloping away to the south. The basement level is at grade on the south end of the building. (See Continuation Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) HP15 (Educational Building); HP16 (Religious Building)

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, St. Joseph's Hall, camera facing southwest, December 21, 2007.

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both

1956; Blueprints for St. Joseph's Hall

\*P7. Owner and Address:

Saint Mary's College High School of Berkeley, Inc.

1294 Albina Avenue

Berkeley, CA 94706

\*P8. Recorded by: (Name, affiliation, address)

Mark A. Beason

JRP Historical Consulting, LLC

1490 Drew Ave, Suite 110

Davis, CA 95618

\*P9. Date Recorded: December 21, 2007

\*P10. Survey Type: (Describe) Intensive



\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for St. Joseph's Hall, Cronin Hall, and Vellesian Hall at Saint Mary's College High School," prepared for Lamphier-Gregory, 2008.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  Archaeological Record

District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record

Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 11

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) St. Joseph's Hall

B1. Historic Name: St. Joseph's Hall

B2. Common Name: St. Joseph's Hall

B3. Original Use: School Library and Dormitory B4. Present Use: School Library and Offices

\*B5. Architectural Style: N/A

\*B6. Construction History: (Construction date, alteration, and date of alterations) 1956; renovated 1972-1973

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: n/a

B9. Architect: Vincent Buckley and Fred Houweling b. Builder: Unknown

\*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

St. Joseph's Hall on the Saint Mary's College High School at 1294 Albina Avenue has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines outlined in Section 5024.1 of the California Public Resources Code. The building lacks significance and therefore does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) and therefore does not appear to be a historical resource for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References: McLaren, Kann and Associates, "St. Mary's College High School, Grand Summary of Value," 1973; Bruce E. Kann & Associates, Inc., "St. Mary's College High School, Grand Summary of Value," 1978; "A Short History of Saint Mary's College High School Campus", ca. 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," February 1993; see footnotes.

B13. Remarks:

\*B14. Evaluator: Mark A. Beason  
and Christopher McMorris

\*Date of Evaluation: January 2008

(This space reserved for official comments)

(Sketch Map with north arrow required.)

See Continuation Sheet.

### **P3a. Description (continued):**

The exterior of the first and second stories are clad in a blonde Roman brick veneer. A band of stucco separates these bands of brick. Stucco also covers the lower story of the building and the eastern side of the stairwell on the south end.

Two cartouches are located on the east side of the building. One is located in the stucco band over the main entrance and a second is over the window lintel to the right of the main entrance. Four glass-block windows forming a cross are located on the east side of the southern stairwell. The remaining windows in the building are two-over-four or two-over-five aluminum windows in which the middle panes tilt open as awning windows. The windows are contained within the brick bands and are recessed with protruding brick sills.

The building has two main entrances. The east entrance is contained within the brick band on the first story. A wide, cast-concrete door surround frames the door. The glass double door and the window above it have aluminum frames. The door on the north side of the building (**Photograph 3**) has a similar brick and cast-concrete surround, with a modern replacement double glazed door. A matching door and surround is located on the south end of the building. The entrances on the west side are single glazed wood doors with a transom window. All entrances are accessible by concrete ramps and steps that were added in recent years (**Photograph 4** shows the appearance of the north end of the building before the addition of the ramp and alteration of the north end entry stairs).<sup>1</sup>

### **B10. Significance**

#### *Historical Overview*

Saint Mary's College High School is located in the southeast corner of the City of Albany at 1294 Albina Avenue. The campus slightly straddles the line between Albany and the City of Berkeley which runs along Codornices Creek; however, St. Joseph's Hall is located on the Albany side of the boundary. The De La Salle Christian Brothers first occupied the site in 1903 and still operate SMCHS. All of the buildings that currently comprise the school were constructed after World War II. The following discussion describes the history of Saint Mary's College High School from its 1863 founding in San Francisco to its history at the current location. Please reference the sketch map for the current locations of the buildings on the campus.

#### Alameda County and Albany History

The City of Albany in Alameda County occupies the northern portion of what was once an expansive land grant called Rancho San Antonio. The grant encompassed what is now Berkeley, Albany, Emeryville, Piedmont, and a portion of San Leandro, and reached from the eastern shore of San Francisco Bay to crest of the Contra Costa hills. The last Spanish Governor of California, Pablo Vicente de Sola, awarded a land grant of 43,000 acres to distinguished Spanish soldier Don Luis Maria Peralta in 1820. Don Luis never lived on the rancho and in 1842, two decades after Mexico won its independence from Spain, he divided the land equally between his four sons. Don Luis gave his son Domingo Peralta the northern end of the grant, which now encompasses Albany and Berkeley. In 1849, Peralta's pastoral rancho lifestyle changed dramatically with the Gold Rush.<sup>2</sup>

<sup>1</sup> Bruce E. Kann & Associates, Inc., Evaluation of values and conditions of buildings on the St. Mary's College High School Campus, 1978, available at the De La Salle Institute, District Archives, Napa, CA.

<sup>2</sup> Mildred Brooke Hoover, Hero Eugene Rensch, and Ethel Grace Rensch, *Historic Spots in California*, (Stanford: Stanford University Press, 1966), 9-10; Albany Police and Fire Employees Civil Service Club, *The Story of the City of Albany, California*, ([Albany?]: Albany Police and Fire Employees Civil Service Club, 1947), 3; The site of the First Berkeley Adobe has been designated a Point of Historical Interest in Alameda County; California Office of Historic Preservation, Directory of Properties in the Historic Property Data DPR 523B (1/95)

Settlers arriving with the Gold Rush quickly realized the value of Domingo Peralta's land and, by the time California achieved statehood in 1850, many of those who did not gravitate to the gold mines purchased or illegally squatted on the majority of what was formerly Peralta land. In 1853, California Governor Bigler authorized the creation of Alameda County. The new county consisted of 760 square miles of land and 80 square miles of water.<sup>3</sup>

Early industrial development in the area began during the 1860s. The Civil War and the transcontinental railroad claimed most of the gunpowder produced in the east. However, enterprising businessmen in Albany began producing gunpowder to supplement the nation's supply, which became one of the principal industries in this portion of the East Bay that led to its further development. In 1879, the Giant Gunpowder Company (which later became the Judson and Sheppard Chemical Works) built a plant at Fleming Point on the current site of Golden Gate Fields racetrack. The plant closed in 1892 after several deadly explosions. The Judson Dynamite and Powder Company followed with an explosives plant on the west slope of Albany hill in 1898. It too suffered a series of deadly explosions and closed in 1905, ending the presence of the explosives industry in Albany. The West Coast Kalsomine Company opened a shop on the west slope of Cerrito Hill that produced the paints used on the 1915 Panama Pacific Exposition buildings in San Francisco.<sup>4</sup>

An important contributing factor to the settlement of what became Albany was the development of the University of California in Berkeley. In 1868, the state of California designated the College of California, situated on the northwestern portion of the former Rancho San Antonio, as the University of California. As the university grew, the surrounding area provided housing, stores, and restaurants for the influx of students and professors.<sup>5</sup>

Settlement and development in the East Bay received another boost as refugees fled San Francisco following the 1906 earthquake and fires. Real estate companies in northern Alameda County promoted the undeveloped area in the East Bay as a safer alternative to San Francisco. The population grew drastically in established cities like Berkeley following the earthquake. Berkeley's population increased from approximately 13,000 to 40,000 between 1900 and 1910. During this period, a conflict between the citizens of Berkeley and their neighbors led to the incorporation of the City of Albany. For many years, Berkeley dumped its garbage in the area around San Pablo Avenue in an area called Ocean View. Citizens in that area united to halt the dumping and to incorporate the town of Ocean View in 1908. Voters changed the name of the new town to Albany in 1909. In 1927, Albany adopted its first official charter and the town formed its own school district in 1929.<sup>6</sup> Albany's population expanded from 911 in 1910 to over 14,000 in 1945 largely because of employment opportunities provided by war-related industries. The federal government subsidized housing projects in the Albany area for the families of military personnel stationed in the Bay Area and employees of the Richmond shipyards.<sup>7</sup>

### *History of Saint Mary's College High School*

Saint Mary's College High School began as part of Saint Mary's College in San Francisco. Archbishop Joseph Sadoc Alemany established the college in the 1860s to bolster Catholic education in the area. He lobbied for the De La Salle Christian Brothers, a respected teaching order, to come to California and administer the school, but the organization decided

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File for Alameda County, December 4, 2007, 40; Albany Police and Fire Employees Civil Service Club, *The Story of the City of Albany*, 5; Catherine J. Webb, *Stories of Albany*, (Albany, CA: Albany Historical Society, 1983), 11.

<sup>3</sup> Albany Police...*The Story of the City of Albany*, 7.

<sup>4</sup> Albany Police...*The Story of the City of Albany*, 9; Webb, *Stories of Albany*, 14; Warren F. Lee and Catherine T. Lee, *A Selective History of the Codornices-University Village, the City of Albany and Environs*, (Albuquerque: Belvidere Delaware Railroad Company Enterprises, 2000), 79-80.

<sup>5</sup> Albany Police...*The Story of the City of Albany*, 7.

<sup>6</sup> Webb, *Stories of Albany*. 27, 81; Daniella Thompson, "East Bay Then and Now: Charles Manning MacGregor, Indefatigable Builder," *The Berkeley Daily Planet*, December 15, 2006.

<sup>7</sup> Webb, *Stories of Albany*, 71; Lee and Lee, *A Selective History of the Codornices-University Village, the City of Albany and Environs*, 157-164; Albany Police...*The Story of the City of Albany*, 62.

its American resources were too thin and could not be spared. In 1867, Alemany traveled to Rome and appealed to the Pope, who granted his support to the plan. The following year, a group of Christian Brothers made the journey to the West Coast and took control of Saint Mary's College.<sup>8</sup>

#### History of the Christian Brothers, San Francisco District

In San Francisco, the Christian Brothers took over a school with both day and boarding students ranging from primary to university levels, which was a common arrangement at the time. The school succeeded in tripling the number of students in a single year and increased its relationship with "feeder schools" in the area, including Saint Joseph's Academy in Oakland, a grammar school founded in 1870. The San Francisco District of Christian Brothers also established or operated schools in other parts of California (Sacramento, Oakland, Santa Barbara, San Rafael, and Santa Cruz) as well as Oregon and Washington. These developments enabled Saint Mary's College to purchase land in Oakland, where they constructed a large brick building to house the college and high school. The Christian Brothers moved St. Mary's College and High School to the new brick building in Oakland in 1889. Fires nearly destroyed the Oakland facility in 1894 and 1918, but the school rebuilt and continued in Oakland until 1927, when the high school and college split and relocated to Peralta Park and Moraga, respectively.<sup>9</sup>

#### Peralta Park and the Christian Brothers

As mentioned above, squatters became a problem on Jose Domingo Peralta's property in Alameda County after the Gold Rush. Peralta sold much of his holdings by 1853, and his heirs split the remaining land after his death in 1865. Portions of the property changed owners multiple times before the 1880s, including 60 acres around Codornices Creek that later became Peralta Park and the home of SMCHS. In 1887, Maurice B. Curtis purchased these 60 acres with plans to sell lots for a residential subdivision. Curtis, a very popular actor, also constructed a grand hotel to serve as a retirement home for his colleagues in the theater. The Peralta Park Hotel was completed and opened in 1891. The 60-room hotel was an extravagant and large building with multiple spires and towers. The subdivision that surrounded the hotel became a desirable neighborhood, and several large homes were constructed on the tree-lined lots. Despite the success of the subdivision, the hotel quickly outdistanced its owner's finances, and Curtis sold the property to cover his debts. The hotel became Peralta Hall and served as a boarding school, nightclub, and candy factory before the Christian Brothers purchased the property and building in 1903.<sup>10</sup>

#### Saint Mary's College High School in Peralta Park

The Christian Brothers moved St. Joseph's Academy from Oakland to Peralta Hall in Peralta Park in 1903, when the area was all still part of Berkeley. The large hotel building, now called Peralta Hall, offered much better facilities than the poor conditions of their building in Oakland. Deteriorating facilities at the college and high school building in Oakland also motivated the Brothers to consider relocating those students. As mentioned above, the college moved to new facilities in Moraga in 1927. At the same time, the Christian Brothers commissioned a new three-story building at Peralta Park, De La Salle Hall, to provide classrooms for the high school, and instruction began at the new location in 1927. Peralta Hall continued to house St. Joseph's Academy and served as a dormitory for boarding students and brothers.<sup>11</sup>

<sup>8</sup> Andrea Miller, "Brothers of the Christian Schools, District of San Francisco, 1868-2003, 135<sup>th</sup> Anniversary: An Account of People and Events," available at the De La Salle Institute, District Archives, Napa, CA, 1-3; Ronald Eugene Isetti, *Called to the Pacific: A History of the Christian Brothers of the San Francisco District, 1868-1944*, (Moraga, CA: St. Mary's College of California, 1979), 2-6.

<sup>9</sup> Martin, "Brothers of the Christian Schools, District of San Francisco, 1868-2003, 135<sup>th</sup> Anniversary," 8-19; Isetti, *Called to the Pacific*, 43-48, 86-104.

<sup>10</sup> Writers' Program (California), *Berkeley: The First Seventy-Five Years*, (Berkeley, CA: Gillick Press, 1941), 95-96; Daniella Thompson, "Maurice Curtis lent Berkeley brief splendor," *Berkeley Daily Planet*, June 9, 2006.

<sup>11</sup> Isetti, *Called to the Pacific*, 213-216, 258-260.

By the 1940s, the deteriorating condition of Peralta Hall prompted plans for new campus buildings. In 1946, those plans became more pressing after a fire swept through the upper portion of the old hotel. After the fire, the top two stories were determined structurally unsound and were removed for the safety of the students, but the lower floors remained in service as the school library and dormitory. New construction on the Peralta Park campus began in the 1940s and continued over the next decade as demand for updated facilities grew. One of the new buildings, constructed in 1956, was St. Joseph's Hall, located south of the gymnasium and designed by Vincent Buckley and Fred Houweling. This two-story building was constructed following common academic building configuration. The rectangular footprint design was built with a center hall flanking classrooms on the first story with a library at one end, and included the student dormitory on the upper floor.<sup>12</sup> In 1959, seismic inadequacies forced the school to demolish the remaining portion of Peralta Hall.<sup>13</sup> The oblique aerial photo below (**Photograph 2**) shows the campus around 1959 following the demolition of Peralta Hall and illustrates the relationship of St. Joseph's Hall to the other campus buildings. The "L" shaped De La Salle Hall was prominently situated, at this time, on the east side of campus south of the sports field and north of Vellesian Hall.<sup>14</sup>



**Photograph 2:** Aerial photograph of the campus from 1959. Photo courtesy of De La Salle Institute, District Archives, Napa, CA.

After 1960 and over the next several decades, changes continued at the SMCHS campus. With its limited space in Peralta Park, the school remodeled several buildings, built additions, altered the landscape features, used and then replaced temporary buildings, and built new buildings in much of the remaining open space on campus. The school concentrated

<sup>12</sup> Along with his designs for SMCHS, Buckley designed St. Ambrose Catholic Church in Berkeley, the Shrine of St. Therese in Fresno, and Our Lady of Lourdes Church in Oakland, all in the 1950s. Research did not produce further information about Houweling. "Parish Will Build Church Near Lake," *Oakland Tribune*, August 27, 1959; other buildings designed by Buckley are described on the following webpages accessed on January 18, 2008: <http://www.shrineofsttherese.com/about.html>; <http://stambrose-berkeley.org/history.html>; <http://lourdesoakland.com/html/history.html>

<sup>13</sup> "A Short History of Saint Mary's College High School Campus," 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 10-12, 25-27.

<sup>14</sup> "A Short History of Saint Mary's College High School Campus," 2003, available at the De La Salle Institute, District Archives, Napa, CA; Miller, "Brothers of the Christian Schools, District of San Francisco...", 19-20; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 7-9, available at Saint Mary's College High School. Although some sources suggest that Vellesian Hall was not built until 1959, this report relies upon the 1946 date as reported by Marquis Associates.

most of its development on the west side of campus, even after De La Salle Hall was demolished. In 1969, the grammar boarding school, St. Joseph's Academy, relocated to the Christian Brothers' district headquarters at Mont La Salle in Napa, leaving the entire Peralta Park campus to the high school. In order to accommodate the school's anticipated needs over the next decades, the Christian Brothers commissioned and instituted a master plan in the early 1970s. De La Salle Hall was demolished in 1973 because of seismic deficiencies, so much of the master plan was devoted to making up for the lost space. The upper floor dorm rooms in St. Joseph's Hall were converted to office space in 1972. In the last twenty years, changes have continued at SMCHS. The school became co-educational in 1995 and changed to an all day-student population. The campus has continued to evolve with alterations to buildings and the replacement of temporary classrooms with permanent classroom buildings in 1986 and 2002. The current master plan for the campus recommends further measures intended to meet the evolving needs of Saint Mary's College High School, including the expansion of St. Joseph's Hall.<sup>15</sup>

The various periods of construction and development led to a variety of architectural expressions on campus, with little apparent architectural continuity over time. The architecture of the older buildings on campus ranges from the utilitarian design of Vellesian Hall to the Moderne style of the older portion of the gymnasium and mid-twentieth century Contemporary style of St. Joseph's Hall. Cronin Hall is generally a utilitarian style building that incorporates the exterior hallway design common to California schools built in the 1950s.

St. Joseph's Hall, situated at the main entrance driveway and originally built opposite De La Salle Hall, was, as noted above, built with a common form for educational buildings that included a symmetrical façade around a main entrance, central main hall, and multitude of windows. Its exterior design provided an updated appearance for the traditionally laid out academic building. The style of St. Joseph's Hall can be referred to as "Contemporary style," which denotes a combination of elements that derive, in part, from mid-twentieth century Modernism along with traditional forms. The low-pitch roof, wide eaves, and bands of brick cladding and concrete, influenced by the unadorned, efficient, and functional tenets of Modernism, provide a strong horizontal emphasis to the design of St. Joseph's Hall. This is enhanced by the slender metal frame fenestration with shallow insets. There is also only modest architectural detailing, such as the cast concrete door surrounds, cartouches, and glass block windows forming a cross. Although its lack of ornament and horizontality follow some elements of mid-twentieth century Modernism, its general form and layout also complement the traditional form of conventional, rectangular educational buildings, such as De La Salle Hall.

#### *Discussion of Potential Significance*

St. Joseph's Hall does not appear to meet the criteria for listing in the NRHP or CRHR.<sup>16</sup>

Under Criteria A (1), St. Joseph's Hall does not appear to be significant because it lacks important associations with events that have made a significant contribution to the broad patterns of local and regional history. SMCHS is associated with the development of Christian Brothers Catholic education in California, which began in the 1860s. SMCHS was one of many California schools administered by the Christian Brothers and includes buildings from a period after the Catholic education system was well established in the San Francisco Bay Area. Although the Peralta Park campus has association with Christian Brothers education as early as 1903, St. Joseph's Hall dates to 1956 and illustrates the incremental improvements that were made to the campus as its older facilities deteriorated. While St. Joseph's Hall contributed to the development of SMCHS, it cannot be associated with the important early education efforts of the Christian Brothers in the San Francisco Bay Area. Furthermore, the building is not individually importantly associated with trends or events that are significant to local, regional, state, or national history.

<sup>15</sup> "A Short History of Saint Mary's College High School Campus," 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 10-31; "80 Years at Peralta Park," available at the De La Salle Institute, District Archives, Napa, CA.

<sup>16</sup> U.S. Department of the Interior, National Park Service, *How to Apply the National Register Criteria for Evaluation*, (Washington D.C.: U.S. Government Printing Office, 1997).

Under Criteria B (2), St. Joseph's Hall does not appear to be significant for its association with the lives of persons important to local, California, or national history.

Under Criteria C (3), St. Joseph's Hall does not appear to be significant as an important example of a type, period, or method of construction; nor does it appear to be the work of a master artist or craftsman or possess high artistic values. As discussed above, St. Joseph's Hall is designed in a Contemporary Style modestly incorporating some elements of mid-twentieth century Modernism while adhering to the traditional building form of a conventional educational building. It is representative of its period of construction, but is a modest example of 1950s-era educational architecture and is not significant within its architectural context.

St. Joseph's Hall is not the work of a master. San Francisco architect Vincent Buckley designed the building with assistance from architect Fred Houweling. Early in his career, Buckley was a draftsman with John J. Foley who did work for the Roman Catholic Archdiocese, including Star of the Sea Church (1928) and Grammar School (1931) in Richmond. In the 1920s, Buckley was in the firm Griewank & Buckley, construction engineers, and he worked with architect H.A. Minton who also did work for the Archdiocese. In the 1950s, Buckley designed St. Ambrose Catholic Church in Berkeley, the Shrine of St. Therese in Fresno, and Our Lady of Lourdes Church in Oakland. In spite of these commissions, the historic record does not provide evidence of Vincent Buckley's significance as an architect. The record also revealed little information regarding the career of Fred Houweling.<sup>17</sup>

St. Joseph's Hall does not appear to be significant under Criteria D (4) because this criterion is usually used to evaluate historic sites and archaeological resources. Although buildings and structures can occasionally be recognized for the important information they might yield regarding historic construction or technologies, St. Joseph's Hall is a building type that is well documented and is not a principal source of important information in this regard.

St. Joseph's Hall retains a large degree of its historic integrity, with the primary exception of the entrance on the north side and its accessible replacement door. Although the building retains some historic integrity, it lacks historic significance and thus does not appear to meet the criteria for listing in the NRHP or CRHR.

Furthermore, if this building was eligible for listing in the NRHP, its significance would need to meet the NRHP Criteria Consideration A for Religious Properties because it was constructed by and is presently owned by a religious institution, the Christian Brothers. St. Joseph's Hall does not meet the standards established by Criteria Consideration A because it does not possess architectural or artistic distinction or historical importance.

St. Joseph's Hall at 1294 Albina Avenue has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. It does not appear to meet the criteria for listing in the NRHP and CRHR.

<sup>17</sup> William Buetner, San Francisco Architectural Heritage, personal communications with Christopher McMorris, JRP, January 28, 2008; San Francisco Architectural Heritage, Inner Richmond Neighborhood Survey; "Parish Will Build Church Near Lake," *Oakland Tribune*, August 27, 1959; other buildings designed by Vincent Buckley are described on the following webpages accessed on January 18, 2008: <http://www.shrineofsttherese.com/about.html>; <http://stambrose-berkeley.org/history.html>; <http://lourdesoakland.com/html/history.html>.

## Photographs

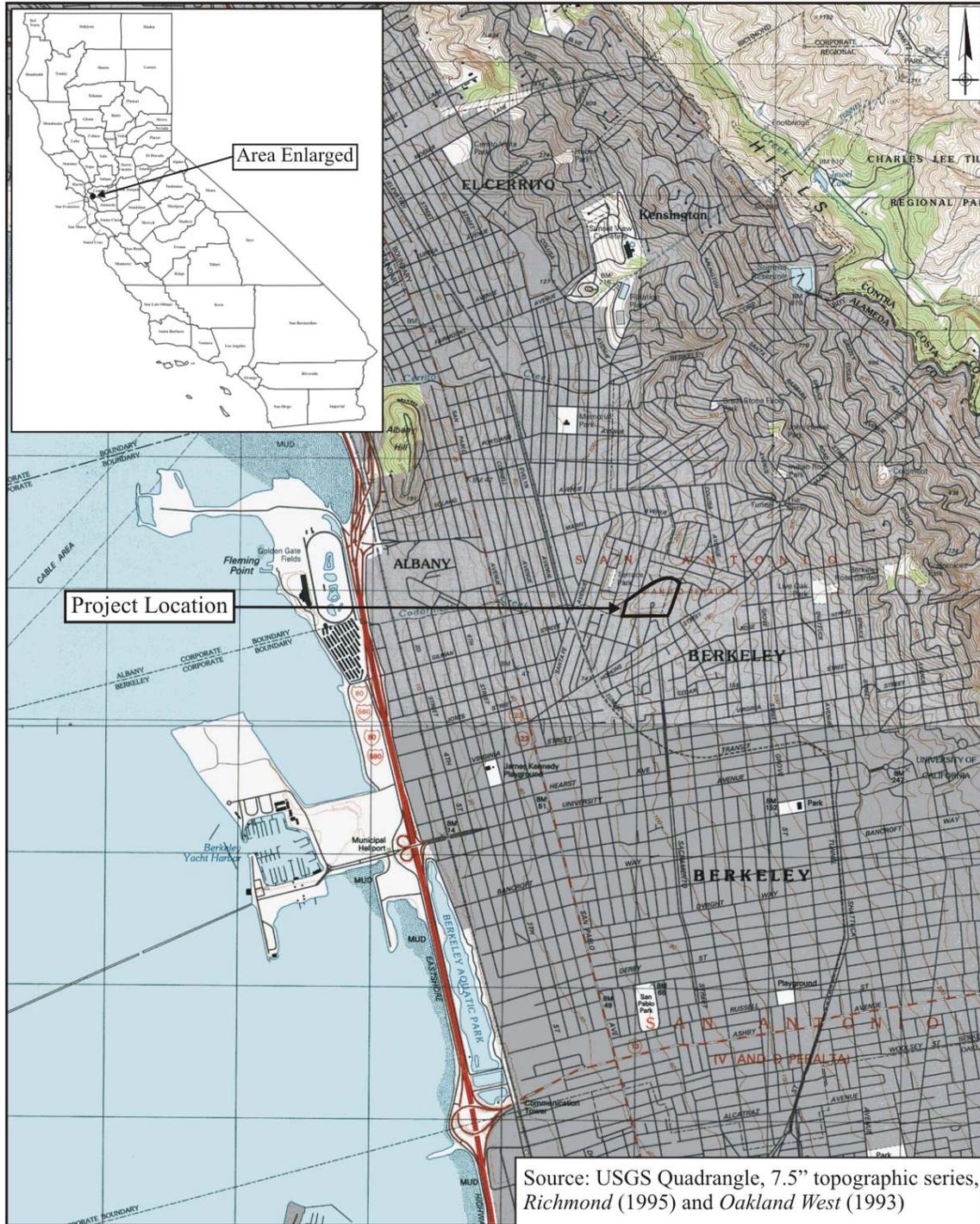


**Photograph 3.** St. Joseph's Hall, camera facing south.



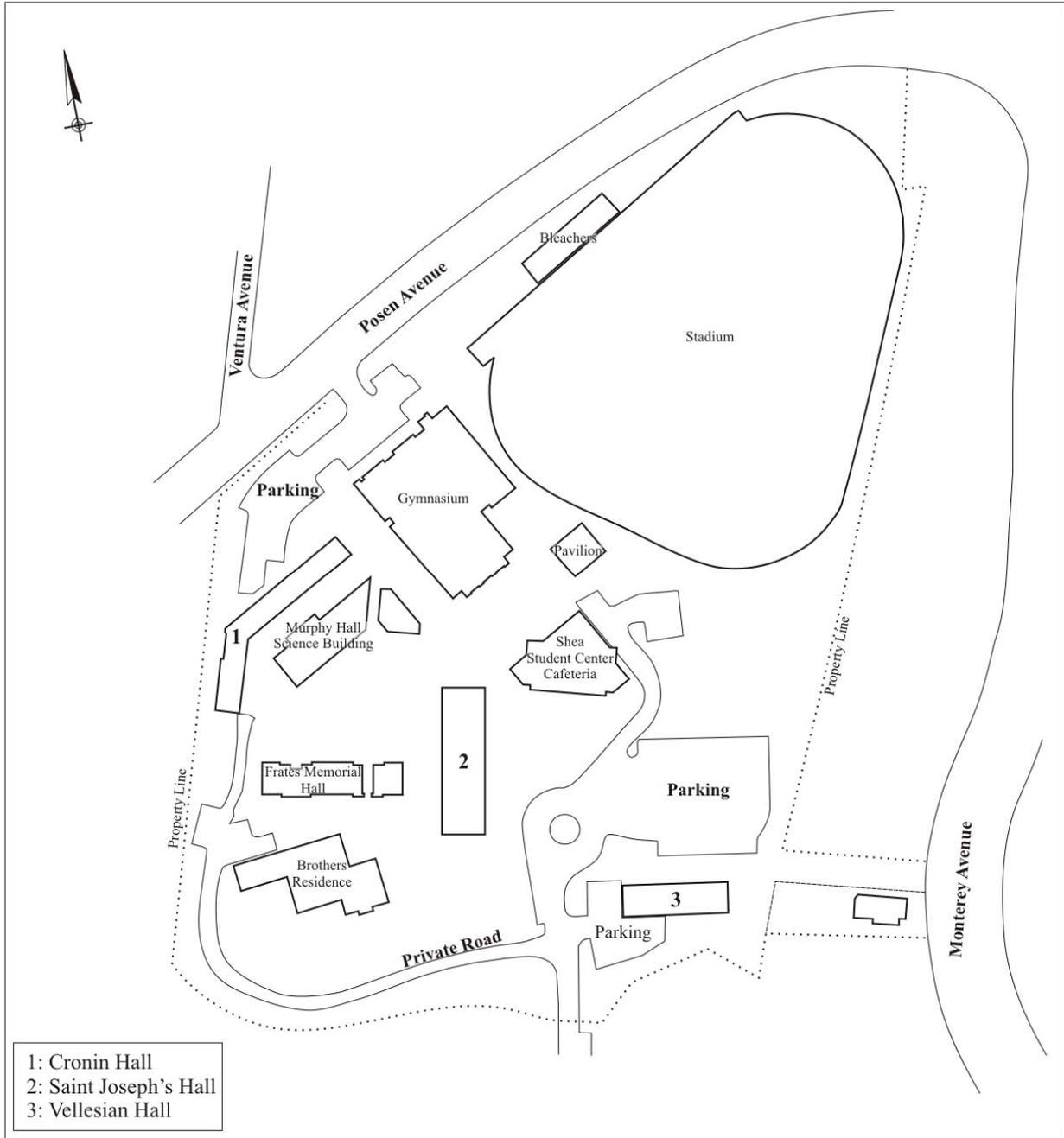
**Photograph 4.** St. Joseph's Hall, ca. 1957, showing original construction of north entrance. Photograph courtesy of De La Salle Institute.

**Location Map:**



Base Map: US Geologic Survey. *Richmond*, 7.5 Minute Topographical Series, 1995, and *Oakland West*, 7.5 Minute Topographical Series, 1993.

**Sketch Map:**



Sketch map of the Saint Mary's College High School campus. St. Joseph's Hall is indicated by the number 2 on the map.

State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z  
Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

\*Resource Name or # (Assigned by recorder) Cronin Hall

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Richmond Date 1995 T \_\_\_; R \_\_\_; Sec \_\_\_; MD B.M.

c. Address 1294 Albina Avenue City Berkeley Zip 94706

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_; \_\_\_mE/ \_\_\_mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 65-2428-1

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Cronin Hall is located along the west edge of the campus of St. Mary's College High School in the City of Albany in Alameda County. The school campus is also partially in Berkeley, and the school uses a Berkeley street address. The building was constructed in two phases: the northernmost two classrooms (**Photograph 1**) were a stand-alone, wood-frame building completed in 1952; the remainder of the building (**Photograph 3**) was added in 1959. This extension of the original portion is also of wood-frame construction and has a basement for most of its length. The entire building rests on a reinforced concrete foundation and concrete footings and is rectangular with a north-south alignment and a dogleg extension at the southwest end. (See Continuation Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) HP15 (Educational Building); HP16 (Religious Building)

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date,

accession #) Photograph 1, Cronin Hall, camera facing southwest, December 21, 2007.

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both

1952 and 1959; Conditions Survey (1993), Saint Mary's College High School

\*P7. Owner and Address:

Saint Mary's College High School of Berkeley, Inc.

1294 Albina Avenue

Berkeley, CA 94706

\*P8. Recorded by: (Name, affiliation, address)

Mark A. Beason

JRP Historical Consulting, LLC

1490 Drew Ave, Suite 110

Davis, CA 95618

\*P9. Date Recorded: December 21, 2007

\*P10. Survey Type: (Describe) Intensive



\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for St. Joseph's Hall, Cronin Hall, and Vellesian Hall at Saint Mary's College High School," prepared for Lamphier-Gregory, 2008.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  Archaeological Record

District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record

Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 11

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Cronin Hall

B1. Historic Name: Cronin Hall

B2. Common Name: Cronin Hall

B3. Original Use: Classrooms B4. Present Use: Classrooms

\*B5. Architectural Style: N/A

\*B6. Construction History: (Construction date, alteration, and date of alterations) 1952 (north section); 1959 (south section)

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: n/a

B9. Architect: Vincent Buckley b. Builder: Midstate Construction Company, Richmond, CA

\*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Cronin Hall on the Saint Mary's College High School at 1294 Albina Avenue has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines outlined in Section 5024.1 of the California Public Resources Code. The building lacks significance and therefore does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) and therefore does not appear to be a historical resource for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References: McLaren, Kann and Associates, "St. Mary's College High School, Grand Summary of Value," 1973; Bruce E. Kann & Associates, Inc., "St. Mary's College High School, Grand Summary of Value," 1978; "A Short History of Saint Mary's College High School Campus", ca. 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," February 1993; see footnotes.

B13. Remarks:

\*B14. Evaluator: Mark A. Beason  
and Christopher McMorris

\*Date of Evaluation: January 2008

(This space reserved for official comments)

(Sketch Map with north arrow required.)

See Continuation Sheet.

### **P3a. Description (continued):**

The side gable roof is covered by composite shingles and has no overhang on the gable ends and a slight overhang on the west side. An exterior hallway is under the roof extension over the entire east side of the building. Wood posts support the northern portion of the hallway roof. Steel posts and brick and stucco pillars at the middle and southeast corners support the remainder of the hallway roof. The roof has open eaves with metal gutters and downspouts. The sides of the building are clad in stucco. The east side of the building has a brick veneer skirt and has metal lockers attached to the wall. The hallway on the east side of the building shelters the entrances to several classrooms, each of which has a single metal door. Neither of the gable ends of the building contains doors or windows. The top story of the building is at grade on the east side, with the lower floor at grade on the west and south sides (**Photograph 4**). The west side of the building contains three single metal doors. The west side of the northern portion of the building contains two sets of six, two-over-three aluminum windows with wood frames, the middle panes of which are awning windows. The remaining windows on the top story are four sets of seven ribbon windows in a one-over-three configuration. The lower floor windows are also one-over-three wood frame windows. Concrete steps and ramps provide access to all entrances.<sup>1</sup>

### **B10. Significance**

#### *Historical Overview*

Saint Mary's College High School is located in the southeast corner of the City of Albany at 1294 Albina Avenue. The campus slightly straddles the line between Albany and the City of Berkeley which runs along Codornices Creek; however, St. Joseph's Hall is located on the Albany side of the boundary. The De La Salle Christian Brothers first occupied the site in 1903 and still operate SMCHS. All of the buildings that currently comprise the school were constructed after World War II. The following discussion describes the history of Saint Mary's College High School from its 1863 founding in San Francisco to its history at the current location. Please reference the sketch map in Figure 2 for the current locations of the buildings on the campus.

#### Alameda County and Albany History

The City of Albany in Alameda County occupies the northern portion of what was once an expansive land grant called Rancho San Antonio. The grant encompassed what is now Berkeley, Albany, Emeryville, Piedmont, and a portion of San Leandro, and reached from the eastern shore of San Francisco Bay to crest of the Contra Costa hills. The last Spanish Governor of California, Pablo Vicente de Sola, awarded a land grant of 43,000 acres to distinguished Spanish soldier Don Luis Maria Peralta in 1820. Don Luis never lived on the rancho and in 1842, two decades after Mexico won its independence from Spain, he divided the land equally between his four sons. Don Luis gave his son Domingo Peralta the northern end of the grant, which now encompasses Albany and Berkeley. In 1849, Peralta's pastoral rancho lifestyle changed dramatically with the Gold Rush.<sup>2</sup>

Settlers arriving with the Gold Rush quickly realized the value of Domingo Peralta's land and, by the time California achieved statehood in 1850, many of those who did not gravitate to the gold mines purchased or illegally squatted on the

<sup>1</sup> Bruce E. Kann & Associates, Inc., Evaluation of values and conditions of buildings on the St. Mary's College High School Campus, 1978, available at the De La Salle Institute, District Archives, Napa, CA.

<sup>2</sup> Mildred Brooke Hoover, Hero Eugene Rensch, and Ethel Grace Rensch, *Historic Spots in California*, (Stanford: Stanford University Press, 1966), 9-10; Albany Police and Fire Employees Civil Service Club, *The Story of the City of Albany, California*, ([Albany?]: Albany Police and Fire Employees Civil Service Club, 1947), 3; The site of the First Berkeley Adobe has been designated a Point of Historical Interest in Alameda County; California Office of Historic Preservation, Directory of Properties in the Historic Property Data File for Alameda County, December 4, 2007, 40; Albany Police and Fire Employees Civil Service Club, *The Story of the City of Albany*, 5; Catherine J. Webb, *Stories of Albany*, (Albany, CA: Albany Historical Society, 1983), 11.

majority of what was formerly Peralta land. In 1853, California Governor Bigler authorized the creation of Alameda County. The new county consisted of 760 square miles of land and 80 square miles of water.<sup>3</sup>

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An important contributing factor to the settlement of what became Albany was the development of the University of California in Berkeley. In 1868, the state of California designated the College of California, situated on the northwestern portion of the former Rancho San Antonio, as the University of California. As the university grew, the surrounding area provided housing, stores, and restaurants for the influx of students and professors.<sup>5</sup>

Settlement and development in the East Bay received another boost as refugees fled San Francisco following the 1906 earthquake and fires. Real estate companies in northern Alameda County promoted the undeveloped area in the East Bay as a safer alternative to San Francisco. The population grew drastically in established cities like Berkeley following the earthquake. Berkeley's population increased from approximately 13,000 to 40,000 between 1900 and 1910. During this period, a conflict between the citizens of Berkeley and their neighbors led to the incorporation of the City of Albany. For many years, Berkeley dumped its garbage in the area around San Pablo Avenue in an area called Ocean View. Citizens in that area united to halt the dumping and to incorporate the town of Ocean View in 1908. Voters changed the name of the new town to Albany in 1909. In 1927, Albany adopted its first official charter and the town formed its own school district in 1929.<sup>6</sup> Albany's population expanded from 911 in 1910 to over 14,000 in 1945 largely because of employment opportunities provided by war-related industries. The federal government subsidized housing projects in the Albany area for the families of military personnel stationed in the Bay Area and employees of the Richmond shipyards.<sup>7</sup>

#### *History of Saint Mary's College High School*

Saint Mary's College High School began as part of Saint Mary's College in San Francisco. Archbishop Joseph Sadoc Alemany established the college in the 1860s to bolster Catholic education in the area. He lobbied for the De La Salle Christian Brothers, a respected teaching order, to come to California and administer the school, but the organization decided its American resources were too thin and could not be spared. In 1867, Alemany traveled to Rome and appealed to the Pope,

<sup>3</sup> Albany Police...*The Story of the City of Albany*, 7.

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<sup>5</sup> Albany Police...*The Story of the City of Albany*, 7.

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who granted his support to the plan. The following year, a group of Christian Brothers made the journey to the West Coast and took control of Saint Mary's College.<sup>8</sup>

#### History of the Christian Brothers, San Francisco District

In San Francisco, the Christian Brothers took over a school with both day and boarding students ranging from primary to university levels, which was a common arrangement at the time. The school succeeded in tripling the number of students in a single year and increased its relationship with "feeder schools" in the area, including Saint Joseph's Academy in Oakland, a grammar school founded in 1870. The San Francisco District of Christian Brothers also established or operated schools in other parts of California (Sacramento, Oakland, Santa Barbara, San Rafael, and Santa Cruz) as well as Oregon and Washington. These developments enabled Saint Mary's College to purchase land in Oakland, where they constructed a large brick building to house the college and high school. The Christian Brothers moved St. Mary's College and High School to the new brick building in Oakland in 1889. Fires nearly destroyed the Oakland facility in 1894 and 1918, but the school rebuilt and continued in Oakland until 1927, when the high school and college split and relocated to Peralta Park and Moraga, respectively.<sup>9</sup>

#### Peralta Park and the Christian Brothers

As mentioned above, squatters became a problem on Jose Domingo Peralta's property in Alameda County after the Gold Rush. Peralta sold much of his holdings by 1853, and his heirs split the remaining land after his death in 1865. Portions of the property changed owners multiple times before the 1880s, including 60 acres around Codornices Creek that later became Peralta Park and the home of SMCHS. In 1887, Maurice B. Curtis purchased these 60 acres with plans to sell lots for a residential subdivision. Curtis, a very popular actor, also constructed a grand hotel to serve as a retirement home for his colleagues in the theater. The Peralta Park Hotel was completed and opened in 1891. The 60-room hotel was an extravagant and large building with multiple spires and towers. The subdivision that surrounded the hotel became a desirable neighborhood, and several large homes were constructed on the tree-lined lots. Despite the success of the subdivision, the hotel quickly outdistanced its owner's finances, and Curtis sold the property to cover his debts. The hotel became Peralta Hall and served as a boarding school, nightclub, and candy factory before the Christian Brothers purchased the property and building in 1903.<sup>10</sup>

#### Saint Mary's College High School in Peralta Park

The Christian Brothers moved St. Joseph's Academy from Oakland to Peralta Hall in Peralta Park in 1903, when the area was all still part of Berkeley. The large hotel building, now called Peralta Hall, offered much better facilities than the poor conditions of their building in Oakland. Deteriorating facilities at the college and high school building in Oakland also motivated the Brothers to consider relocating those students. As mentioned above, the college moved to new facilities in Moraga in 1927. At the same time, the Christian Brothers commissioned a new three-story building at Peralta Park, De La Salle Hall, to provide classrooms for the high school, and instruction began at the new location in 1927. Peralta Hall continued to house St. Joseph's Academy and served as a dormitory for boarding students and brothers.<sup>11</sup>

<sup>8</sup> Andrea Miller, "Brothers of the Christian Schools, District of San Francisco, 1868-2003, 135<sup>th</sup> Anniversary: An Account of People and Events," available at the De La Salle Institute, District Archives, Napa, CA, 1-3; Ronald Eugene Isetti, *Called to the Pacific: A History of the Christian Brothers of the San Francisco District, 1868-1944*, (Moraga, CA: St. Mary's College of California, 1979), 2-6.

<sup>9</sup> Martin, "Brothers of the Christian Schools, District of San Francisco, 1868-2003, 135<sup>th</sup> Anniversary," 8-19; Isetti, *Called to the Pacific*, 43-48, 86-104.

<sup>10</sup> Writers' Program (California), *Berkeley: The First Seventy-Five Years*, (Berkeley, CA: Gillick Press, 1941), 95-96; Daniella Thompson, "Maurice Curtis lent Berkeley brief splendor," *Berkeley Daily Planet*, June 9, 2006.

<sup>11</sup> Isetti, *Called to the Pacific*, 213-216, 258-260.

By the 1940s, the deteriorating condition of Peralta Hall prompted plans for new campus buildings. In 1946, those plans became more pressing after a fire swept through the upper portion of the old hotel. After the fire, the top two stories were determined structurally unsound and were removed for the safety of the students, but the lower floors remained in service as the school library and dormitory. New construction on the Peralta Park campus began in the 1940s and continued over the next decade as demand for updated facilities grew. One of the new buildings, constructed in 1952, was the first phase of Cronin Hall, located next to the 1948 gymnasium and designed by San Francisco architect Vincent Buckley.<sup>12</sup> In 1959, seismic inadequacies forced the school to demolish the remaining portion of Peralta Hall. In the same year, Cronin Hall was expanded to the south along the western border of the campus, adding more classroom space for the high school.<sup>13</sup> The oblique aerial photo below (**Photograph 2**) shows the campus around 1959, following the demolition of Peralta Hall and construction of Cronin Hall's extension. The gymnasium, with its prominent façade pilasters, is situated north of St. Joseph's Hall and to the east of Cronin Hall. The "L" shaped De La Salle Hall was prominently situated, at this time, on the east side of campus south of the sports field and north of Vellesian Hall.



**Photograph 2:** Aerial photograph of the campus from 1959. Photo courtesy of De La Salle Institute, District Archives, Napa, CA.

After 1960 and over the next several decades, changes continued at the SMCHS campus. With its limited space on its Peralta Park property, the school remodeled several buildings, built additions, altered the landscape features, used and then replaced temporary buildings, and built new buildings in much of the remaining open space on campus. The school concentrated most of its development on the west side of campus, even after De La Salle Hall was demolished. In 1969, the grammar boarding school, St. Joseph's Academy, relocated to the Christian Brothers' district headquarters at Mont La Salle in Napa, leaving the entire Peralta Park campus to the high school. In order to accommodate the school's anticipated needs

<sup>12</sup> Along with his designs for SMCHS, Buckley designed St. Ambrose Catholic Church in Berkeley, the Shrine of St. Therese in Fresno, and Our Lady of Lourdes Church in Oakland, all in the 1950s. Research did not produce further information about Houweling. "Parish Will Build Church Near Lake," *Oakland Tribune*, August 27, 1959; other buildings designed by Buckley are described on the following webpages accessed on January 18, 2008: <http://www.shrineofsttherese.com/about.html>; <http://stambrose-berkeley.org/history.html>; <http://lourdesoakland.com/html/history.html>

<sup>13</sup> "A Short History of Saint Mary's College High School Campus," 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 10-12, 25-27.

over the next decades, the Christian Brothers commissioned and instituted a master plan in the early 1970s. De La Salle Hall was demolished in 1973 because of seismic deficiencies, so much of the master plan was devoted to making up for the lost space. New buildings included a new cafeteria and gymnasium expansion in 1976 and a new Brothers' Residence in 1978. In the last twenty years, changes have continued at SMCHS. The school became co-educational in 1995 and changed to an all day-student population. The campus has continued to evolve with alterations to buildings and the replacement of temporary classrooms with permanent classroom buildings in 1986 and 2002. The current master plan for the campus recommends further measures intended to meet the evolving needs of Saint Mary's College High School, including the renovation of Cronin Hall.<sup>14</sup>

The various periods of construction and development led to a variety of architectural expressions on campus, with little apparent architectural continuity over time. The architecture of the older buildings on campus ranges from the utilitarian design of Vellesian Hall to the Moderne style of the older portion of the gymnasium and mid-twentieth century Contemporary style of St. Joseph's Hall. Cronin Hall is generally a utilitarian style building that incorporates the exterior hallway design common to California schools built in the 1950s.

#### *Discussion of Potential Significance*

Cronin Hall does not appear to meet the criteria for listing in the NRHP or CRHR.<sup>15</sup>

Under Criteria A (1), Cronin Hall does not appear to be significant because it lacks important associations with events that have made a significant contribution to the broad patterns of local and regional history. SMCHS is associated with the development of Christian Brothers Catholic education in California, which began in the 1860s. SMCHS was one of many California schools administered by the Christian Brothers and includes buildings from a period after the Catholic education system was well established in the San Francisco Bay Area. Although the Peralta Park campus has association with Christian Brothers education as early as 1903, Cronin Hall dates to 1952 (and enlarged in 1959) and illustrates the incremental improvements that were made to the campus as its older facilities deteriorated. While Cronin Hall contributed to the development of SMCHS, it cannot be associated with the important early education efforts of the Christian Brothers in the San Francisco Bay Area. Furthermore, the building is not individually importantly associated with trends or events that are significant to local, regional, state, or national history.

Under Criteria B (2), Cronin Hall does not appear to be significant for its association with the lives of persons important to local, California, or national history.

Under Criteria C (3), Cronin Hall does not appear to be significant as an important example of a type, period, or method of construction; nor does it appear to be the work of a master artist or craftsman or possess high artistic values. As discussed above, Vellesian Hall has a utilitarian design with an exterior hallway design common to school buildings in California constructed in the 1950s. The building is also not the work of a master. San Francisco architect Vincent Buckley designed the building. Early in his career, Buckley was a draftsman with John J. Foley who did work for the Roman Catholic Archdiocese, including Star of the Sea Church (1928) and Grammar School (1931) in Richmond. In the 1920s, Buckley was in the firm Griewank & Buckley, construction engineers, and he worked with architect H.A. Minton who also did work for the Archdiocese. In the 1950s, Buckley designed St. Ambrose Catholic Church in Berkeley, the Shrine of St. Therese in

<sup>14</sup> "A Short History of Saint Mary's College High School Campus," 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 10-31; "80 Years at Peralta Park," available at the De La Salle Institute, District Archives, Napa, CA.

<sup>15</sup> U.S. Department of the Interior, National Park Service, *How to Apply the National Register Criteria for Evaluation*, (Washington D.C.: U.S. Government Printing Office, 1997).

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\*Resource Name or # (Assigned by recorder) Cronin Hall

\*Recorded by Mark A. Beason \*Date December 21, 2007  Continuation  Update

Fresno, and Our Lady of Lourdes Church in Oakland. In spite of these commissions, the historic record does not provide evidence of Vincent Buckley's significance as an architect.<sup>16</sup>

Cronin Hall does not appear to be significant under Criteria D (4) because this criterion is usually used to evaluate historic sites and archaeological resources. Although buildings and structures can occasionally be recognized for the important information they might yield regarding historic construction or technologies, Cronin Hall is a building type that is well documented and is not a principal source of important information in this regard.

Cronin Hall began as a small building with two classrooms before the 1959 expansion to its current size. The building retains integrity to its 1959 construction; however, it lacks historic significance and thus does not appear to meet the criteria for listing in the NRHP.

Furthermore, if this building was eligible for listing in the NRHP, its significance would need to meet the NRHP Criteria Consideration A for Religious Properties because it was constructed by and is presently owned by a religious institution, the Christian Brothers. Cronin Hall does not meet the standards established by Criteria Consideration A because it does not possess architectural or artistic distinction or historical importance.

Cronin Hall at 1294 Albina Avenue has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. It does not appear to meet the criteria for listing in the NRHP and CRHR.

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<sup>16</sup> William Buetner, San Francisco Architectural Heritage, personal communications with Christopher McMorris, JRP, January 28, 2008; San Francisco Architectural Heritage, Inner Richmond Neighborhood Survey; "Parish Will Build Church Near Lake," *Oakland Tribune*, August 27, 1959; other buildings designed by Vincent Buckley are described on the following webpages accessed on January 18, 2008: <http://www.shrineofsttherese.com/about.html>; <http://stambrose-berkeley.org/history.html>; <http://lourdesoakland.com/html/history.html>.

### Photographs



**Photograph 3:** Cronin Hall, camera facing northwest.



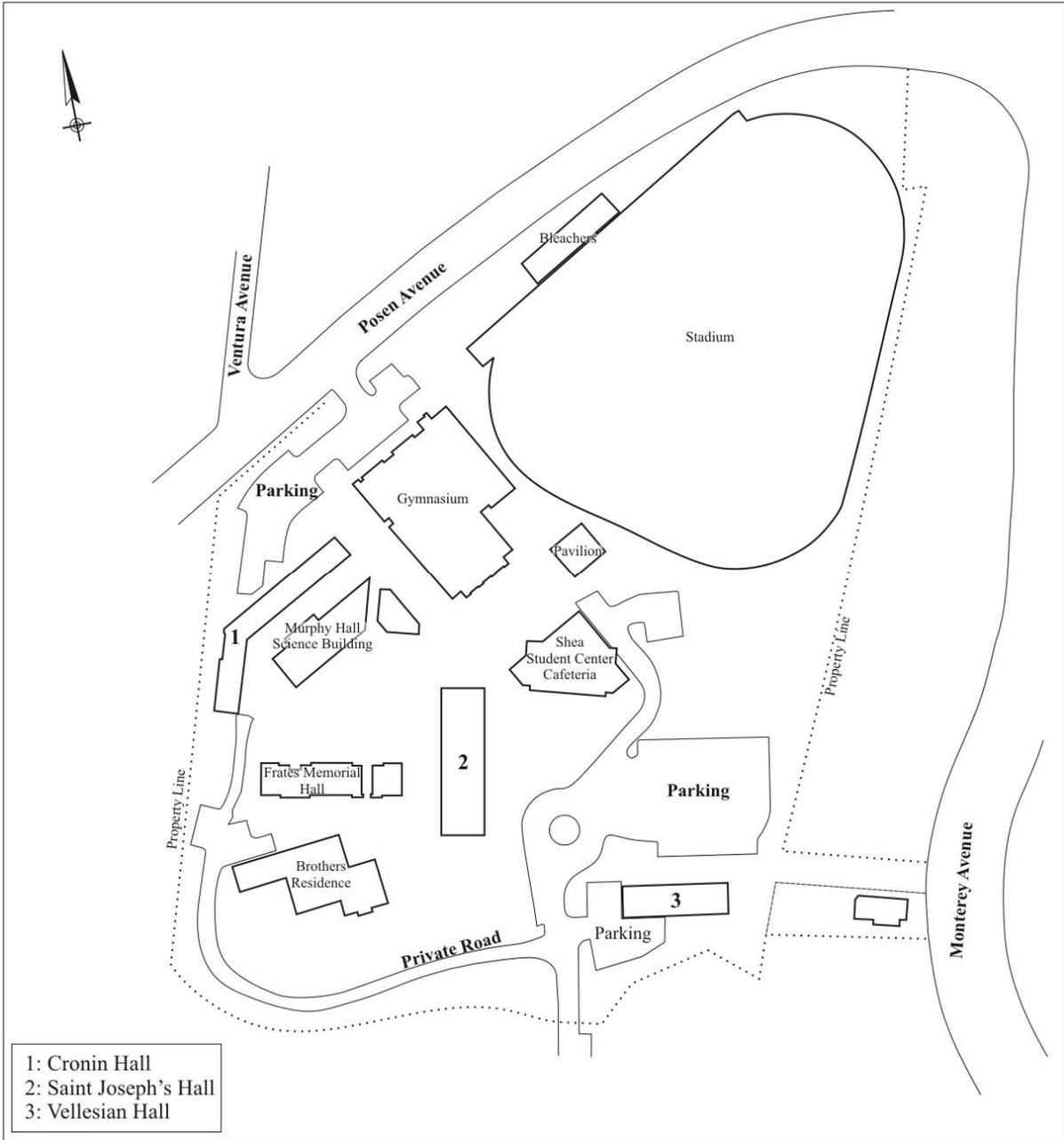
**Photograph 4.** Cronin Hall, camera facing southeast.

**Location Map:**



Base Map: US Geologic Survey. *Richmond*, 7.5 Minute Topographical Series, 1995, and *Oakland West*, 7.5 Minute Topographical Series, 1993.

**Sketch Map:**



Sketch map of the Saint Mary's College High School campus. Cronin Hall is indicated by the number 1 on the map.

State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_ 6Z  
Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

\*Resource Name or # (Assigned by recorder) Vellesian Hall

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*a. County Alameda

\*b. USGS 7.5' Quad Richmond Date 1995 T \_\_\_; R \_\_\_; Sec \_\_\_; MD B.M.

c. Address 1294 Albina Avenue City Berkeley Zip 94706

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_; \_\_\_mE/ \_\_\_mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Assessor Parcel Number: 65-2428-1

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Vellesian Hall (**Photograph 1**) is located in the southeast section of the campus of St. Mary's College High School in the City of Albany in Alameda County. The school campus is also partially in Berkeley, and the school uses a Berkeley street address. The one-story building is rectangular with an east-west alignment. The low-pitch roof is hipped on the west end with a gable on the east end. The roof is covered by rolled composite roofing and has a moderate overhang with closed eaves, metal gutters, and downspouts. The sides of the building are clad in stucco. The north side of the building has a recessed entryway containing a single wood door with a small security window and a wood frame. A similar door is located on the east end of the building. (**Photograph 3**) A slightly recessed single wood door is located on the south side. A roll-up aluminum door is located on the west end of the building. The windows in the building are aluminum sliders with wood frames and sills. Concrete steps and ramps provide access to all entrances.

\*P3b. Resource Attributes: (List attributes and codes) HP15 (Educational Building) ; HP16 (Religious Building)

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, Vellesian Hall, camera facing southeast, December 21, 2007.

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
1946; Conditions Survey (1993), Saint Mary's College High School

\*P7. Owner and Address:  
Saint Mary's College High School of Berkeley, Inc.  
1294 Albina Avenue  
Berkeley, CA 94706

\*P8. Recorded by: (Name, affiliation, address)  
Mark A. Beason  
JRP Historical Consulting, LLC  
1490 Drew Ave, Suite 110  
Davis, CA 95618

\*P9. Date Recorded: December 21, 2007

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for St. Joseph's Hall, Cronin Hall, and Vellesian Hall at Saint Mary's College High School," prepared for Lamphier-Gregory, 2008.

\*Attachments:  NONE  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  Archaeological Record  
 District Record  Linear Feature Record  Milling Station Record  Rock Art Record  Artifact Record  Photograph Record  
 Other (list) \_\_\_\_\_



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 10

\*NRHP Status Code 6Z

\*Resource Name or # (Assigned by recorder) Vellesian Hall

B1. Historic Name: Vellesian Hall

B2. Common Name: Vellesian Hall

B3. Original Use: Residence for campus workers B4. Present Use: Offices and Maintenance Shop

\*B5. Architectural Style: N/A

\*B6. Construction History: (Construction date, alteration, and date of alterations) 1946; renovated 1985

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: n/a

B9. Architect: Vincent Buckley b. Builder: unknown

\*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Vellesian Hall on the Saint Mary's College High School at 1294 Albina Avenue has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines outlined in Section 5024.1 of the California Public Resources Code. The building lacks significance and therefore does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR) and therefore does not appear to be a historical resource for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)

\*B12. References: McLaren, Kann and Associates, "St. Mary's College High School, Grand Summary of Value," 1973; Bruce E. Kann & Associates, Inc., "St. Mary's College High School, Grand Summary of Value," 1978; "A Short History of Saint Mary's College High School Campus", ca. 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," February 1993; see footnotes.

B13. Remarks:

\*B14. Evaluator: Mark A. Beason  
and Christopher McMorris

\*Date of Evaluation: January 2008

(This space reserved for official comments)

(Sketch Map with north arrow required.)

See Continuation Sheet.

## B10. Significance

### *Historical Overview*

Saint Mary's College High School is located in the southeast corner of the City of Albany at 1294 Albina Avenue. The campus slightly straddles the line between Albany and the City of Berkeley which runs along Codornices Creek; however, St. Joseph's Hall is located on the Albany side of the boundary. The De La Salle Christian Brothers first occupied the site in 1903 and still operate SMCHS. All of the buildings that currently comprise the school were constructed after World War II. The following discussion describes the history of Saint Mary's College High School from its 1863 founding in San Francisco to its history at the current location. Please reference the sketch map in Figure 2 for the current locations of the buildings on the campus.

### Alameda County and Albany History

The City of Albany in Alameda County occupies the northern portion of what was once an expansive land grant called Rancho San Antonio. The grant encompassed what is now Berkeley, Albany, Emeryville, Piedmont, and a portion of San Leandro, and reached from the eastern shore of San Francisco Bay to crest of the Contra Costa hills. The last Spanish Governor of California, Pablo Vicente de Sola, awarded a land grant of 43,000 acres to distinguished Spanish soldier Don Luis Maria Peralta in 1820. Don Luis never lived on the rancho and in 1842, two decades after Mexico won its independence from Spain, he divided the land equally between his four sons. Don Luis gave his son Domingo Peralta the northern end of the grant, which now encompasses Albany and Berkeley. In 1849, Peralta's pastoral rancho lifestyle changed dramatically with the Gold Rush.<sup>1</sup>

Settlers arriving with the Gold Rush quickly realized the value of Domingo Peralta's land and, by the time California achieved statehood in 1850, many of those who did not gravitate to the gold mines purchased or illegally squatted on the majority of what was formerly Peralta land. In 1853, California Governor Bigler authorized the creation of Alameda County. The new county consisted of 760 square miles of land and 80 square miles of water.<sup>2</sup>

Early industrial development in the area began during the 1860s. The Civil War and the transcontinental railroad claimed most of the gunpowder produced in the east. However, enterprising businessmen in Albany began producing gunpowder to supplement the nation's supply, which became one of the principal industries in this portion of the East Bay that led to its further development. In 1879, the Giant Gunpowder Company (which later became the Judson and Sheppard Chemical Works) built a plant at Fleming Point on the current site of Golden Gate Fields racetrack. The plant closed in 1892 after several deadly explosions. The Judson Dynamite and Powder Company followed with an explosives plant on the west slope of Albany hill in 1898. It too suffered a series of deadly explosions and closed in 1905, ending the presence of the explosives industry in Albany. The West Coast Kalsomine Company opened a shop on the west slope of Cerrito Hill that produced the paints used on the 1915 Panama Pacific Exposition buildings in San Francisco.<sup>3</sup>

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An important contributing factor to the settlement of what became Albany was the development of the University of California in Berkeley. In 1868, the state of California designated the College of California, situated on the northwestern portion of the former Rancho San Antonio, as the University of California. As the university grew, the surrounding area provided housing, stores, and restaurants for the influx of students and professors.<sup>4</sup>

Settlement and development in the East Bay received another boost as refugees fled San Francisco following the 1906 earthquake and fires. Real estate companies in northern Alameda County promoted the undeveloped area in the East Bay as a safer alternative to San Francisco. The population grew drastically in established cities like Berkeley following the earthquake. Berkeley's population increased from approximately 13,000 to 40,000 between 1900 and 1910. During this period, a conflict between the citizens of Berkeley and their neighbors led to the incorporation of the City of Albany. For many years, Berkeley dumped its garbage in the area around San Pablo Avenue in an area called Ocean View. Citizens in that area united to halt the dumping and to incorporate the town of Ocean View in 1908. Voters changed the name of the new town to Albany in 1909. In 1927, Albany adopted its first official charter and the town formed its own school district in 1929.<sup>5</sup> Albany's population expanded from 911 in 1910 to over 14,000 in 1945 largely because of employment opportunities provided by war-related industries. The federal government subsidized housing projects in the Albany area for the families of military personnel stationed in the Bay Area and employees of the Richmond shipyards.<sup>6</sup>

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<sup>4</sup> Albany Police...*The Story of the City of Albany*, 7.

<sup>5</sup> Webb, *Stories of Albany*. 27, 81; Daniella Thompson, "East Bay Then and Now: Charles Manning MacGregor, Indefatigable Builder," *The Berkeley Daily Planet*, December 15, 2006.

<sup>6</sup> Webb, *Stories of Albany*, 71; Lee and Lee, *A Selective History of the Codornices-University Village, the City of Albany and Environs*, 157-164; Albany Police...*The Story of the City of Albany*, 62.

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<sup>8</sup> Martin, "Brothers of the Christian Schools, District of San Francisco, 1868-2003, 135<sup>th</sup> Anniversary," 8-19; Isetti, *Called to the Pacific*, 43-48, 86-104.

Peralta Park and the Christian Brothers

As mentioned above, squatters became a problem on Jose Domingo Peralta's property in Alameda County after the Gold Rush. Peralta sold much of his holdings by 1853, and his heirs split the remaining land after his death in 1865. Portions of the property changed owners multiple times before the 1880s, including 60 acres around Codornices Creek that later became Peralta Park and the home of SMCHS. In 1887, Maurice B. Curtis purchased these 60 acres with plans to sell lots for a residential subdivision. Curtis, a very popular actor, also constructed a grand hotel to serve as a retirement home for his colleagues in the theater. The Peralta Park Hotel was completed and opened in 1891. The 60-room hotel was an extravagant and large building with multiple spires and towers. The subdivision that surrounded the hotel became a desirable neighborhood, and several large homes were constructed on the tree-lined lots. Despite the success of the subdivision, the hotel quickly outdistanced its owner's finances, and Curtis sold the property to cover his debts. The hotel became Peralta Hall and served as a boarding school, nightclub, and candy factory before the Christian Brothers purchased the property and building in 1903.<sup>9</sup>

Saint Mary's College High School in Peralta Park

The Christian Brothers moved St. Joseph's Academy from Oakland to Peralta Hall in Peralta Park in 1903, when the area was all still part of Berkeley. The large hotel building, now called Peralta Hall, offered much better facilities than the poor conditions of their building in Oakland. Deteriorating facilities at the college and high school building in Oakland also motivated the Brothers to consider relocating those students. As mentioned above, the college moved to new facilities in Moraga in 1927. At the same time, the Christian Brothers commissioned a new three-story building at Peralta Park, De La Salle Hall, to provide classrooms for the high school, and instruction began at the new location in 1927. Peralta Hall continued to house St. Joseph's Academy and served as a dormitory for boarding students and brothers.<sup>10</sup>

By the 1940s, the deteriorating condition of Peralta Hall prompted plans for new campus buildings. In 1946, those plans became more pressing after a fire swept through the upper portion of the old hotel. After the fire, the top two stories were determined structurally unsound and were removed for the safety of the students, but the lower floors remained in service as the school library and dormitory. In the same year as the fire, Vellesian Hall, designed by San Francisco architect Vincent Buckley, was constructed along Codornices Creek on the southeast end of campus to serve as housing for campus workers.<sup>11</sup>

New construction on the Peralta Park campus continued through the 1940s and 1950s as demand for updated facilities grew. New buildings included a new gymnasium in 1948, Cronin Hall in 1952, and St. Joseph's Hall in 1956.<sup>12</sup> In 1959, seismic inadequacies forced the school to demolish the remaining portion of Peralta Hall.<sup>13</sup> The oblique aerial photo below (**Photograph 2**) shows the campus around 1959, following the demolition of Peralta Hall. The "L" shaped De La Salle Hall was prominently situated, at this time, on the east side of campus south of the sports field and north of Vellesian Hall.

<sup>9</sup> Writers' Program (California), *Berkeley: The First Seventy-Five Years*, (Berkeley, CA: Gillick Press, 1941), 95-96; Daniella Thompson, "Maurice Curtis lent Berkeley brief splendor," *Berkeley Daily Planet*, June 9, 2006.

<sup>10</sup> Isetti, *Called to the Pacific*, 213-216, 258-260.

<sup>11</sup> "A Short History of Saint Mary's College High School Campus," 2003, available at the De La Salle Institute, District Archives, Napa, CA; Miller, "Brothers of the Christian Schools, District of San Francisco...", 19-20; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 7-9, available at Saint Mary's College High School. Although some sources suggest that Vellesian Hall was not built until 1959, this report relies upon the 1946 date as reported by Marquis Associates.

<sup>12</sup> Along with his designs for SMCHS, Buckley designed St. Ambrose Catholic Church in Berkeley, the Shrine of St. Therese in Fresno, and Our Lady of Lourdes Church in Oakland, all in the 1950s. Research did not produce further information about Houweling. "Parish Will Build Church Near Lake," *Oakland Tribune*, August 27, 1959; other buildings designed by Buckley are described on the following webpages accessed on January 18, 2008: <http://www.shrineofsttherese.com/about.html>; <http://stambrose-berkeley.org/history.html>; <http://lourdesoakland.com/html/history.html>

<sup>13</sup> "A Short History of Saint Mary's College High School Campus," 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 10-12, 25-27.



**Photograph 2:** Aerial photograph of the campus from 1959. Photo courtesy of De La Salle Institute, District Archives, Napa, CA.

After 1960 and over the next several decades, changes continued at the SMCHS campus. With its limited space on its Peralta Park property, the school remodeled several buildings, built additions, altered the landscape features, used and then replaced temporary buildings, and built new buildings in much of the remaining open space on campus. The school concentrated most of its development on the west side of campus, even after De La Salle Hall was demolished. In 1969, the grammar boarding school, St. Joseph's Academy, relocated to the Christian Brothers' district headquarters at Mont La Salle in Napa, leaving the entire Peralta Park campus to the high school. In order to accommodate the school's anticipated needs over the next decades, the Christian Brothers commissioned and instituted a master plan in the early 1970s. De La Salle Hall was demolished in 1973 because of seismic deficiencies, so much of the master plan was devoted to making up for the lost space. After housing campus workers, the west end of Vellesian Hall became a maintenance shop, while the rest of the building became office space in 1985. In the last twenty years, changes have continued at SMCHS. The school became co-educational in 1995 and changed to an all day-student population. The campus has continued to evolve with alterations to buildings and the replacement of temporary classrooms with permanent classroom buildings in 1986 and 2002. The current master plan for the campus recommends further measures intended to meet the evolving needs of Saint Mary's College High School, including the removal of Vellesian Hall to make space for new construction on the southeast end of campus.<sup>14</sup>

The various periods of construction and development led to a variety of architectural expressions on campus, with little apparent architectural continuity over time. The architecture of the older buildings on campus ranges from the utilitarian design of Vellesian Hall to the Moderne style of the older portion of the gymnasium and mid-twentieth century Contemporary style of St. Joseph's Hall.

<sup>14</sup> "A Short History of Saint Mary's College High School Campus," 2003; Marquis Associates, "1993 Conditions Survey, Saint Mary's College High School," 10-31; "80 Years at Peralta Park," available at the De La Salle Institute, District Archives, Napa, CA.

*Discussion of Potential Significance*

Vellesian Hall does not appear to meet the criteria for listing in the NRHP or CRHR.<sup>15</sup>

Under Criteria A (1), Vellesian Hall does not appear to be significant because it lacks important associations with events that have made a significant contribution to the broad patterns of local and regional history. SMCHS is associated with the development of Christian Brothers Catholic education in California, which began in the 1860s. SMCHS was one of many California schools administered by the Christian Brothers and includes buildings from a period after the Catholic education system was well established in the San Francisco Bay Area. Although the Peralta Park campus has association with Christian Brothers education as early as 1903, Vellesian Hall dates to 1946 and illustrates the incremental improvements that were made to the campus as its older facilities deteriorated. While Vellesian Hall contributed to the development of SMCHS, it cannot be associated with the important early education efforts of the Christian Brothers in the San Francisco Bay Area. Furthermore, the building is not individually importantly associated with trends or events that are significant to local, regional, state, or national history.

Under Criteria B (2), Vellesian Hall does not appear to be significant for its association with the lives of persons important to local, California, or national history.

Under Criteria C (3), Vellesian Hall does not appear to be significant as an important example of a type, period, or method of construction; nor does it appear to be the work of a master artist or craftsman or possess high artistic values. As discussed above, Vellesian Hall has a utilitarian design that does not illustrate important aspects of architectural design from the 1940s. The building is also not the work of a master. San Francisco architect Vincent Buckley designed the building. Early in his career, Buckley was a draftsman with John J. Foley who did work for the Roman Catholic Archdiocese, including Star of the Sea Church (1928) and Grammar School (1931) in Richmond. In the 1920s, Buckley was in the firm Griewank & Buckley, construction engineers, and he worked with architect H.A. Minton who also did work for the Archdiocese. In the 1950s, Buckley designed St. Ambrose Catholic Church in Berkeley, the Shrine of St. Therese in Fresno, and Our Lady of Lourdes Church in Oakland. In spite of these commissions, the historic record does not provide evidence of Vincent Buckley's significance as an architect.<sup>16</sup>

Vellesian Hall does not appear to be significant under Criteria D (4) because this criterion is usually used to evaluate historic sites and archaeological resources. Although buildings and structures can occasionally be recognized for the important information they might yield regarding historic construction or technologies, Vellesian Hall is a building type that is well documented and is not a principal source of important information in this regard.

Vellesian Hall lost some of its original historic integrity following the 1985 renovation that converted the west end of the building into a maintenance shop, added a roll up garage door, and modified the roof. Even if it had more historic integrity, the building lacks historic significance.

Furthermore, if this building was eligible for listing in the NRHP, its significance would need to meet the NRHP Criteria Consideration A for Religious Properties because it was constructed by and is presently owned by a religious institution, the Christian Brothers. Vellesian Hall does not meet the standards established by Criteria Consideration A because it does not possess architectural or artistic distinction or historical importance.

<sup>15</sup> U.S. Department of the Interior, National Park Service, *How to Apply the National Register Criteria for Evaluation*, (Washington D.C.: U.S. Government Printing Office, 1997).

<sup>16</sup> William Buetner, San Francisco Architectural Heritage, personal communications with Christopher McMorris, JRP, January 28, 2008; San Francisco Architectural Heritage, Inner Richmond Neighborhood Survey; "Parish Will Build Church Near Lake," *Oakland Tribune*, August 27, 1959; other buildings designed by Vincent Buckley are described on the following webpages accessed on January 18, 2008: <http://www.shrineofsttherese.com/about.html>; <http://stambrose-berkeley.org/history.html>; <http://lourdesoakland.com/html/history.html>.

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\*Resource Name or # (Assigned by recorder) Vellesian Hall

\*Recorded by Mark A. Beason \*Date December 21, 2007  Continuation  Update

Vellesian Hall at 1294 Albina Avenue has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. It does not appear to meet the criteria for listing in the NRHP and CRHR.

**Photographs (continued):**



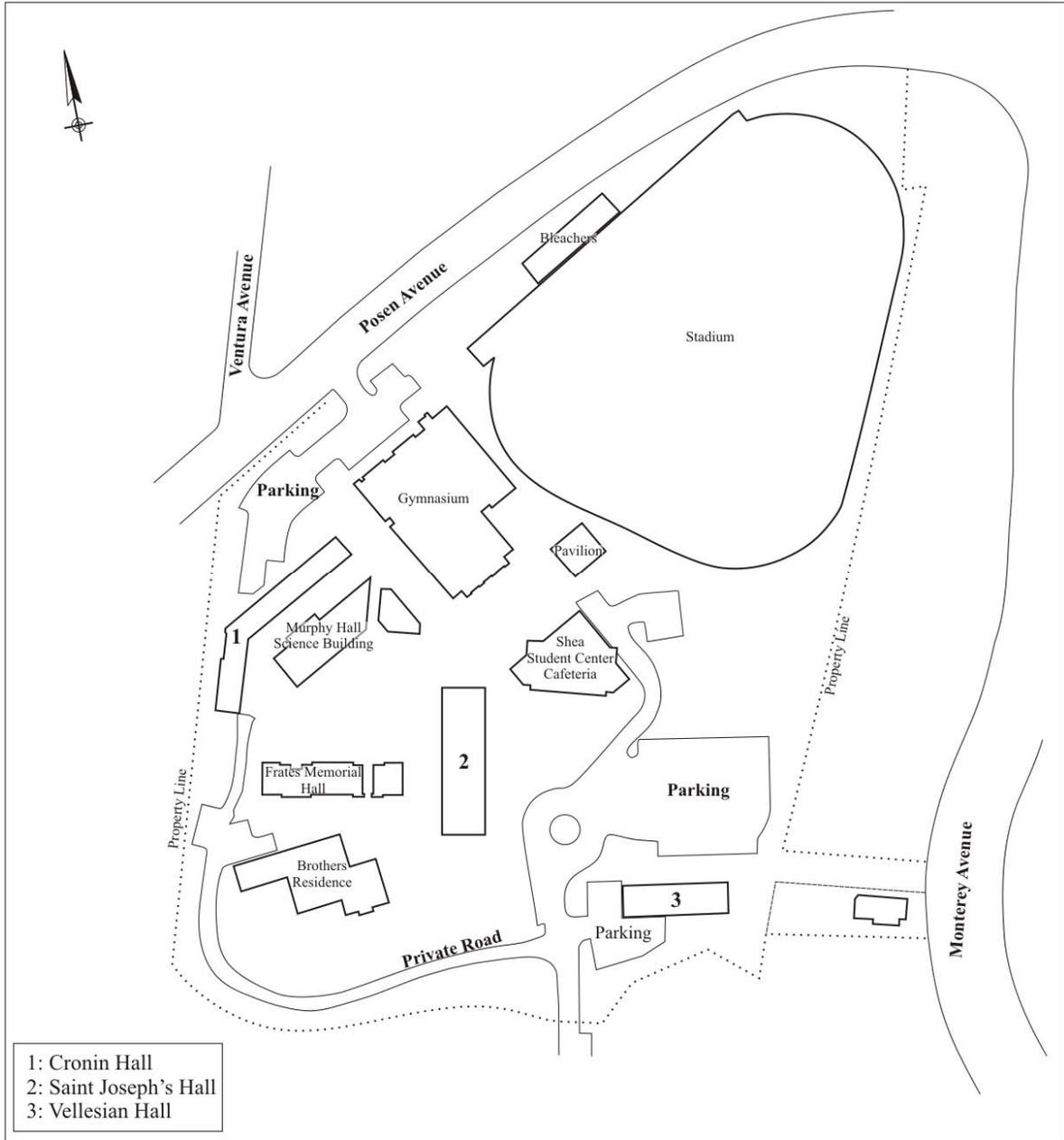
**Photograph 3.** Vellesian Hall, camera facing northwest.

**Location Map:**



Base Map: US Geologic Survey. *Richmond*, 7.5 Minute Topographical Series, 1995, and *Oakland West*, 7.5 Minute Topographical Series, 1993.

**Sketch Map:**



Sketch map of the Saint Mary's College High School campus. Vellesian Hall is indicated by the number 3 on the map.

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## Memorandum

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Date: May 19, 2008  
To: John Courtney  
From: Anthony Mangonon, Fred Kelley  
Subject: Transportation Impacts of the Proposed Saint Mary's College High School Master Plan

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### Introduction

This memorandum addresses the transportation impacts as a result of implementation of the proposed Master Plan for the 12.5-acre Saint Mary's College High School campus located within the City of Albany and adjacent to the City of Berkeley. The proposed Master Plan includes the following projects:

- Renovation of the existing athletic field, including the replacement of the existing surface, improvements to storm drainage and perimeter landscaping, replacement of the bleachers, and construction of a new 1,500 sq. ft. maintenance/storage building;
- Renovation of Cronin Hall classrooms (no net change in floor space);
- Demolition of the existing band pavilion and snack bar (-2,380 sq. ft.) and construction of a new band room (2,000 sq. ft.), a new choral and lecture hall (2,000 sq. ft.), a new music history/theory classroom (1,000 sq. ft.), a new dance/practice classroom (1,000 sq. ft.), and new offices (500 sq. ft.);
- Construction of a new weight room (4,000 sq. ft.) and snack bar (1,000 sq. ft.) and conversion of the existing weight room to athletic offices;
- Renovation and expansion of the Student Center, including expansion of the kitchen (additional 1,300 sq. ft.);
- Construction of a new chapel with a seating capacity of 200 persons (4,000 sq. ft.);
- Renovation and expansion of Saint Joseph's Hall, involving interior demolition of the existing space into administrative offices (12,000 sq. ft.), reception area (2,500 sq. ft.), library (9,000 sq. ft.), and support space (5,000 sq. ft.);
- Construction of a new multi-use facility consisting of a multi-use room (gymnasium, auditorium, banquet facility, and assembly space for 750 seats), storage (12,500 sq. ft.), and maintenance shop (2,000 sq. ft.);
- Demolition of Vellesian Hall (-3,900 sq. ft.); and,
- Construction of a new classroom building consisting of classroom and gallery space (11,800 sq. ft.).

## Neighborhood Concerns

Saint Mary's College High School is located in the middle of a mostly residential neighborhood straddling the border between the City of Berkeley and the City of Albany. Historically, neighbors of the school have cited the following traffic-related concerns with the school:

- speeding and high traffic volumes on Albina Avenue;
- speeding on Posen Avenue;
- use of on-street parking in non-designated areas by school-related vehicles; and,
- use of Hopkins Court by school-related traffic.

## Previous Studies

Studies conducted by Korve Engineering in both 2003 and 2005 evaluated then-existing traffic conditions in the vicinity of the campus and addressed neighborhood concerns. The most recent study in 2005 also evaluated the effectiveness of the following improvement measures implemented after the 2003 study:

- a new drop-off zone along Posen Avenue;
- monitoring of school traffic at the intersection of Albina Avenue / Hopkins Court by school staff;
- installation of bicycle racks on campus; and,
- the reopening of the Monterey Avenue access as a drop-off zone with pedestrian access.

The 2005 study conducted speed surveys, 24-hour traffic counts, and on-street parking occupancy surveys and made the following conclusions:

- The 50th and 85th percentile speeds during school peak periods are generally at or below the 50th and 85th percentile daily speeds along Albina Avenue and Posen Avenue;
- On-street parking occupancy rates are below 85% occupancy for all streets immediately surrounding the project, with most streets having well below 85% occupancy; and,
- One percent of school-related traffic uses Hopkins Court.

The 2005 study also proposed the following improvement measures:

- Implement angled parking on the south side of Posen Avenue fronting the school property east of the driveway, which would reduce lane width and discourage speeding;
- Continue traffic enforcement by school staff along Albina Avenue and Posen Avenue; and,
- Encourage use of non-vehicular transportation, including BART, bus, and walking.

## Existing Conditions

Access to and from campus is provided at three points:

- Albina Avenue (pedestrian and vehicular);
- Monterey Avenue (pedestrian only, with drop-off zone); and,
- Posen Avenue (pedestrian only, with drop-off zone).

The drop-off zone at Posen Avenue is the most heavily used access point, followed by the Albina Avenue access. The drop-off zone along Monterey Avenue is the least used of all the access points.

There are 119 parking spaces provided on-campus for students, faculty, and staff, with an additional 44 student parking spaces provided along the south side of Posen Avenue.

Field observations of normal school day traffic conditions in the area were conducted before school begins and after school lets out. Traffic was observed to flow smoothly considering the constraints of Hopkins Street, a two-lane residential roadway which carries significant traffic during the peak periods, including heavy vehicles such as trucks and buses. Some queuing was observed during the before school peak period (7:00 AM to 9:00 AM) from northbound school-related vehicles on Hopkins Street attempting to access Albina Avenue. However, the queues dissipated fairly quickly as there were sufficient gaps in southbound traffic to accommodate these turning movements.

### ***Intersection Level of Service***

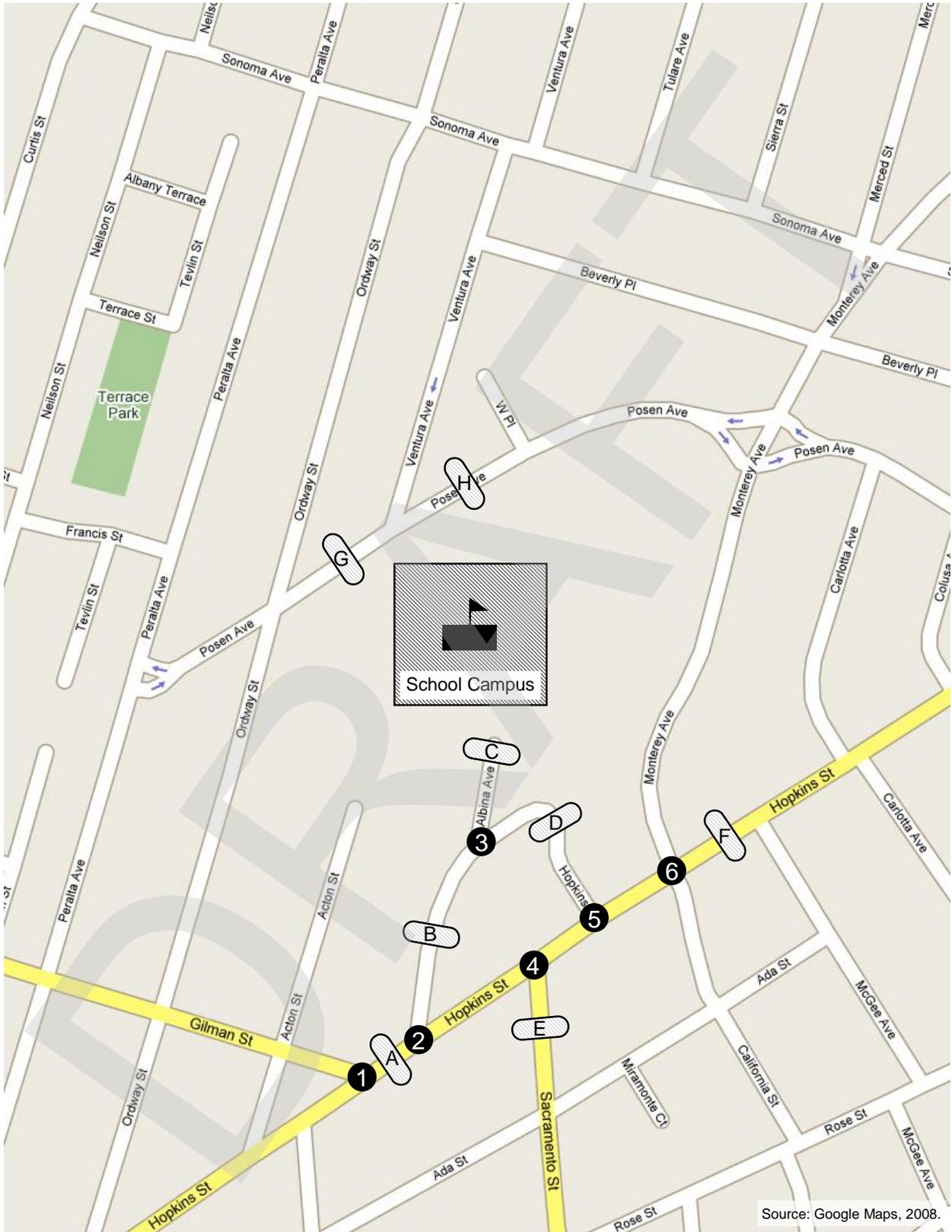
Intersection turning movement counts were conducted for the before school (7:00 AM to 9:00 AM) and after school (1:00 PM to 3:00 PM) periods on one non-school and one school weekday between Tuesday and Thursday. The following study intersections in the vicinity of the school were selected for analysis:

1. Hopkins Street / Gilman Street (*all-way stop-controlled*);
2. Hopkins Street / Albina Avenue (*one-way stop-controlled*);
3. Hopkins Street / Sacramento Street (*signalized*);
4. Hopkins Street / Hopkins Court (*one-way stop-controlled*);
5. Hopkins Street / Monterey Avenue (*all-way stop-controlled*); and,
6. Albina Avenue / Hopkins Court (*one-way stop-controlled*).

The location of these intersections in relation to the school is illustrated in **Figure 1**. Turning movement counts are included in the **Appendix A**.

An intersection level-of-service (LOS) analysis for the study intersections was conducted for the before school and after school peak hours based on the 2000 *Highway Capacity Manual* (HCM) methodology. Existing level-of-service is summarized in **Table 1**. LOS calculation worksheets are included in **Appendix D**.

It should be noted that some intersections appear to operate worse without the school than with the school. This is primarily due to the variability of daily traffic conditions, which can vary up to ten percent from one day to another. As shown in **Table 1**, the effect of school-generated traffic is most noticeable at intersections closest to the school such as Hopkins Street / Albina Avenue, Hopkins Street / Hopkins Court, and Albina Avenue / Hopkins Court. However, the effect of school traffic on the level-of-service at the six study intersections is generally negligible, and all study intersections operate at LOS C or better. The City of Berkeley has a general intersection standard of LOS D or better.



- 3** Study Intersection
- E** Tube Count Location

SAINT MARY'S COLLEGE HIGH SCHOOL MASTER PLAN

**Figure 1**  
**ANALYSIS LOCATIONS**

**Table 1: Intersection Level of Service**

#	Intersection	Existing Conditions Without School		Existing Conditions With School		Change in Delay
		LOS	Delay	LOS	Delay	
<b>Before School</b>						
1	Hopkins Street / Gilman Street	C	15.4	B	14.3	-1.1
2	Hopkins Street / Albina Avenue	B	12.3	C	18.2	+5.9
3	Hopkins Street / Sacramento Street	C	21.6	C	21.2	-0.4
4	Hopkins Street / Hopkins Court	B	14.2	B	14.5	+0.3
5	Hopkins Street / Monterey Avenue	B	13.3	B	13.8	+0.5
6	Albina Avenue / Hopkins Court	A	8.6	A	9.7	+1.1
<b>After School</b>						
1	Hopkins Street / Gilman Street	C	17.9	C	15.3	-2.6
2	Hopkins Street / Albina Avenue	B	14.3	C	15.9	+1.6
3	Hopkins Street / Sacramento Street	C	21.1	B	19.8	-1.3
4	Hopkins Street / Hopkins Court	B	12.2	B	12.4	+0.2
5	Hopkins Street / Monterey Avenue	B	12.5	B	11.1	-1.4
6	Albina Avenue / Hopkins Court	A	8.6	A	8.9	+0.3

Source: DMJM Harris, 2008.

Notes:

Delay in seconds per vehicle.

For signalized intersections (Intersection 3), delay is the average delay for all vehicles in the intersection.

For unsignalized intersections (Intersections 1, 2, 4, 5, 6), delay is the average delay for the worst minor approach.

**Roadway Traffic Volumes**

Twenty-four-hour pneumatic hose counts were collected at eight locations in the vicinity of the school:

- A. Hopkins Street between Gilman Street and Albina Avenue;
- B. Albina Avenue between Hopkins Street and Hopkins Court;
- C. Albina Avenue north of Hopkins Court;
- D. Hopkins Court between Hopkins Street and Albina Avenue;
- E. Sacramento Street between Hopkins Street and Ada Street;
- F. Hopkins Street between Monterey Avenue and McGee Avenue;
- G. Posen Avenue between Ordway Street and Ventura Avenue; and,
- H. Posen Avenue between Ventura Avenue and West Place.

The eight hose count locations are illustrated in **Figure 1**. The hose count data is included in **Appendix B**.

The hose count data illustrates both the variability of traffic throughout the day as well as the difference in traffic volumes with and without the school. **Chart 1** through **Chart 3** illustrate twenty-four-hour count data for the following locations which provide direct access to the school campus:

- B. Albina Avenue between Hopkins Street and Hopkins Court;
- D. Hopkins Court between Hopkins Street and Albina Avenue; and,
- G. Posen Avenue between Ordway Street and Ventura Avenue.

As shown in **Chart 1** through **Chart 3**, traffic on school days peaks during the before school (7:00 AM to 9:00 AM) and after school (2:00 PM to 4:00 PM) periods. There is also some peaking around the lunchtime (12:00 PM to 1:00 PM) and evening (5:00 PM to 6:00 PM) periods. The former is likely associated with faculty, students, and staff going outside of campus for lunch; the latter is likely associated with extracurricular events which keep students on campus after school and residents returning home from work and other activities. The highest volume occurs during the before school period, but does not exceed 100 vehicles.

#### ***Vehicles Using Hopkins Court***

As shown in **Chart 2**, traffic volumes on Hopkins Court are higher with school than without school. This indicates that school-related traffic is likely using Hopkins Court to access the Albina Avenue entrance to campus. Volumes in the northbound direction are noticeably higher than the southbound direction, indicating that most traffic on Hopkins Court is traveling primarily northbound. Based on the location of Hopkins Court in relation to access roadways, these school-related vehicles are likely coming from east Berkeley and traveling down westbound Hopkins Street. Traffic in the northbound direction peaks during the lunchtime and after school periods, which would indicate that this increase in traffic is likely a direct result of the school.

Observations during the before school peak period indicated that the number of vehicles using Hopkins Court appears to have increased since the 2005 study. On the day of observation, there were no school staff present at the intersection of Albina Avenue / Hopkins Court.

Chart 1a: Location B (Albina Avenue between Hopkins Street and Hopkins Court) – Northbound

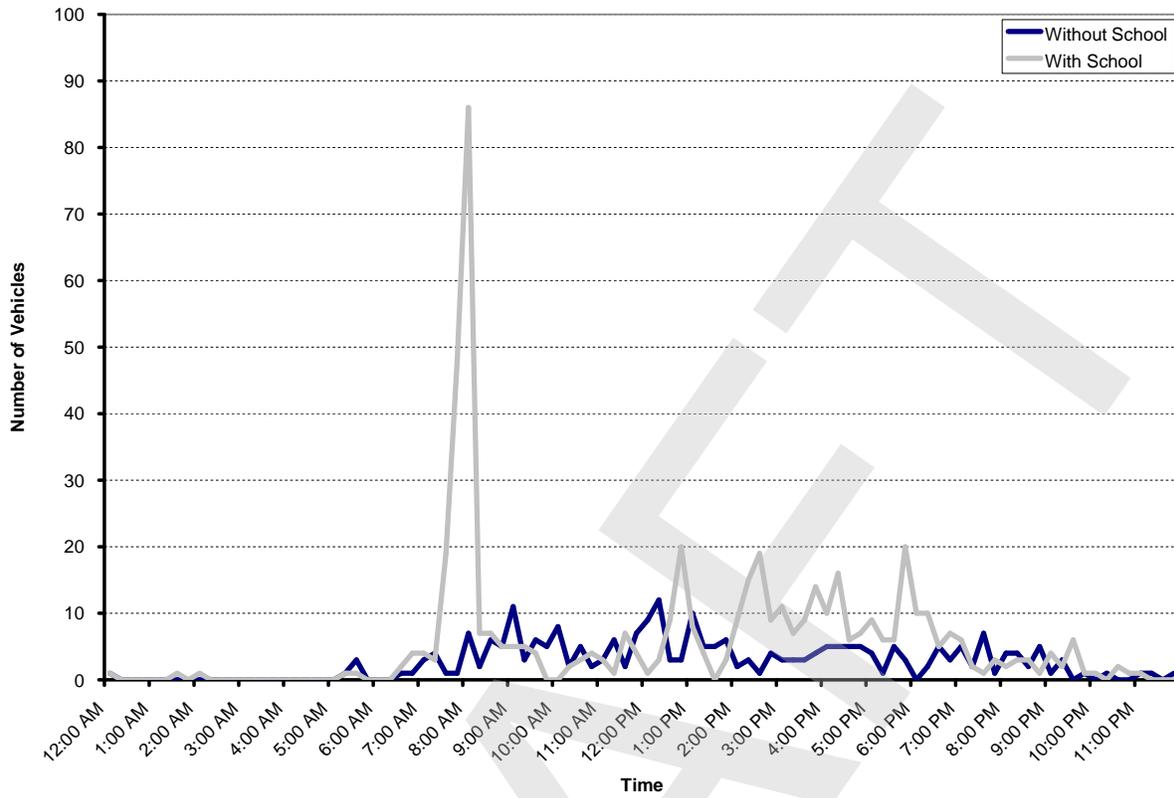


Chart 1b: Location B (Albina Avenue between Hopkins Street and Hopkins Court) – Southbound

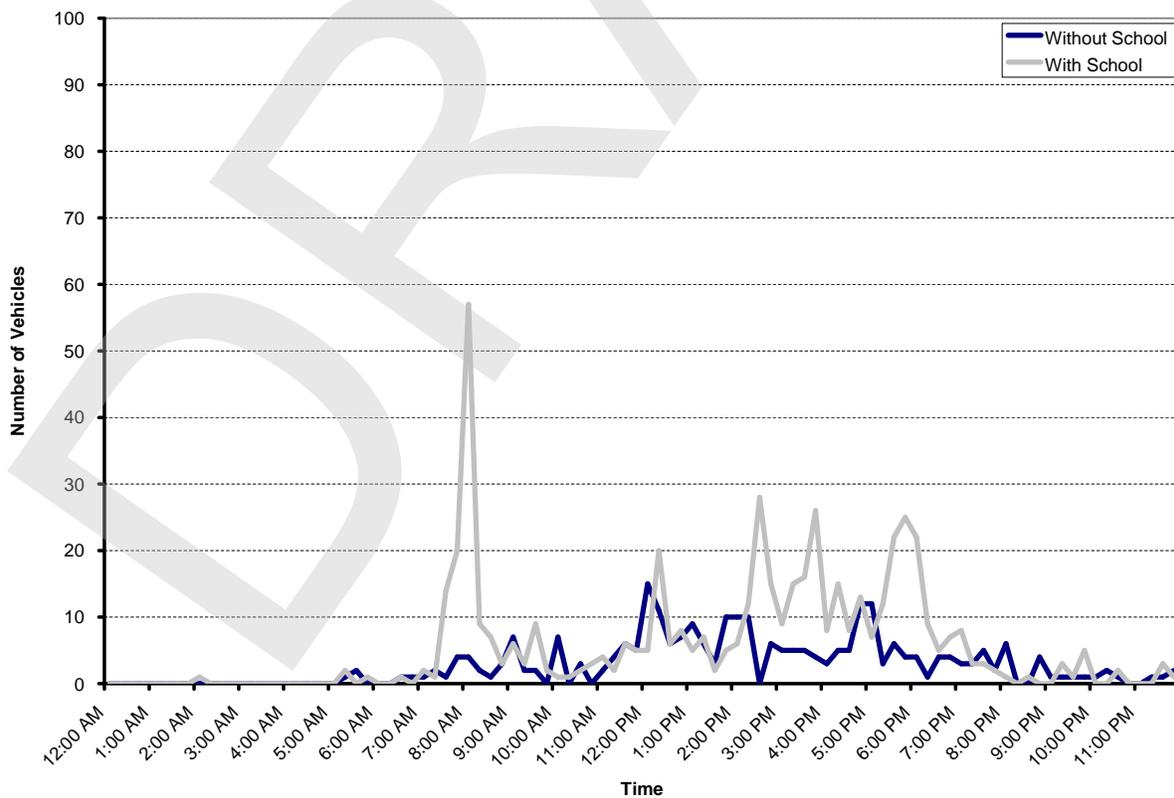


Chart 2a: Location D (Hopkins Court between Albina Avenue and Hopkins Street) – Northbound

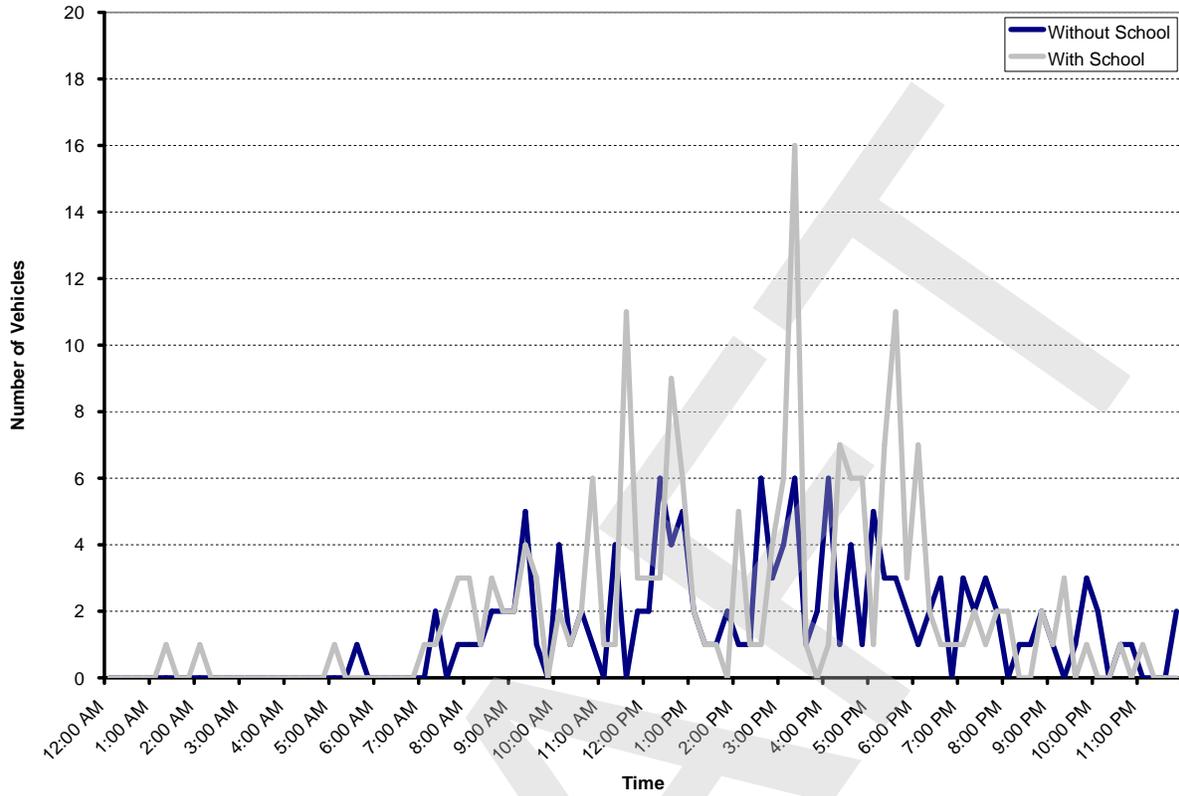


Chart 2b: Location D (Hopkins Court between Albina Avenue and Hopkins Street) – Southbound

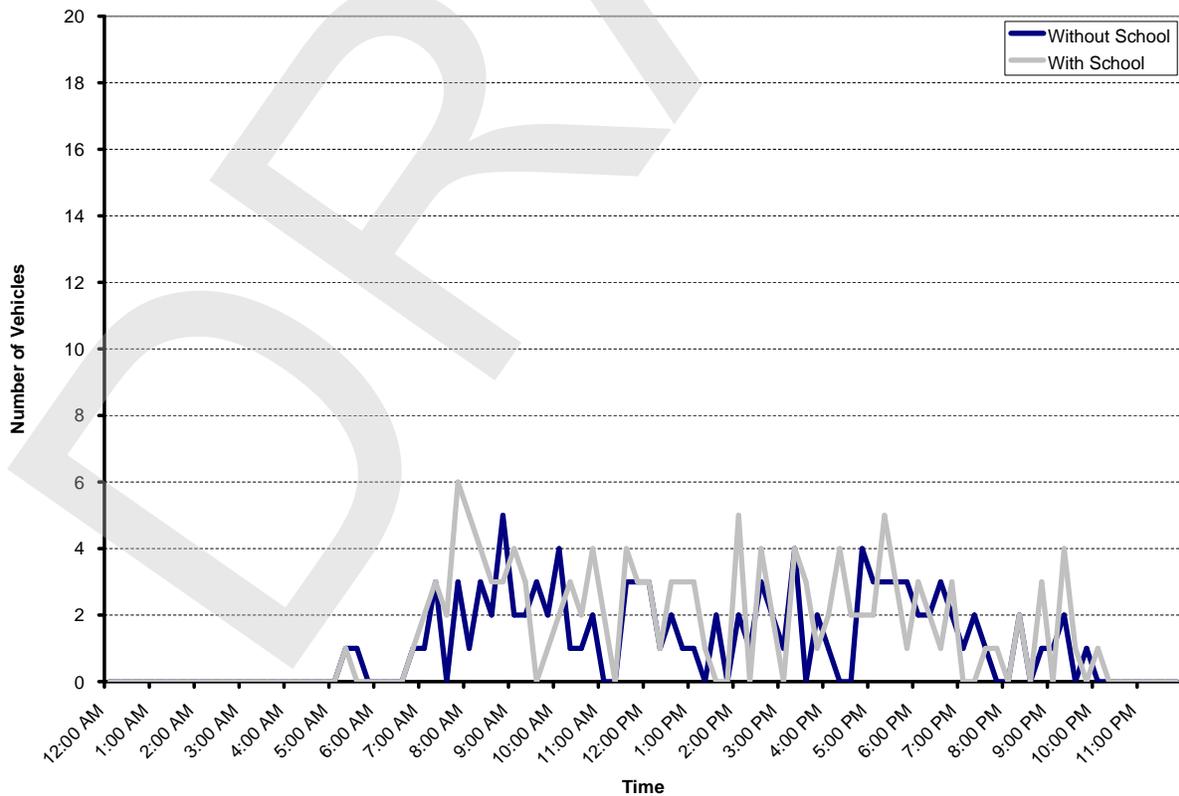


Chart 3a: Location G (Posen Avenue between Ordway Street and Ventura Avenue) – Eastbound

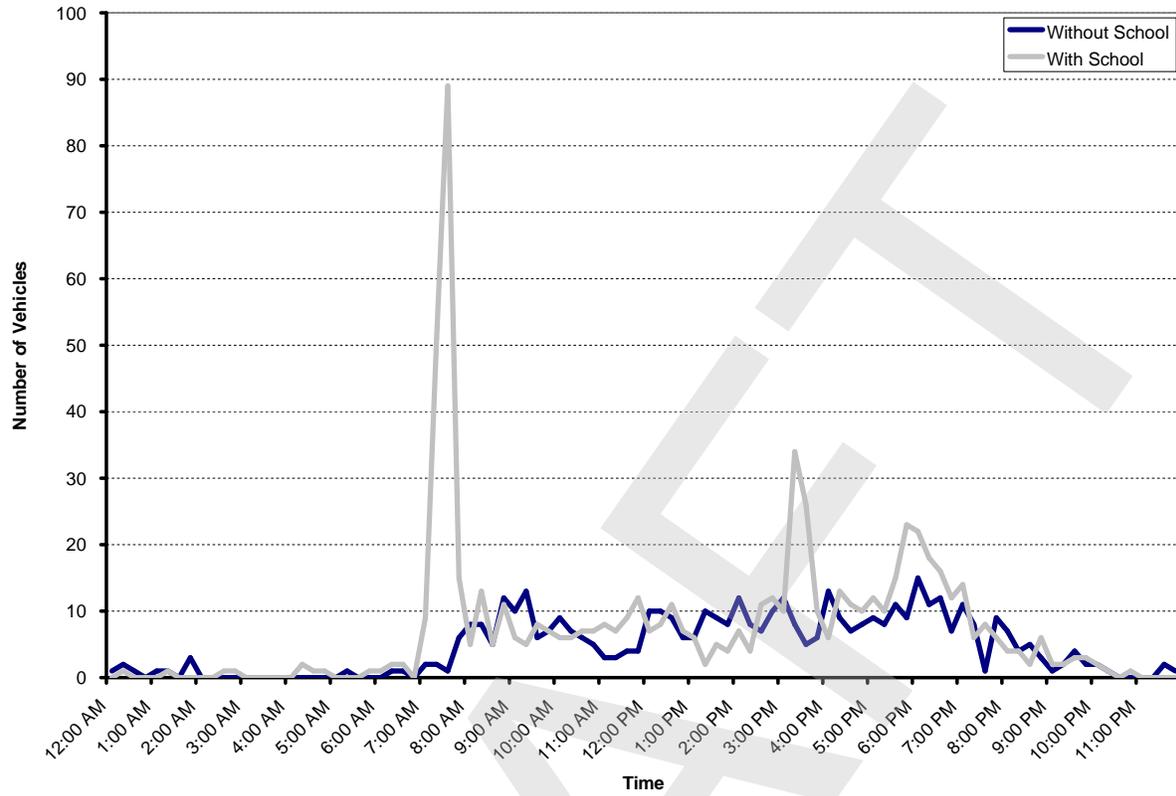
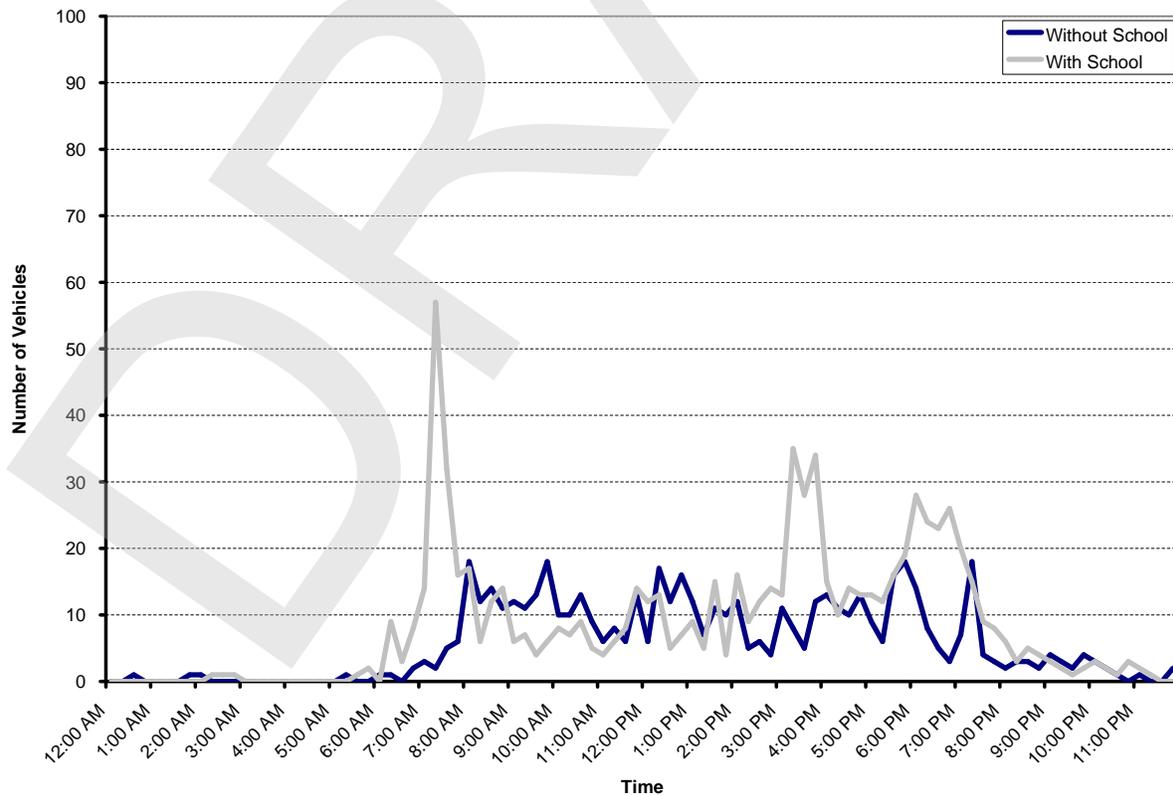


Chart 3b: Location G (Posen Avenue between Ordway Street and Ventura Avenue) – Westbound



### **On-Street Parking**

On-street parking surveys were conducted during the school midday (1:00 PM to 3:00 PM) and weekday evening (5:00 PM to 7:00 PM) periods. The results for selected key roadways in the vicinity of the campus are summarized in **Table 2**.

**Table 2: On-Street Parking Occupancy**

Segments	Street Side	Occupancy	
		Midday	Evening
Ordway Street between Sonoma Street and Posen Avenue	West	71%	79%
	East	54%	77%
Ordway Street between Posen Avenue and Gilman Street	West	52%	57%
	East	43%	45%
Ventura Avenue between Sonoma Street and Posen Avenue	West	56%	53%
	East	55%	58%
Posen Avenue between Ordway Avenue and Ventura Avenue	North	36%	27%
	South <sup>(1)</sup>	67%	33%
Posen Avenue between Ventura Avenue and Monterey Avenue	North	33%	38%
	South <sup>(2)</sup>	100%	34%
Monterey Avenue between Posen Avenue and Hopkins Street	West	73%	51%
	East	64%	60%
Acton Street between St. Mary's School and Hopkins Street	West	39%	29%
	East	39%	39%
Albina Avenue between St. Mary's School and Hopkins Street	West	48%	48%
	East	100%	53%
Hopkins Street between Gilman Street and Monterey Avenue	North	100%	42%
	South	83%	74%
Hopkins Court between Albina Avenue and Hopkins Street	West	53%	59%
	East	55%	60%

Source: DMJM Harris – May 2008

**Notes:**

<sup>(1)</sup> Does not include school student parking adjacent to school property.

<sup>(2)</sup> School student parking only.

As shown in **Table 2**, during the school midday period, the designated on-street school spaces along Posen Avenue are at 100% occupancy. High occupancies were also observed along Hopkins Street between Albina Avenue and Monterey Avenue, although some portions of curb along Hopkins Street serve as bus stops or are otherwise marked as red zones.

### **Speeding**

Speed surveys were conducted on Albina Avenue between Hopkins Street and Hopkins Court in November 2007 by the City of Berkeley. The results indicate that the 85th percentile speed for traffic using this stretch of Albina Avenue is between 24 and 26 miles per hour both during and outside the weekday school peak periods, which is consistent with the posted speed limit of 25 mph. The data would also seem to confirm conclusions from the 2005 study, which stated that speeding was not a significant problem. The City of Berkeley speed survey data is included in **Appendix C**.

## **Travel Demand**

Although the school's Master Plan proposes several large projects to improve facilities for student, faculty, and staff use, it does not propose an increase in enrollment. Therefore, an increase in the number of school-generated vehicle trips is not expected as a result of implementation of the Master Plan projects and a quantitative traffic analysis of the expected impacts was not conducted.

## **Potential Impacts due to Implementation of the Master Plan**

### Traffic and Circulation

An LOS analysis of six key intersections in the vicinity of the school indicated that the effect of school traffic on intersection performance is most noticeable at the intersections of Hopkins Street / Albina Avenue, Hopkins Street / Hopkins Court, and Albina Avenue / Hopkins Court. However, the overall effect of school traffic on the performance of nearby intersections was generally negligible, as the intersections already perform at LOS C or better. All study intersections performed better than the City of Berkeley policy standard of LOS D. Average delays were generally only one to two seconds higher with school than without school. Since the Master Plan does not propose any increases in student enrollment, it is unlikely that school-related traffic volumes will increase as a result of implementation of the Master Plan, in which case any future deterioration in level of service would not be a direct result of the school.

Furthermore, since the Master Plan does not propose any changes to campus access, it is unlikely that circulation patterns will change as a result of implementation of the Master Plan.

### Transit

The Master Plan does not propose any increases in student enrollment. Therefore, it is unlikely that school-related transit trips will increase as a result of implementation of the Master Plan. Because no increases in automobile, pedestrian, or bicycle traffic are expected, impacts to transit operations due to other traffic is not expected.

Since the Master Plan does not propose any changes which would shift school-related trips onto transit, it is not expected that the Master Plan would cause an increase in transit trips. Transit services in the area currently operate with excess capacity.

### Pedestrian and Bike

The Master Plan does not propose any increases in student enrollment. Therefore, it is unlikely that school-related pedestrian and bike trips will increase as a result of implementation of the Master Plan.

Since it is not expected that the Master Plan will change traffic or circulation patterns in the area, no impacts to pedestrian or bike safety are expected. Observations of pedestrian and bicycle conditions are generally good and that pedestrian and bicycle access to the school is generally safe, given the constraints of Hopkins Street.

### Parking

The Master Plan proposes an increase in on-campus parking of 15 spaces, which is expected to relieve school midday on-street parking demand as some students currently park in on-street spaces in non-designated areas.

Although implementation of the Master Plan will allow for the simultaneous use of some facilities such as the existing gymnasium and the proposed multi-use facility, the school should ensure that any events do not exceed the school's on-campus parking capacity. The school should encourage parents and other visitors to use only on-campus parking for these events.

The proposed chapel is intended primarily for student use and will likely not be used for regular Sunday services. Although special services would occasionally be offered, turnout for similar services in the school's existing facilities has historically been low. Given that the chapel will only have capacity for 200 persons and any special events will involve parents and their schoolchildren who would likely be carpooling, on-campus parking is expected to be sufficient to handle parking demand for these events. The school should encourage all visitors for such an event to use only on-campus parking.

### Construction Impacts

Construction of the projects proposed in the Master Plan could cause significant impacts to the surrounding neighborhood if not properly managed. While some construction activities such as the athletic field renovation could feasibly occur entirely outside of the school year, the proposed renovation and construction of other campus facilities would run into the school year.

Since funding is dependent upon donations, the school has no definite schedule for the proposed Master Plan projects, but has indicated that renovation of the athletic field is the first priority and would start construction immediately. Improvements to the music building, the new chapel, and renovation and expansion of Saint Joseph's Hall would follow, all three of which would start construction within the next five years. The other projects would start construction within the next 10 to 20 years.

Because school student parking is at capacity, any temporary removal of on-campus parking due to construction activities would likely force students who currently park on campus to use on-street spaces in non-designated areas. Therefore, staging for materials, parking for construction vehicles, and other construction activities should be done on-site in areas not currently used for on-campus parking.

It should also be noted that because of the heavy residential nature of the neighborhood, including many narrow streets, it will be necessary to ensure that construction truck traffic does not cause unnecessary traffic, safety, or noise impacts. The project sponsor should consult with City of Albany and City of Berkeley staff to draft a truck routing plan and ensure that construction-related traffic impacts are kept to a minimum.

## **Recommendations**

### Enforce Existing "Good Neighbor" Policies

Based on observations of existing conditions and the results of the traffic counts, more consistent school enforcement of traffic rules and regulations is recommended. On the day of observation, the number of vehicles using Hopkins Court was observed to have increased since the 2005 study. Counts indicated that traffic on Hopkins Court is significantly higher on school days than on non-school days. Because Hopkins Court has an extremely narrow roadway and sidewalk, use of Hopkins Court by school traffic should be immediately discouraged, with the use of alternative routes—including but not limited to Albina Avenue—encouraged. Staff should be present on Albina Avenue on a consistent basis to discourage use of Hopkins Court.

It is also recommended that school staff also monitor speeding vehicles, particularly along Albina Avenue. While the data indicates that there is not a significant difference in 85th percentile speeds between school peak and school off-peak periods, school staff could take a more active role to reduce speeds further as this a particularly sensitive issue with City of Berkeley neighbors. Since there is significant student pedestrian traffic along Albina Avenue, voluntary enforcement of speeding laws would seem to benefit all stakeholders. If speeding is perceived to be a serious issue, a speed bump would be an effective deterrent for speeding along Albina Avenue, but any traffic calming measures would need approval from the appropriate City of Berkeley staff before implementation.

#### Encourage Use of the Monterey Avenue Drop-off Zone

In addition, parents should be encouraged to use the Monterey Avenue drop-off zone, which is currently significantly underutilized. One goal could be to require that a certain percentage of school-generated vehicle trips use the Monterey Avenue zone. This could be feasibly accomplished by forcing vehicles which have license plate numbers ending in certain numbers or students who belong to certain classes to use only that zone on a given day or week. Compliance could be enforced by having school staff present at each of the drop-off zones. This solution is simple, but would more equitably distribute school-related vehicle trips among the three access points.

#### Implement Angled Parking on Posen Avenue

Recommended in the 2005 study was the introduction of angled parking along the south side of Posen Avenue east of the existing school driveway. Angled parking would not only increase the number of available school parking spaces but also reduce the travel lane width in the eastbound direction and encourage drivers to drive slower. The 2005 study conducted a survey which indicated that 7% of students (42 students) drove to campus either alone or with others and parked in on-street spaces surrounding the campus. It is expected that the implementation of angled parking could relieve some of the existing demand for on-street spaces due to school-related traffic.

#### Encourage Use of Alternative Travel Modes

Given the high traffic volumes in the area and the fact that students and faculty generally bring some form of baggage with them on their trip, increasing bicycle usage is not expected to be an effective means of reducing school-related automobile traffic. Long distances, terrain, and weather conditions can also easily discourage bicycling to work or school. Although bike racks were recently installed at three locations on campus, only two to three staff and faculty bike regularly to the school.

Transit use, however, could be encouraged among school students, faculty, and staff by providing incentives, such as discounted transit passes or tickets. Such programs have proven successful at other educational facilities including Stanford University and UC Berkeley, albeit on a much larger scale. In conjunction with encouraging transit use could be the provision of a free shuttle running between the North Berkeley BART station and the school, timed to the arrival of BART trains or AC Transit buses at the station. By removing the ten- to fifteen-minute walk between the station and campus, more students could find BART or AC Transit an attractive transportation alternative.

#### Conduct a Feasibility Study for a Hopkins Street Residential Parking Permit (RPP) Zone

Based on the parking occupancy surveys, occupancy rates along Hopkins Street between Gilman Street and Monterey Avenue are higher during the school midday period than in the weekday evening period. However, the problem appears to be concentrated to Hopkins Street, as most other streets in the area have relatively low on-street parking occupancy.

A residential parking permit (RPP) zone could feasibly be implemented along Hopkins Street and surrounding streets to ensure that residents have sufficient on-street parking for their own use, which would likely force non-residents who currently park there to use other streets. Such a measure, however, would require approval from the Berkeley Traffic Engineer's Office and Berkeley City Council before implementation. It would also be necessary to perform additional study, particularly on the stretch of Hopkins Street east of Monterey Avenue, which is home to several local businesses. A reduction in on-street visitor parking in the neighborhood could have a significant impact on these businesses. It should also be noted that the neighborhood is within both the City of Berkeley and the City of Albany, so a RPP zone implemented by the City of Berkeley could force vehicles to park in Albany instead. Any proposed zone would likely require input from City of Albany staff as well to ensure that any perceived on-street parking issues are not simply pushed somewhere else.

## **Conclusions**

Because school enrollment will not increase, implementation of the Saint Mary's College High School Master Plan is not expected to impact traffic conditions in the vicinity of the campus. However, there may be some impacts as a result of construction activities which should be managed effectively and kept to a minimum. The school should consult with both City of Albany and City of Berkeley staff to develop a construction traffic plan that addresses any traffic, safety, or other environmental concerns that may arise as a result of construction activities on campus.

Observations and data on existing conditions indicate that the school is generally a "good neighbor," considering that it is located within a primarily residential neighborhood and has limited access. Increased traffic enforcement by school staff is recommended to reduce speeding and use of Hopkins Court by school-related vehicles. Other improvement measures could be implemented by the school on a "good faith" basis, including more equitable use of the three existing drop-off zones and the encouragement of transit use.

The midday parking occupancy rates along Hopkins Street between Gilman Street and Monterey Avenue would appear to justify a residential parking permit (RPP) zone. Implementation of an RPP zone would, however, require a comprehensive study of all streets in the area and approval from the City of Berkeley, and likely the City of Albany.

# Appendix

- A: Intersection Turning Movement Counts
- B: Pneumatic Hose Counts
- C: Speed Survey Data
- D: Intersection Level of Service Calculations



## Appendix A: Intersection Turning Movement Counts

DRAFT



# All Traffic Data

(916) 771-8700  
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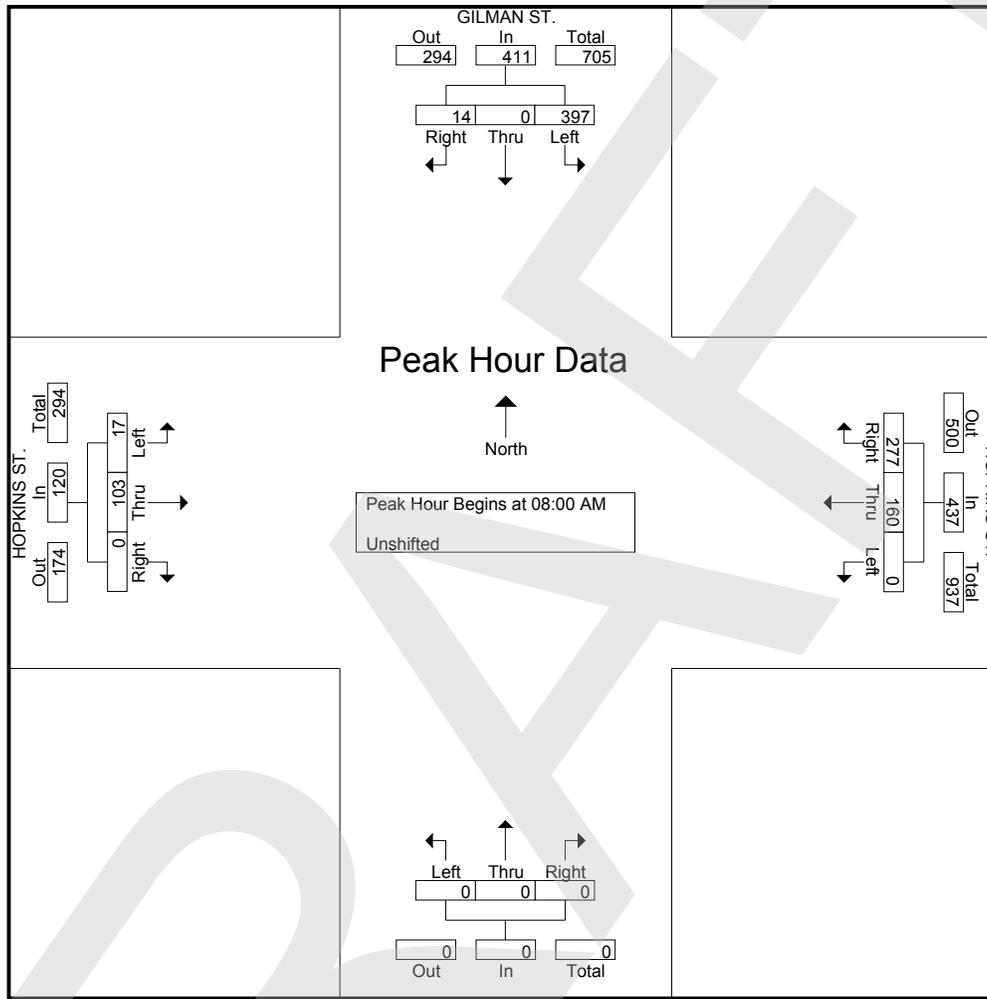
BERKELEY

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Start Date : 03/27/2008  
Page No : 1

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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
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07:15 AM	66	0	0	4	66	0	8	43	0	51	0	0	0	0	0	0	14	0	0	14	4	131	135
07:30 AM	80	0	1	4	81	0	13	35	1	48	0	0	0	0	0	2	19	0	0	21	5	150	155
07:45 AM	94	0	6	3	100	0	27	55	0	82	0	0	0	0	0	2	32	0	0	34	3	216	219
Total	286	0	7	11	293	0	56	156	3	212	0	0	0	0	0	4	73	0	0	77	14	582	596
08:00 AM	102	0	3	5	105	0	40	50	0	90	0	0	0	0	0	5	23	0	0	28	5	223	228
08:15 AM	93	0	4	8	97	0	35	70	0	105	0	0	0	0	0	4	33	0	0	37	8	239	247
08:30 AM	98	0	7	3	105	0	37	78	1	115	0	0	0	0	0	6	18	0	1	24	5	244	249
08:45 AM	104	0	0	2	104	0	48	79	0	127	0	0	0	0	0	2	29	0	0	31	2	262	264
Total	397	0	14	18	411	0	160	277	1	437	0	0	0	0	0	17	103	0	1	120	20	968	988
*** BREAK ***																							
01:00 PM	88	0	6	3	94	0	20	92	0	112	0	0	0	0	0	5	29	0	0	34	3	240	243
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01:30 PM	82	0	6	4	88	0	24	105	0	129	0	0	0	0	0	1	24	0	0	25	4	242	246
01:45 PM	83	0	4	3	87	0	21	94	0	115	0	0	0	0	0	4	25	0	0	29	3	231	234
Total	341	0	19	12	360	0	88	383	0	471	0	0	0	0	0	12	97	0	0	109	12	940	952
02:00 PM	91	0	6	4	97	0	21	103	0	124	0	0	0	0	0	3	29	0	0	32	4	253	257
02:15 PM	76	0	1	3	77	0	21	104	1	125	0	0	0	0	0	3	22	0	0	25	4	227	231
02:30 PM	94	0	1	4	95	0	28	111	1	139	0	0	0	0	0	2	28	0	0	30	5	264	269
02:45 PM	87	0	1	5	88	0	28	94	0	122	0	0	0	0	0	6	28	0	0	34	5	244	249
Total	348	0	9	16	357	0	98	412	2	510	0	0	0	0	0	14	107	0	0	121	18	988	1006
Grand Total	1372	0	49	57	1421	0	402	1228	6	1630	0	0	0	0	0	47	380	0	1	427	64	3478	3542
Apprch %	96.6	0	3.4			0	24.7	75.3			0	0	0			11	89	0					
Total %	39.4	0	1.4		40.9	0	11.6	35.3		46.9	0	0	0		0	1.4	10.9	0		12.3	1.8	98.2	

Start Time	GILMAN ST. Southbound				HOPKINS ST. Westbound				Northbound				HOPKINS ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	102	0	3	105	0	40	50	90	0	0	0	0	5	23	0	28	223
08:15 AM	93	0	4	97	0	35	70	105	0	0	0	0	4	33	0	37	239
08:30 AM	98	0	7	105	0	37	78	115	0	0	0	0	6	18	0	24	244
08:45 AM	104	0	0	104	0	48	79	127	0	0	0	0	2	29	0	31	262
Total Volume	397	0	14	411	0	160	277	437	0	0	0	0	17	103	0	120	968
% App. Total	96.6	0	3.4		0	36.6	63.4		0	0	0		14.2	85.8	0		



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:00 PM

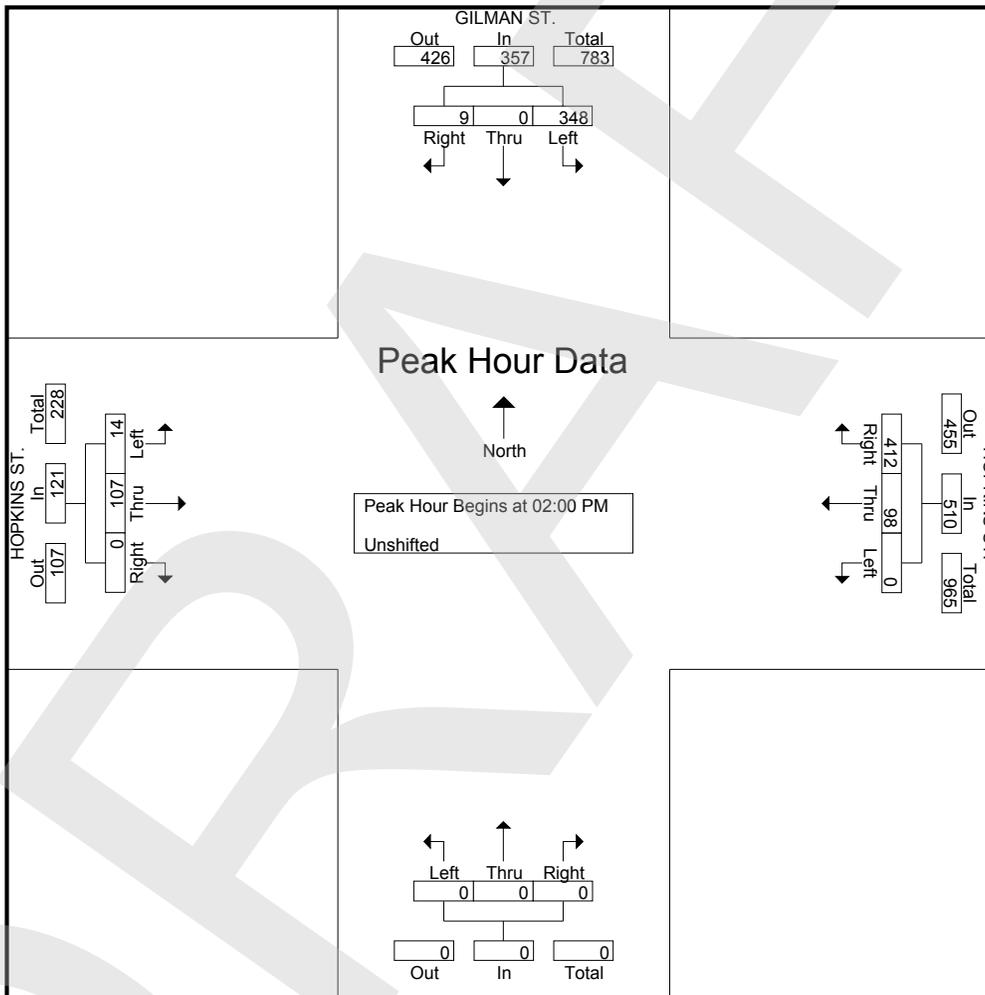
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02:30 PM	94	0	1	95	0	28	111	139	0	0	0	0	2	28	0	30	264
02:45 PM	87	0	1	88	0	28	94	122	0	0	0	0	6	28	0	34	244
Total Volume	348	0	9	357	0	98	412	510	0	0	0	0	14	107	0	121	988
% App. Total	97.5	0	2.5		0	19.2	80.8		0	0	0		11.6	88.4	0		
PHF	.926	.000	.375	.920	.000	.875	.928	.917	.000	.000	.000	.000	.583	.922	.000	.890	.936

# All Traffic Data

(916) 771-8700  
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BERKELEY

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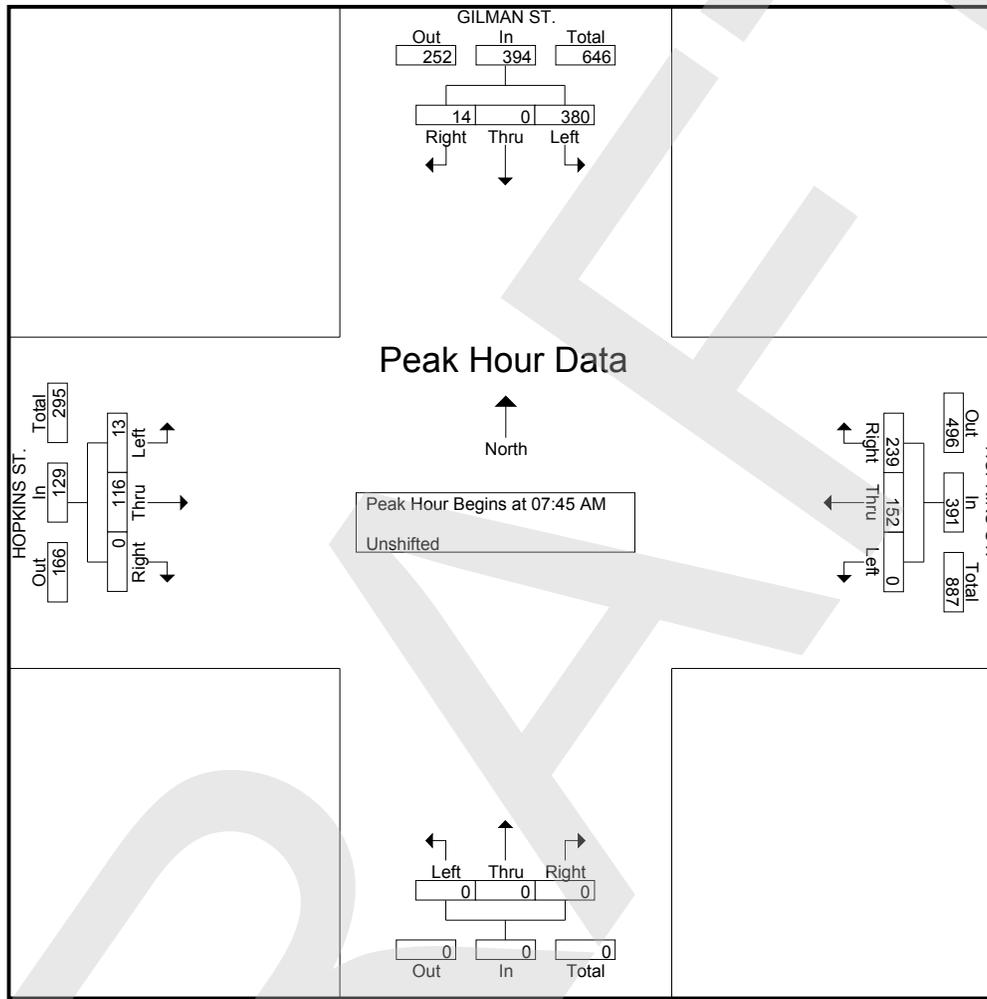
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07:15 AM	60	0	3	2	63	0	14	29	0	43	0	0	0	0	0	1	16	0	0	17	2	123	125
07:30 AM	71	0	0	1	71	0	25	50	3	75	0	0	0	0	0	2	21	0	0	23	4	169	173
07:45 AM	97	0	3	3	100	0	38	83	5	121	0	0	0	0	0	4	35	0	0	39	8	260	268
Total	268	0	6	7	274	0	90	187	9	277	0	0	0	0	0	8	80	0	0	88	16	639	655
08:00 AM	89	0	3	2	92	0	28	52	3	80	0	0	0	0	0	4	31	0	0	35	5	207	212
08:15 AM	94	0	5	4	99	0	51	48	2	99	0	0	0	0	0	3	20	0	1	23	7	221	228
08:30 AM	100	0	3	2	103	0	35	56	3	91	0	0	0	0	0	2	30	0	0	32	5	226	231
08:45 AM	98	0	2	6	100	0	37	78	0	115	0	0	0	0	0	1	20	0	0	21	6	236	242
Total	381	0	13	14	394	0	151	234	8	385	0	0	0	0	0	10	101	0	1	111	23	890	913
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01:15 PM	77	0	1	0	78	0	19	93	1	112	0	0	0	0	0	1	23	0	0	24	1	214	215
01:30 PM	62	0	1	0	63	0	28	74	4	102	0	0	0	0	0	2	29	0	0	31	4	196	200
01:45 PM	71	0	2	1	73	0	23	83	2	106	0	0	0	0	0	2	17	0	0	19	3	198	201
Total	294	0	9	2	303	0	93	327	7	420	0	0	0	0	0	5	97	0	0	102	9	825	834
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02:15 PM	86	0	2	4	88	0	28	85	6	113	0	0	0	0	0	2	26	0	1	28	11	229	240
02:30 PM	77	0	2	2	79	0	23	100	2	123	0	0	0	0	0	2	38	0	0	40	4	242	246
02:45 PM	92	0	5	2	97	0	29	85	0	114	0	0	0	0	0	5	34	0	0	39	2	250	252
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Grand Total	1284	0	39	32	1323	0	431	1098	32	1529	0	0	0	0	0	34	409	0	2	443	66	3295	3361
Apprch %	97.1	0	2.9			0	28.2	71.8			0	0	0			7.7	92.3	0					
Total %	39	0	1.2		40.2	0	13.1	33.3		46.4	0	0	0		0	1	12.4	0		13.4	2	98	

Start Time	GILMAN ST. Southbound				HOPKINS ST. Westbound				Northbound				HOPKINS ST. Eastbound				Int. Total
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08:00 AM	89	0	3	92	0	28	52	80	0	0	0	0	4	31	0	35	207
08:15 AM	94	0	5	99	0	51	48	99	0	0	0	0	3	20	0	23	221
08:30 AM	100	0	3	103	0	35	56	91	0	0	0	0	2	30	0	32	226
Total Volume	380	0	14	394	0	152	239	391	0	0	0	0	13	116	0	129	914
% App. Total	96.4	0	3.6		0	38.9	61.1		0	0	0		10.1	89.9	0		

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



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

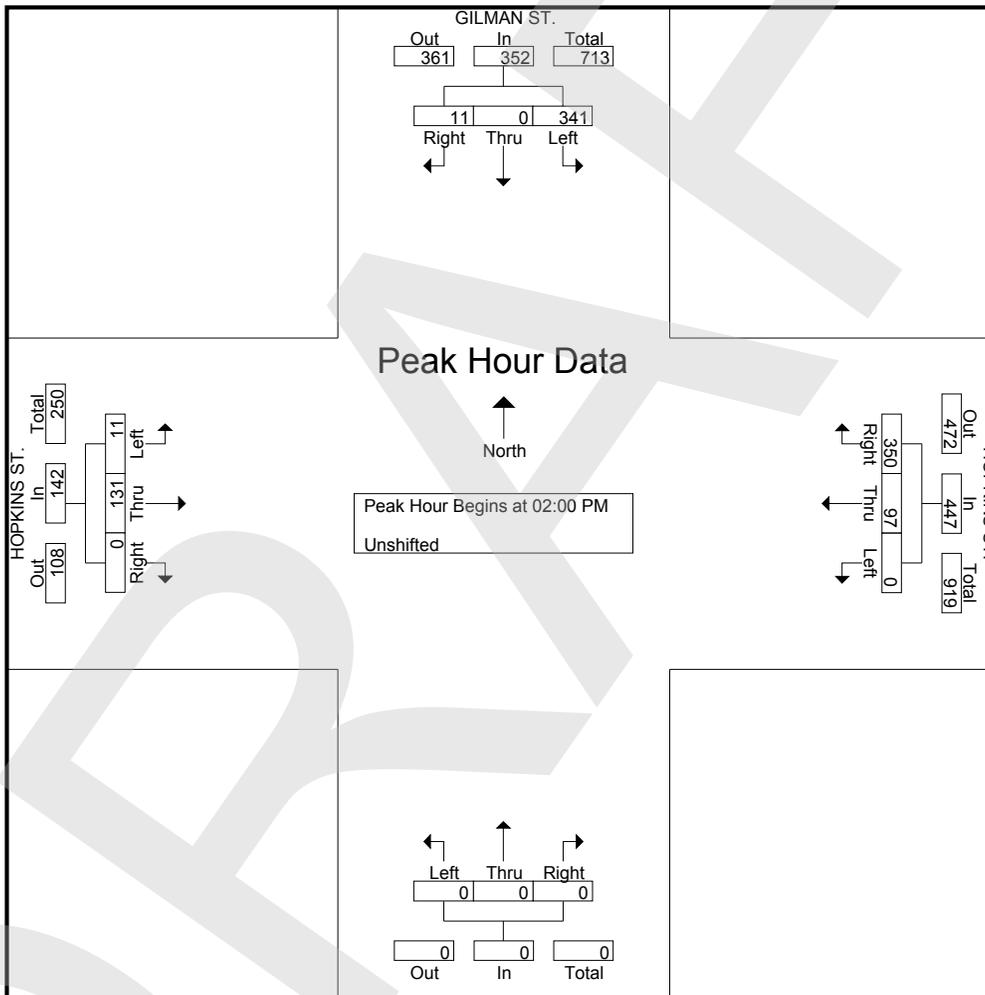
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02:30 PM	77	0	2	79	0	23	<b>100</b>	<b>123</b>	0	0	0	0	2	<b>38</b>	0	<b>40</b>	242
02:45 PM	<b>92</b>	0	<b>5</b>	<b>97</b>	0	<b>29</b>	85	114	0	0	0	0	<b>5</b>	34	0	39	<b>250</b>
Total Volume	341	0	11	352	0	97	350	447	0	0	0	0	11	131	0	142	941
% App. Total	96.9	0	3.1		0	21.7	78.3		0	0	0		7.7	92.3	0		
PHF	.927	.000	.550	.907	.000	.836	.875	.909	.000	.000	.000	.000	.550	.862	.000	.888	.941

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(916) 771-8700  
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Page No : 3



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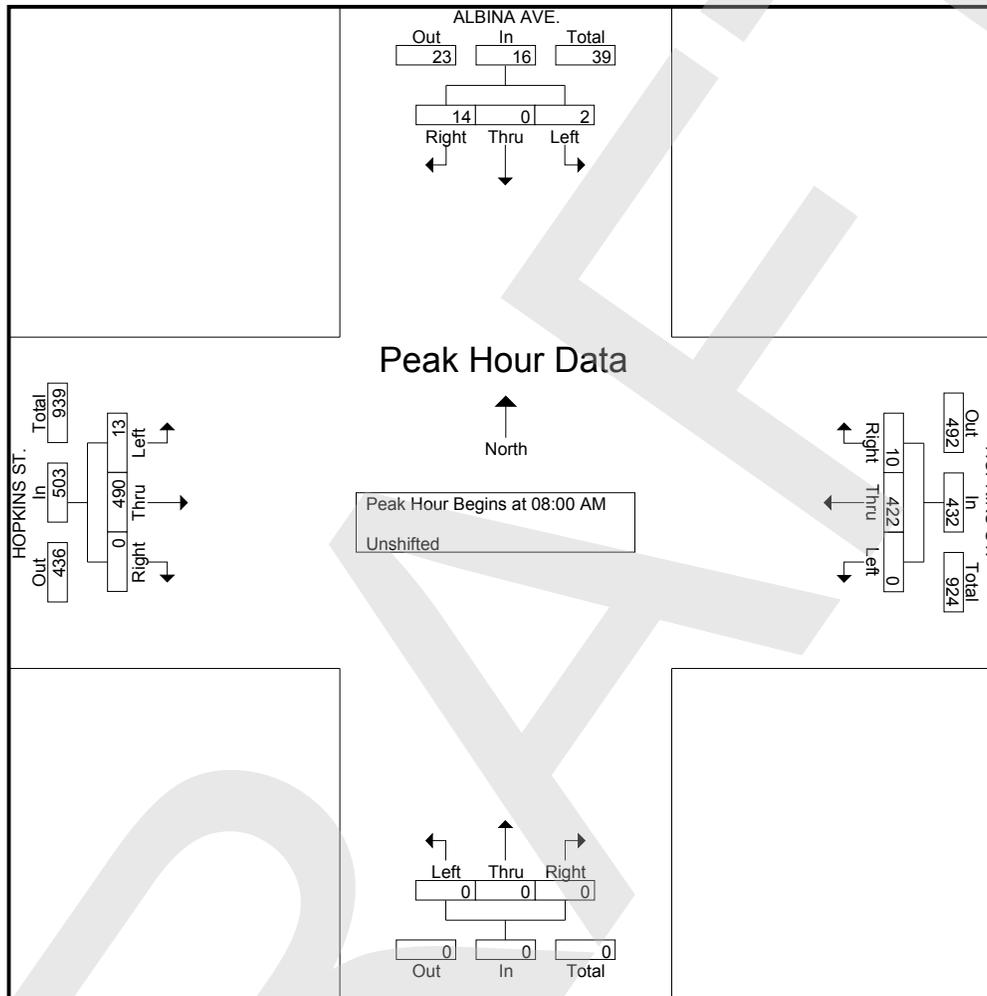
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Page No : 1

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07:00 AM	1	0	0	1	1	0	33	2	0	35	0	0	0	0	0	2	51	0	0	53	1	89	90
07:15 AM	1	0	3	0	4	0	48	1	0	49	0	0	0	0	0	0	80	0	0	80	0	133	133
07:30 AM	1	0	2	3	3	0	45	1	1	46	0	0	0	0	0	0	96	0	0	96	4	145	149
07:45 AM	1	0	3	1	4	0	81	2	0	83	0	0	0	0	0	5	124	0	0	129	1	216	217
<b>Total</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>207</b>	<b>6</b>	<b>1</b>	<b>213</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>351</b>	<b>0</b>	<b>0</b>	<b>358</b>	<b>6</b>	<b>583</b>	<b>589</b>
08:00 AM	0	0	3	1	3	0	90	2	1	92	0	0	0	0	0	0	127	0	0	127	2	222	224
08:15 AM	0	0	2	4	2	0	104	3	0	107	0	0	0	0	0	3	119	0	0	122	4	231	235
08:30 AM	0	0	1	2	1	0	108	3	0	111	0	0	0	0	0	2	119	0	0	121	2	233	235
08:45 AM	2	0	8	3	10	0	120	2	0	122	0	0	0	0	0	8	125	0	0	133	3	265	268
<b>Total</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>422</b>	<b>10</b>	<b>1</b>	<b>432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>490</b>	<b>0</b>	<b>0</b>	<b>503</b>	<b>11</b>	<b>951</b>	<b>962</b>
*** BREAK ***																							
01:00 PM	1	0	6	5	7	0	111	1	0	112	0	0	0	0	0	7	110	0	0	117	5	236	241
01:15 PM	0	0	2	4	2	0	112	1	0	113	0	0	0	0	0	3	104	0	0	107	4	222	226
01:30 PM	4	0	7	3	11	0	121	2	0	123	0	0	0	0	0	4	101	0	0	105	3	239	242
01:45 PM	4	0	4	1	8	0	116	0	0	116	0	0	0	0	0	2	105	0	1	107	2	231	233
<b>Total</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>13</b>	<b>28</b>	<b>0</b>	<b>460</b>	<b>4</b>	<b>0</b>	<b>464</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>420</b>	<b>0</b>	<b>1</b>	<b>436</b>	<b>14</b>	<b>928</b>	<b>942</b>
02:00 PM	2	0	8	5	10	0	117	1	0	118	0	0	0	0	0	3	120	0	0	123	5	251	256
02:15 PM	0	0	3	6	3	0	120	1	0	121	0	0	0	0	0	0	98	0	0	98	6	222	228
02:30 PM	1	0	3	4	4	0	134	0	0	134	0	0	0	0	0	1	121	0	0	122	4	260	264
02:45 PM	3	0	3	5	6	0	119	1	1	120	0	0	0	0	0	1	113	0	0	114	6	240	246
<b>Total</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>20</b>	<b>23</b>	<b>0</b>	<b>490</b>	<b>3</b>	<b>1</b>	<b>493</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>452</b>	<b>0</b>	<b>0</b>	<b>457</b>	<b>21</b>	<b>973</b>	<b>994</b>
<b>Grand Total</b>	<b>21</b>	<b>0</b>	<b>58</b>	<b>48</b>	<b>79</b>	<b>0</b>	<b>1579</b>	<b>23</b>	<b>3</b>	<b>1602</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>1713</b>	<b>0</b>	<b>1</b>	<b>1754</b>	<b>52</b>	<b>3435</b>	<b>3487</b>
Apprch %	26.6	0	73.4			0	98.6	1.4			0	0	0			2.3	97.7	0					
Total %	0.6	0	1.7		2.3	0	46	0.7		46.6	0	0	0		0	1.2	49.9	0		51.1	1.5	98.5	

Start Time	ALBINA AVE. Southbound				HOPKINS ST. Westbound				Northbound				HOPKINS ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	3	3	0	90	2	92	0	0	0	0	0	127	0	127	222
08:15 AM	0	0	2	2	0	104	3	107	0	0	0	0	3	119	0	122	231
08:30 AM	0	0	1	1	0	108	3	111	0	0	0	0	2	119	0	121	233
08:45 AM	2	0	8	10	0	120	2	122	0	0	0	0	8	125	0	133	265
<b>Total Volume</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>16</b>	<b>0</b>	<b>422</b>	<b>10</b>	<b>432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>490</b>	<b>0</b>	<b>503</b>	<b>951</b>
<b>% App. Total</b>	<b>12.5</b>	<b>0</b>	<b>87.5</b>		<b>0</b>	<b>97.7</b>	<b>2.3</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>2.6</b>	<b>97.4</b>	<b>0</b>		

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



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

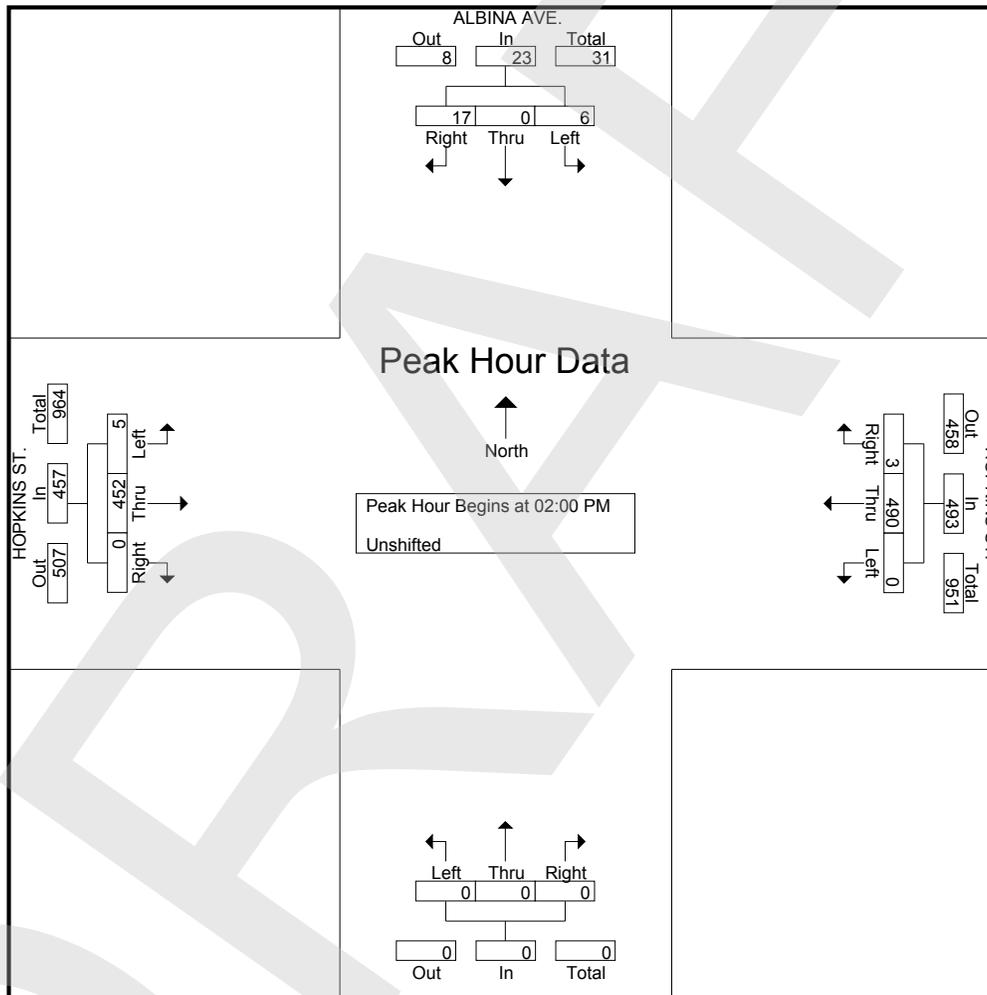
02:00 PM	2	0	<b>8</b>	<b>10</b>	0	117	<b>1</b>	118	0	0	0	0	<b>3</b>	120	0	<b>123</b>	251
02:15 PM	0	0	3	3	0	120	1	121	0	0	0	0	0	98	0	98	222
02:30 PM	1	0	3	4	0	<b>134</b>	0	<b>134</b>	0	0	0	0	1	<b>121</b>	0	122	<b>260</b>
02:45 PM	<b>3</b>	0	3	6	0	119	1	120	0	0	0	0	1	113	0	114	240
Total Volume	6	0	17	23	0	490	3	493	0	0	0	0	5	452	0	457	973
% App. Total	26.1	0	73.9		0	99.4	0.6		0	0	0		1.1	98.9	0		
PHF	.500	.000	.531	.575	.000	.914	.750	.920	.000	.000	.000	.000	.417	.934	.000	.929	.936

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-002 ALBINA-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 3



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

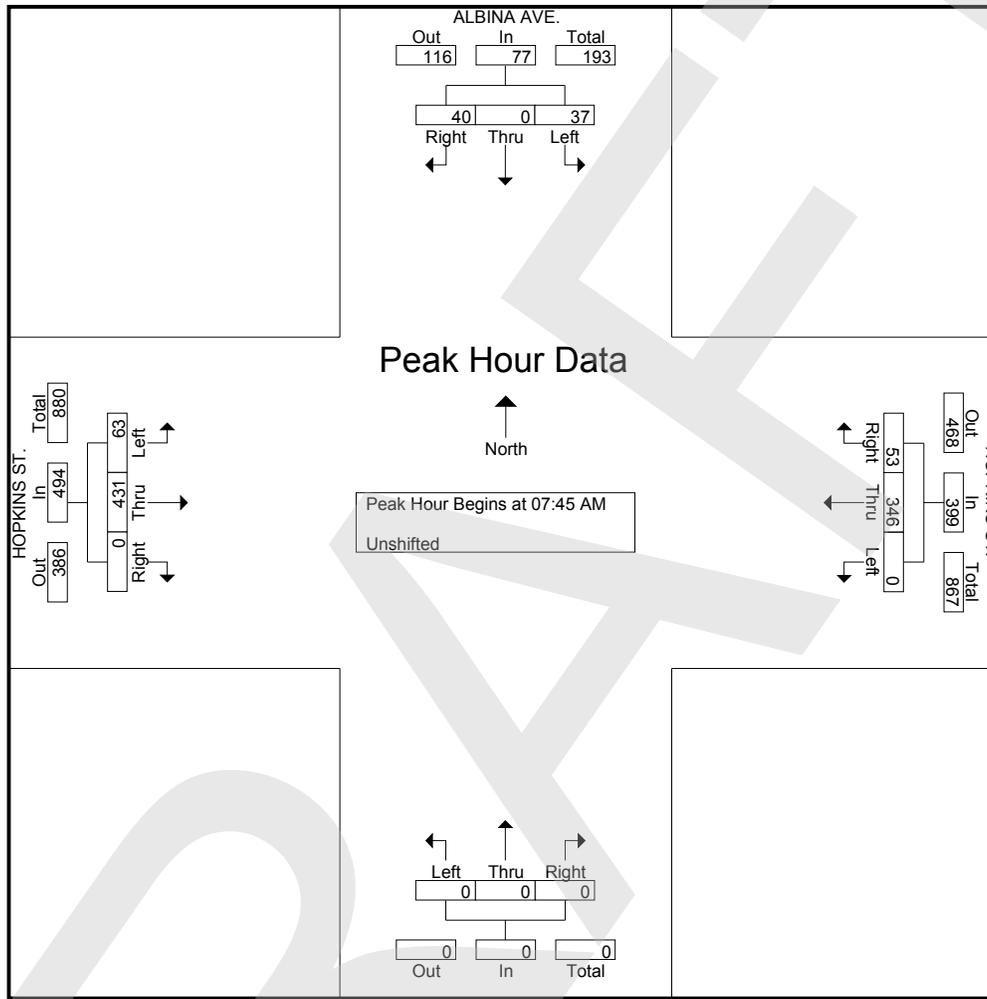
BERKELEY

File Name : 08-7200-002 ALBINA-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 1

### Groups Printed- Unshifted

Start Time	ALBINA AVE. Southbound					HOPKINS ST. Westbound					Northbound					HOPKINS ST. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	0	0	0	2	0	0	37	1	0	38	0	0	0	0	0	0	45	0	0	45	2	83	85
07:15 AM	2	0	6	3	8	0	40	9	0	49	0	0	0	0	0	9	67	0	0	76	3	133	136
07:30 AM	7	0	20	1	27	0	56	11	0	67	0	0	0	0	0	21	72	0	0	93	1	187	188
07:45 AM	26	0	26	1	52	0	90	44	0	134	0	0	0	0	0	50	80	0	0	130	1	316	317
Total	35	0	52	7	87	0	223	65	0	288	0	0	0	0	0	80	264	0	0	344	7	719	726
08:00 AM	8	0	6	7	14	0	79	3	0	82	0	0	0	0	0	5	112	0	0	117	7	213	220
08:15 AM	2	0	6	9	8	0	87	2	0	89	0	0	0	0	0	5	112	0	0	117	9	214	223
08:30 AM	1	0	2	4	3	0	90	4	0	94	0	0	0	0	0	3	127	0	0	130	4	227	231
08:45 AM	6	0	1	7	7	0	113	1	0	114	0	0	0	0	0	4	116	0	0	120	7	241	248
Total	17	0	15	27	32	0	369	10	0	379	0	0	0	0	0	17	467	0	0	484	27	895	922
*** BREAK ***																							
01:00 PM	4	0	6	6	10	0	95	0	0	95	0	0	0	0	0	6	104	0	0	110	6	215	221
01:15 PM	1	0	3	4	4	0	109	2	0	111	0	0	0	0	0	0	96	0	0	96	4	211	215
01:30 PM	2	0	2	0	4	0	101	0	0	101	0	0	0	0	0	1	88	0	0	89	0	194	194
01:45 PM	3	0	2	3	5	0	102	2	0	104	0	0	0	0	0	2	86	0	0	88	3	197	200
Total	10	0	13	13	23	0	407	4	0	411	0	0	0	0	0	9	374	0	0	383	13	817	830
02:00 PM	1	0	4	3	5	0	95	6	0	101	0	0	0	0	0	8	110	0	0	118	3	224	227
02:15 PM	13	0	15	4	28	0	97	5	2	102	0	0	0	0	0	11	101	0	0	112	6	242	248
02:30 PM	4	0	12	3	16	0	113	2	0	115	0	0	0	0	0	8	105	0	0	113	3	244	247
02:45 PM	5	0	11	5	16	0	102	4	0	106	0	0	0	0	0	11	112	0	0	123	5	245	250
Total	23	0	42	15	65	0	407	17	2	424	0	0	0	0	0	38	428	0	0	466	17	955	972
Grand Total	85	0	122	62	207	0	1406	96	2	1502	0	0	0	0	0	144	1533	0	0	1677	64	3386	3450
Apprch %	41.1	0	58.9			0	93.6	6.4			0	0	0			8.6	91.4	0					
Total %	2.5	0	3.6		6.1	0	41.5	2.8		44.4	0	0	0		0	4.3	45.3	0		49.5	1.9	98.1	

Start Time	ALBINA AVE. Southbound				HOPKINS ST. Westbound				Northbound				HOPKINS ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	26	0	26	52	0	90	44	134	0	0	0	0	50	80	0	130	316
08:00 AM	8	0	6	14	0	79	3	82	0	0	0	0	5	112	0	117	213
08:15 AM	2	0	6	8	0	87	2	89	0	0	0	0	5	112	0	117	214
08:30 AM	1	0	2	3	0	90	4	94	0	0	0	0	3	127	0	130	227
Total Volume	37	0	40	77	0	346	53	399	0	0	0	0	63	431	0	494	970
% App. Total	48.1	0	51.9		0	86.7	13.3		0	0	0		12.8	87.2	0		



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 02:00 PM

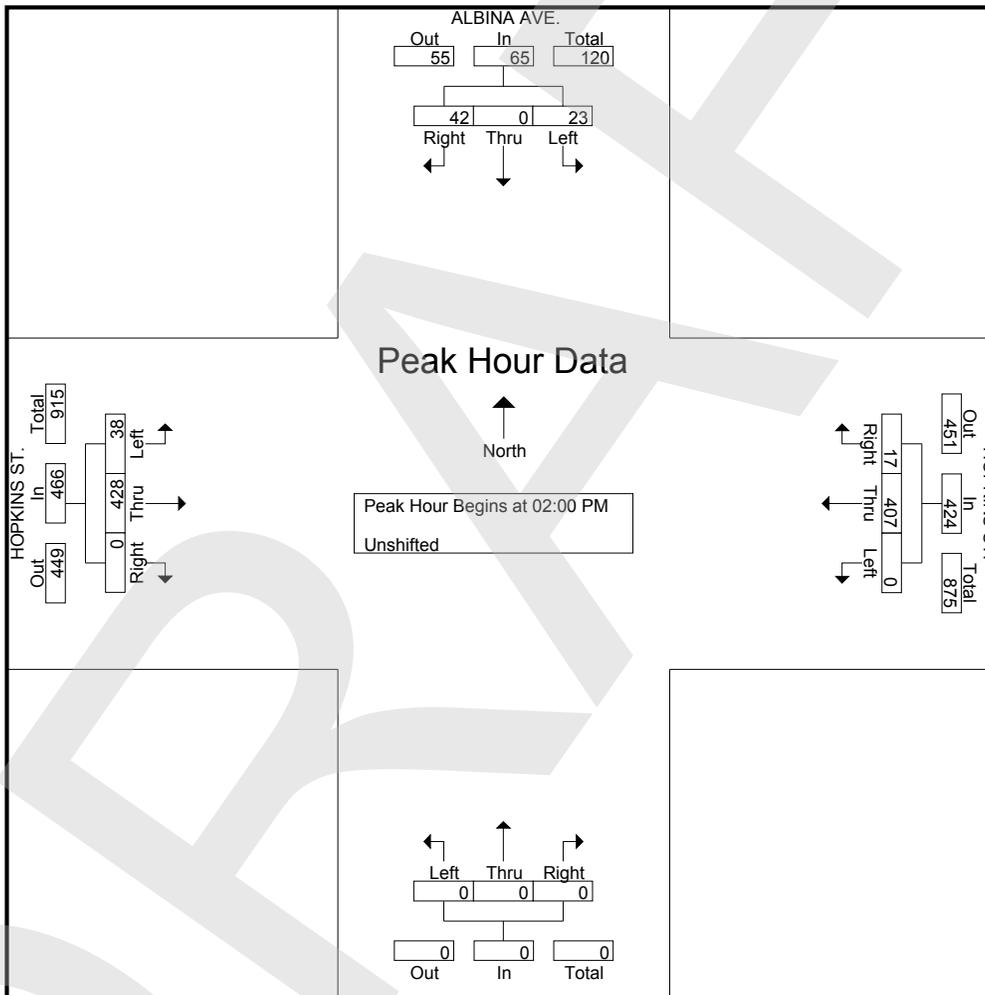
02:00 PM	1	0	4	5	0	95	6	101	0	0	0	0	8	110	0	118	224
02:15 PM	13	0	15	28	0	97	5	102	0	0	0	0	11	101	0	112	242
02:30 PM	4	0	12	16	0	113	2	115	0	0	0	0	8	105	0	113	244
02:45 PM	5	0	11	16	0	102	4	106	0	0	0	0	11	112	0	123	245
Total Volume	23	0	42	65	0	407	17	424	0	0	0	0	38	428	0	466	955
% App. Total	35.4	0	64.6		0	96	4		0	0	0		8.2	91.8	0		
PHF	.442	.000	.700	.580	.000	.900	.708	.922	.000	.000	.000	.000	.864	.955	.000	.947	.974

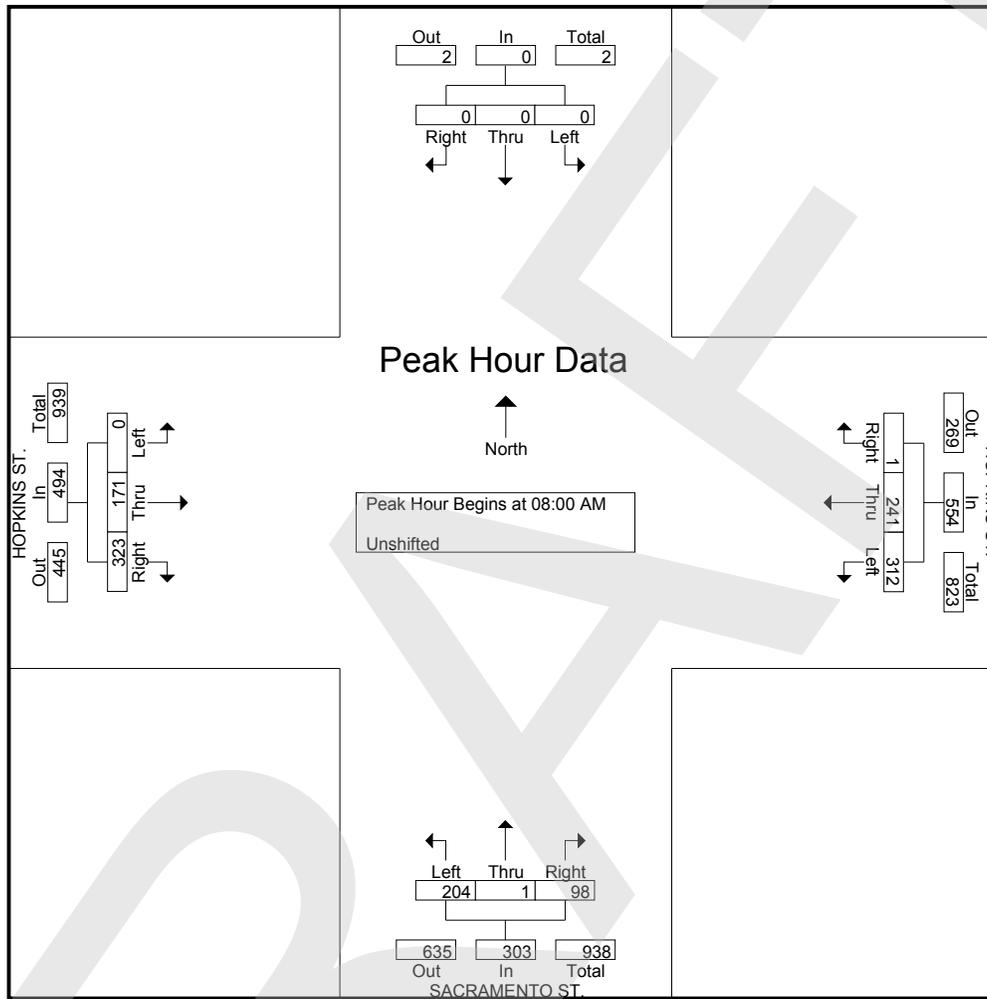
# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-002 ALBINA-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 3





Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

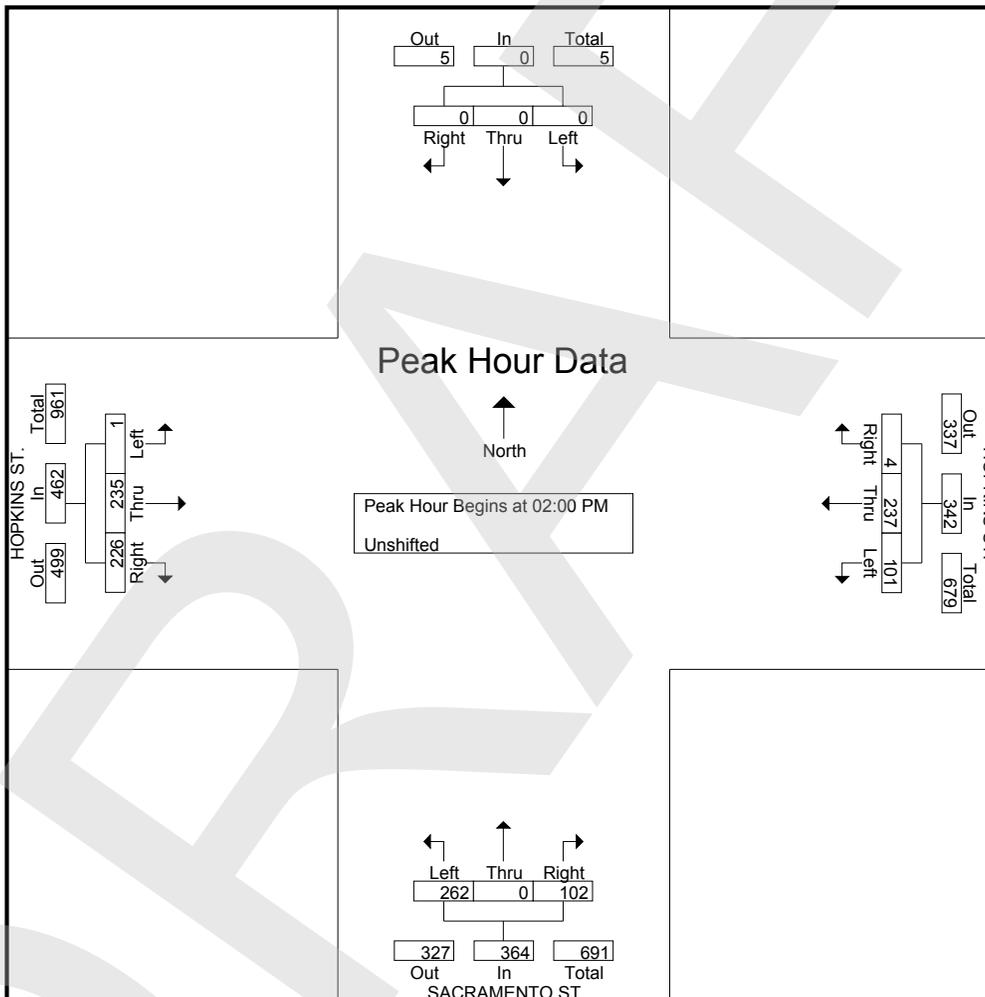
02:00 PM	0	0	0	0	21	56	1	78	63	0	22	85	0	57	<b>66</b>	123	286
02:15 PM	0	0	0	0	31	56	1	88	66	0	23	89	0	55	42	97	274
02:30 PM	0	0	0	0	29	<b>66</b>	<b>2</b>	<b>97</b>	<b>67</b>	0	<b>29</b>	<b>96</b>	0	55	62	117	<b>310</b>
02:45 PM	0	0	0	0	20	59	0	79	66	0	28	94	<b>1</b>	<b>68</b>	56	<b>125</b>	298
Total Volume	0	0	0	0	101	237	4	342	262	0	102	364	1	235	226	462	1168
% App. Total	0	0	0	0	29.5	69.3	1.2		72	0	28		0.2	50.9	48.9		
PHF	.000	.000	.000	.000	.815	.898	.500	.881	.978	.000	.879	.948	.250	.864	.856	.924	.942

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

File Name : 08-7200-003 SACRAMENTO-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 3

BERKELEY



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

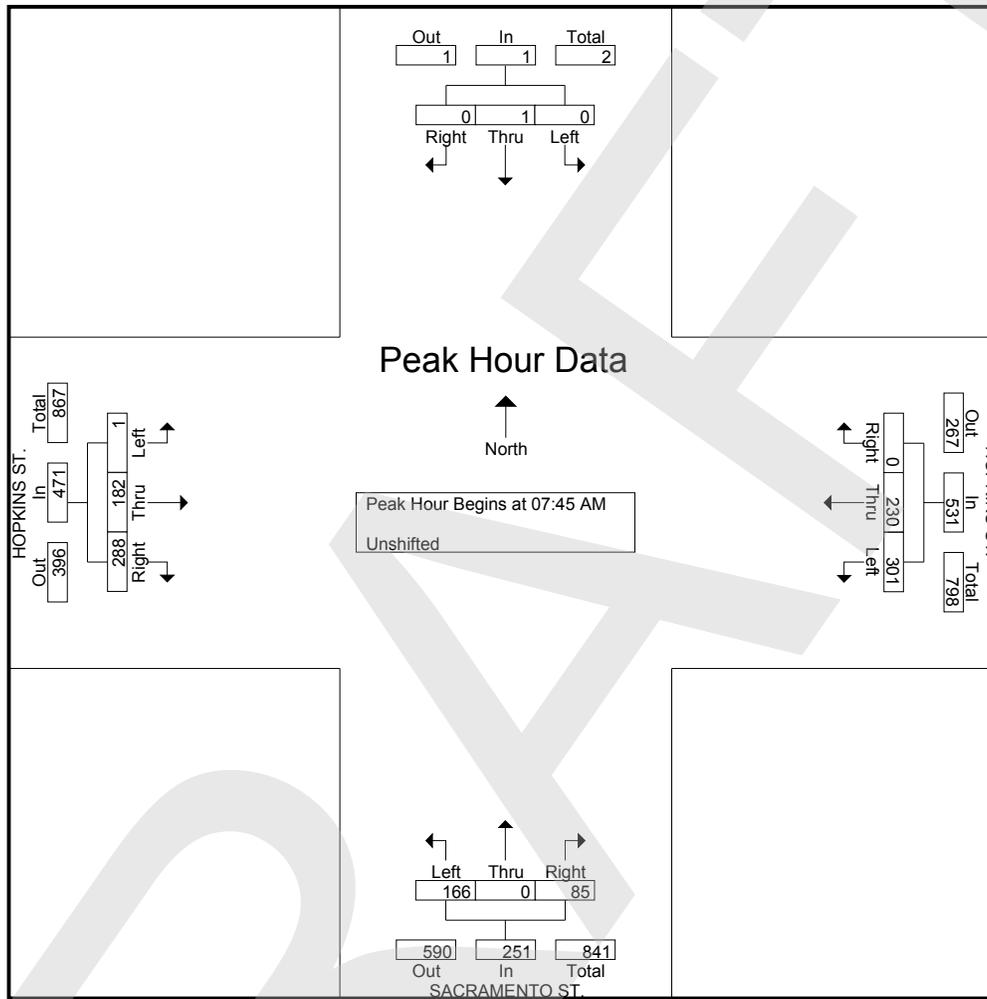
File Name : 08-7200-003 SACRAMENTO-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 1

### Groups Printed- Unshifted

Start Time	Southbound					HOPKINS ST. Westbound					SACRAMENTO ST. Northbound					HOPKINS ST. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	1	0	1	0	2	39	21	0	0	60	16	0	10	0	26	0	14	30	3	44	3	132	135
07:15 AM	0	0	0	0	0	43	25	0	6	68	25	0	9	7	34	0	24	46	4	70	17	172	189
07:30 AM	0	1	0	0	1	51	32	0	5	83	33	0	16	5	49	0	22	55	16	77	26	210	236
07:45 AM	0	1	0	0	1	71	67	0	0	138	66	0	28	1	94	0	44	60	16	104	17	337	354
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>204</b>	<b>145</b>	<b>0</b>	<b>11</b>	<b>349</b>	<b>140</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>203</b>	<b>0</b>	<b>104</b>	<b>191</b>	<b>39</b>	<b>295</b>	<b>63</b>	<b>851</b>	<b>914</b>
08:00 AM	0	0	0	0	0	73	50	0	2	123	33	0	16	2	49	0	44	78	0	122	4	294	298
08:15 AM	0	0	0	0	0	75	61	0	0	136	29	0	22	1	51	0	45	69	5	114	6	301	307
08:30 AM	0	0	0	0	0	82	52	0	2	134	38	0	19	7	57	1	49	81	2	131	11	322	333
08:45 AM	0	0	0	0	0	46	57	0	4	103	58	0	25	3	83	0	50	70	2	120	9	306	315
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>276</b>	<b>220</b>	<b>0</b>	<b>8</b>	<b>496</b>	<b>158</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>240</b>	<b>1</b>	<b>188</b>	<b>298</b>	<b>9</b>	<b>487</b>	<b>30</b>	<b>1223</b>	<b>1253</b>
*** BREAK ***																							
01:00 PM	0	0	0	0	0	21	55	0	2	76	40	0	17	2	57	0	70	41	1	111	5	244	249
01:15 PM	0	0	1	0	1	22	59	0	2	81	51	1	25	5	77	0	52	40	3	92	10	251	261
01:30 PM	0	0	0	0	0	16	57	0	2	73	43	0	20	3	63	0	60	27	0	87	5	223	228
01:45 PM	0	0	0	0	0	19	38	0	1	57	62	0	26	8	88	0	56	37	5	93	14	238	252
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>209</b>	<b>0</b>	<b>7</b>	<b>287</b>	<b>196</b>	<b>1</b>	<b>88</b>	<b>18</b>	<b>285</b>	<b>0</b>	<b>238</b>	<b>145</b>	<b>9</b>	<b>383</b>	<b>34</b>	<b>956</b>	<b>990</b>
02:00 PM	0	0	0	0	0	17	51	0	1	68	50	0	22	2	72	0	53	54	1	107	4	247	251
02:15 PM	0	0	0	0	0	25	55	0	8	80	48	0	22	7	70	0	60	57	21	117	36	267	303
02:30 PM	0	0	1	0	1	26	53	1	1	80	54	1	23	3	78	0	72	43	10	115	14	274	288
02:45 PM	0	0	1	0	1	23	50	2	3	75	55	0	21	4	76	0	72	41	4	113	11	265	276
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>209</b>	<b>3</b>	<b>13</b>	<b>303</b>	<b>207</b>	<b>1</b>	<b>88</b>	<b>16</b>	<b>296</b>	<b>0</b>	<b>257</b>	<b>195</b>	<b>36</b>	<b>452</b>	<b>65</b>	<b>1053</b>	<b>1118</b>
<b>Grand Total</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>649</b>	<b>783</b>	<b>3</b>	<b>39</b>	<b>1435</b>	<b>701</b>	<b>2</b>	<b>321</b>	<b>60</b>	<b>1024</b>	<b>1</b>	<b>787</b>	<b>829</b>	<b>93</b>	<b>1617</b>	<b>192</b>	<b>4083</b>	<b>4275</b>
Apprch %	14.3	28.6	57.1			45.2	54.6	0.2			68.5	0.2	31.3			0.1	48.7	51.3					
Total %	0	0	0.1		0.2	15.9	19.2	0.1		35.1	17.2	0	7.9		25.1	0	19.3	20.3		39.6	4.5	95.5	

Start Time	Southbound				HOPKINS ST. Westbound				SACRAMENTO ST. Northbound				HOPKINS ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	1	0	1	71	67	0	138	66	0	28	94	0	44	60	104	337
08:00 AM	0	0	0	0	73	50	0	123	33	0	16	49	0	44	78	122	294
08:15 AM	0	0	0	0	75	61	0	136	29	0	22	51	0	45	69	114	301
08:30 AM	0	0	0	0	82	52	0	134	38	0	19	57	1	49	81	131	322
<b>Total Volume</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>301</b>	<b>230</b>	<b>0</b>	<b>531</b>	<b>166</b>	<b>0</b>	<b>85</b>	<b>251</b>	<b>1</b>	<b>182</b>	<b>288</b>	<b>471</b>	<b>1254</b>
<b>% App. Total</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>56.7</b>	<b>43.3</b>	<b>0</b>	<b>35.1</b>	<b>66.1</b>	<b>0</b>	<b>33.9</b>	<b>25.1</b>	<b>0.2</b>	<b>38.6</b>	<b>61.1</b>	<b>39.6</b>	<b>95.5</b>

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



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:00 PM

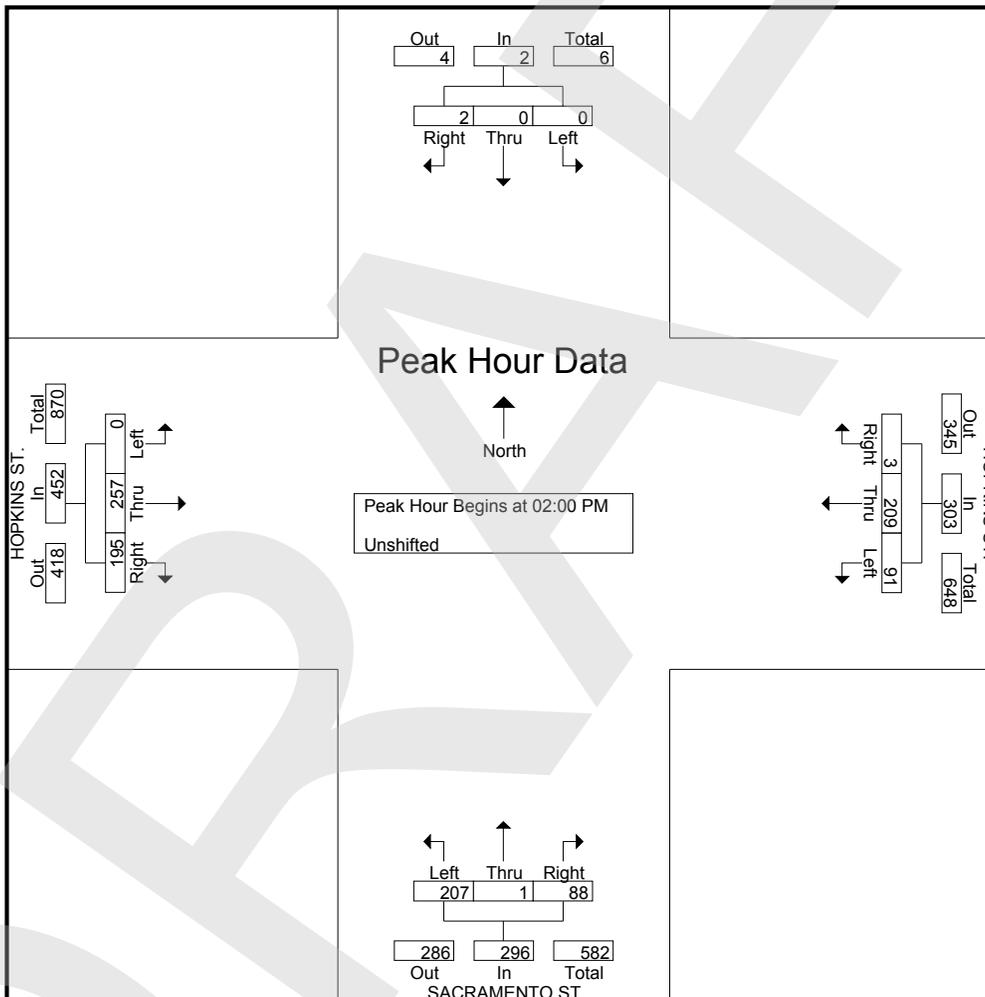
02:00 PM	0	0	0	0	17	51	0	68	50	0	22	72	0	53	54	107	247
02:15 PM	0	0	0	0	25	<b>55</b>	0	<b>80</b>	48	0	22	70	0	60	<b>57</b>	<b>117</b>	267
02:30 PM	0	0	<b>1</b>	<b>1</b>	<b>26</b>	53	<b>1</b>	80	54	<b>1</b>	<b>23</b>	<b>78</b>	0	<b>72</b>	43	115	<b>274</b>
02:45 PM	0	0	1	1	23	50	2	75	55	0	21	76	0	72	41	113	265
Total Volume	0	0	2	2	91	209	3	303	207	1	88	296	0	257	195	452	1053
% App. Total	0	0	100	30	69	1	69.9	0.3	29.7	0	56.9	43.1	0	56.9	43.1		
PHF	.000	.000	.500	.500	.875	.950	.375	.947	.941	.250	.957	.949	.000	.892	.855	.966	.961

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

File Name : 08-7200-003 SACRAMENTO-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 3

BERKELEY



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

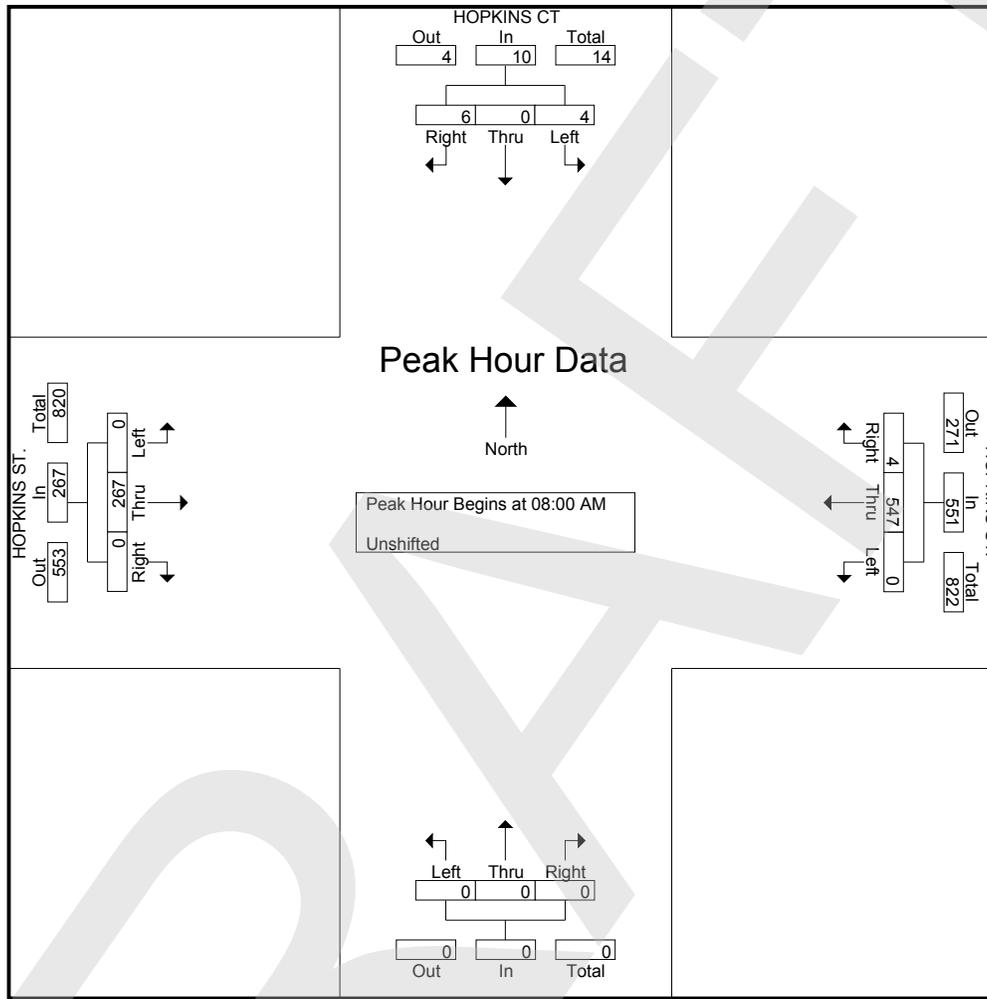
File Name : 08-7200-004 HOPKINS-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 1

### Groups Printed- Unshifted

Start Time	HOPKINS CT Southbound					HOPKINS ST. Westbound					Northbound					HOPKINS ST. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	1	0	1	2	2	0	49	0	0	49	0	0	0	0	0	1	21	0	0	22	2	73	75
07:15 AM	0	0	0	0	0	0	58	1	0	59	0	0	0	0	0	0	34	0	0	34	0	93	93
07:30 AM	3	0	1	2	4	0	78	3	0	81	0	0	0	0	0	0	41	0	0	41	2	126	128
07:45 AM	0	0	1	1	1	0	112	0	0	112	0	0	0	0	0	1	63	0	0	64	1	177	178
<b>Total</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>297</b>	<b>4</b>	<b>0</b>	<b>301</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>161</b>	<b>5</b>	<b>469</b>	<b>474</b>
08:00 AM	0	0	2	2	2	0	145	1	1	146	0	0	0	0	0	0	66	0	0	66	3	214	217
08:15 AM	2	0	0	1	2	0	155	1	0	156	0	0	0	0	0	0	54	0	0	54	1	212	213
08:30 AM	0	0	4	1	4	0	118	2	0	120	0	0	0	0	0	0	65	0	0	65	1	189	190
08:45 AM	2	0	0	3	2	0	129	0	0	129	0	0	0	0	0	0	82	0	0	82	3	213	216
<b>Total</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>547</b>	<b>4</b>	<b>1</b>	<b>551</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>267</b>	<b>0</b>	<b>0</b>	<b>267</b>	<b>8</b>	<b>828</b>	<b>836</b>
*** BREAK ***																							
01:00 PM	0	0	0	18	0	0	78	2	3	80	0	0	0	0	0	0	90	0	2	90	23	170	193
01:15 PM	1	0	1	15	2	0	68	0	0	68	0	0	0	0	0	0	80	0	3	80	18	150	168
01:30 PM	0	0	0	19	0	0	72	1	0	73	0	0	0	0	0	3	79	0	7	82	26	155	181
01:45 PM	1	0	0	7	1	0	76	1	0	77	0	0	0	0	0	1	79	0	4	80	11	158	169
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>3</b>	<b>0</b>	<b>294</b>	<b>4</b>	<b>3</b>	<b>298</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>328</b>	<b>0</b>	<b>16</b>	<b>332</b>	<b>78</b>	<b>633</b>	<b>711</b>
02:00 PM	1	0	1	11	2	0	82	1	0	83	0	0	0	0	0	0	81	0	0	81	11	166	177
02:15 PM	0	0	0	9	0	0	87	2	0	89	0	0	0	0	0	0	75	0	0	75	9	164	173
02:30 PM	0	0	1	0	1	0	95	0	0	95	0	0	0	0	0	0	85	0	0	85	0	181	181
02:45 PM	1	0	1	8	2	0	78	1	0	79	0	0	0	0	0	2	90	0	1	92	9	173	182
<b>Total</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>342</b>	<b>4</b>	<b>0</b>	<b>346</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>331</b>	<b>0</b>	<b>1</b>	<b>333</b>	<b>29</b>	<b>684</b>	<b>713</b>
Grand Total	12	0	13	99	25	0	1480	16	4	1496	0	0	0	0	0	8	1085	0	17	1093	120	2614	2734
Apprch %	48	0	52			0	98.9	1.1			0	0	0			0.7	99.3	0					
Total %	0.5	0	0.5		1	0	56.6	0.6		57.2	0	0	0		0	0.3	41.5	0		41.8	4.4	95.6	

Start Time	HOPKINS CT Southbound				HOPKINS ST. Westbound				Northbound				HOPKINS ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	0	0	2	2	0	145	1	146	0	0	0	0	0	66	0	66	<b>214</b>
08:15 AM	2	0	0	2	0	<b>155</b>	1	<b>156</b>	0	0	0	0	0	54	0	54	212
08:30 AM	0	0	4	4	0	118	2	120	0	0	0	0	0	65	0	65	189
08:45 AM	2	0	0	2	0	129	0	129	0	0	0	0	0	<b>82</b>	0	<b>82</b>	213
Total Volume	4	0	6	10	0	547	4	551	0	0	0	0	0	267	0	267	828
% App. Total	40	0	60		0	99.3	0.7		0	0	0		0	100	0		

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



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 02:00 PM

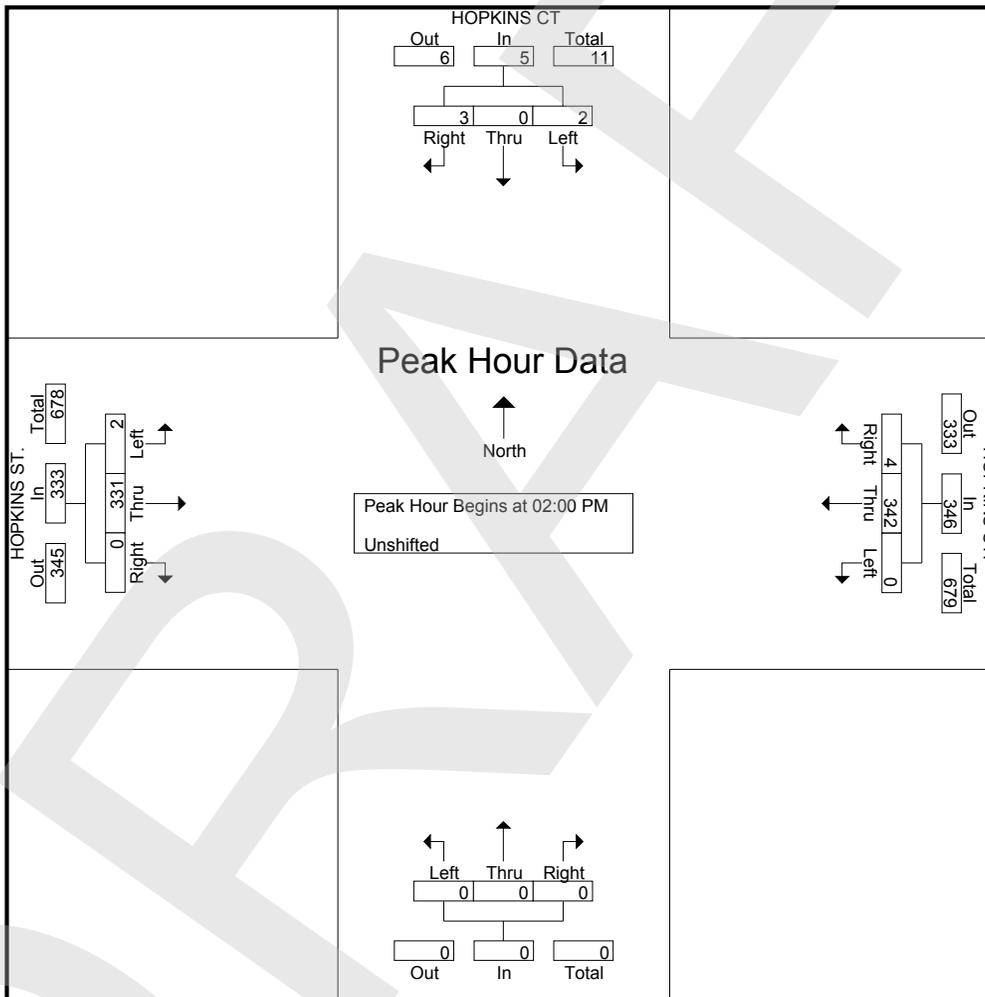
02:00 PM	1	0	1	2	0	82	1	83	0	0	0	0	0	81	0	81	166
02:15 PM	0	0	0	0	0	87	2	89	0	0	0	0	0	75	0	75	164
02:30 PM	0	0	1	1	0	<b>95</b>	0	<b>95</b>	0	0	0	0	0	85	0	85	<b>181</b>
02:45 PM	1	0	1	2	0	78	1	79	0	0	0	0	<b>2</b>	<b>90</b>	0	<b>92</b>	173
Total Volume	2	0	3	5	0	342	4	346	0	0	0	0	2	331	0	333	684
% App. Total	40	0	60		0	98.8	1.2		0	0	0		0.6	99.4	0		
PHF	.500	.000	.750	.625	.000	.900	.500	.911	.000	.000	.000	.000	.250	.919	.000	.905	.945

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-004 HOPKINS-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 3



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

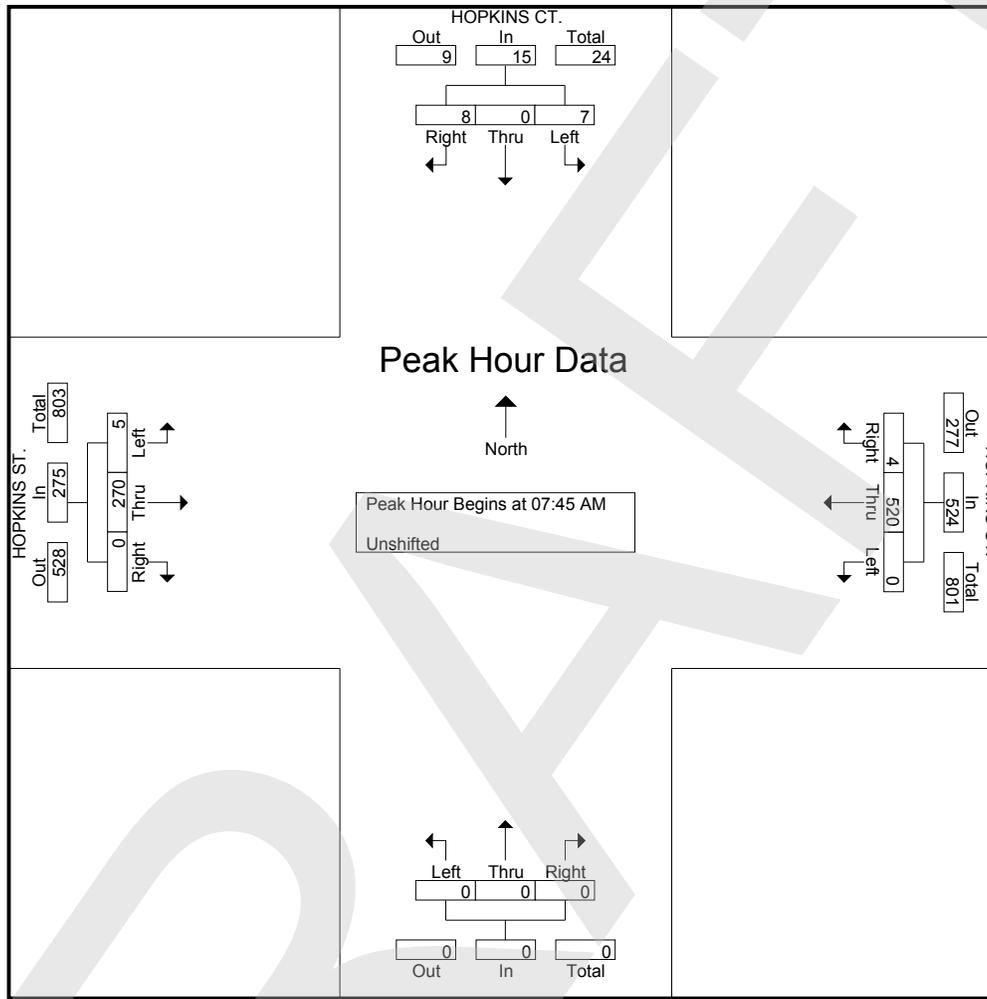
BERKELEY

File Name : 08-7200-004 HOPKINS-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 1

### Groups Printed- Unshifted

Start Time	HOPKINS CT. Southbound					HOPKINS ST. Westbound					Northbound					HOPKINS ST. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	1	0	3	3	4	0	54	0	1	54	0	0	0	0	0	0	24	0	0	24	4	82	86
07:15 AM	0	0	2	2	2	0	67	0	0	67	0	0	0	0	0	1	32	0	0	33	2	102	104
07:30 AM	3	0	2	2	5	0	84	2	0	86	0	0	0	0	0	1	36	0	0	37	2	128	130
07:45 AM	3	0	3	2	6	0	133	3	0	136	0	0	0	0	0	1	71	0	0	72	2	214	216
<b>Total</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>338</b>	<b>5</b>	<b>1</b>	<b>343</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>163</b>	<b>0</b>	<b>0</b>	<b>166</b>	<b>10</b>	<b>526</b>	<b>536</b>
08:00 AM	1	0	0	9	1	0	122	0	1	122	0	0	0	0	0	1	58	0	1	59	11	182	193
08:15 AM	0	0	2	7	2	0	135	1	0	136	0	0	0	0	0	1	76	0	0	77	7	215	222
08:30 AM	3	0	3	7	6	0	130	0	0	130	0	0	0	0	0	2	65	0	0	67	7	203	210
08:45 AM	0	0	2	7	2	0	101	0	0	101	0	0	0	0	0	1	73	0	0	74	7	177	184
<b>Total</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>488</b>	<b>1</b>	<b>1</b>	<b>489</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>272</b>	<b>0</b>	<b>1</b>	<b>277</b>	<b>32</b>	<b>777</b>	<b>809</b>
*** BREAK ***																							
01:00 PM	0	0	0	5	0	0	78	0	2	78	0	0	0	0	0	1	85	0	0	86	7	164	171
01:15 PM	1	0	1	4	2	0	84	1	2	85	0	0	0	0	0	0	78	0	0	78	6	165	171
01:30 PM	1	0	0	1	1	0	70	1	0	71	0	0	0	0	0	0	80	0	0	80	1	152	153
01:45 PM	1	0	0	7	1	0	60	1	2	61	0	0	0	0	0	1	80	0	0	81	9	143	152
<b>Total</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>292</b>	<b>3</b>	<b>6</b>	<b>295</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>323</b>	<b>0</b>	<b>0</b>	<b>325</b>	<b>23</b>	<b>624</b>	<b>647</b>
02:00 PM	0	0	1	6	1	0	65	2	0	67	0	0	0	0	0	0	76	0	0	76	6	144	150
02:15 PM	3	0	2	4	5	0	75	1	2	76	0	0	0	0	0	0	80	0	0	80	6	161	167
02:30 PM	3	0	1	1	4	0	79	3	0	82	0	0	0	0	0	1	91	0	0	92	1	178	179
02:45 PM	0	0	1	2	1	0	74	5	2	79	0	0	0	0	0	2	92	0	0	94	4	174	178
<b>Total</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>293</b>	<b>11</b>	<b>4</b>	<b>304</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>339</b>	<b>0</b>	<b>0</b>	<b>342</b>	<b>17</b>	<b>657</b>	<b>674</b>
<b>Grand Total</b>	<b>20</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>43</b>	<b>0</b>	<b>1411</b>	<b>20</b>	<b>12</b>	<b>1431</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1097</b>	<b>0</b>	<b>1</b>	<b>1110</b>	<b>82</b>	<b>2584</b>	<b>2666</b>
Apprch %	46.5	0	53.5			0	98.6	1.4			0	0	0			1.2	98.8	0					
Total %	0.8	0	0.9		1.7	0	54.6	0.8		55.4	0	0	0		0	0.5	42.5	0		43	3.1	96.9	

Start Time	HOPKINS CT. Southbound				HOPKINS ST. Westbound				Northbound				HOPKINS ST. Eastbound				Int. Total		
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	3	0	3	6	0	133	3	136	0	0	0	0	1	71	0	72	214		
08:00 AM	1	0	0	1	0	122	0	122	0	0	0	0	1	58	0	59	182		
08:15 AM	0	0	2	2	0	135	1	136	0	0	0	0	1	76	0	77	215		
08:30 AM	3	0	3	6	0	130	0	130	0	0	0	0	2	65	0	67	203		
<b>Total Volume</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>520</b>	<b>4</b>	<b>524</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>270</b>	<b>0</b>	<b>275</b>	<b>814</b>		
<b>% App. Total</b>	<b>46.7</b>	<b>0</b>	<b>53.3</b>		<b>0</b>	<b>99.2</b>	<b>0.8</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>1.8</b>	<b>98.2</b>	<b>0</b>				



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 02:00 PM

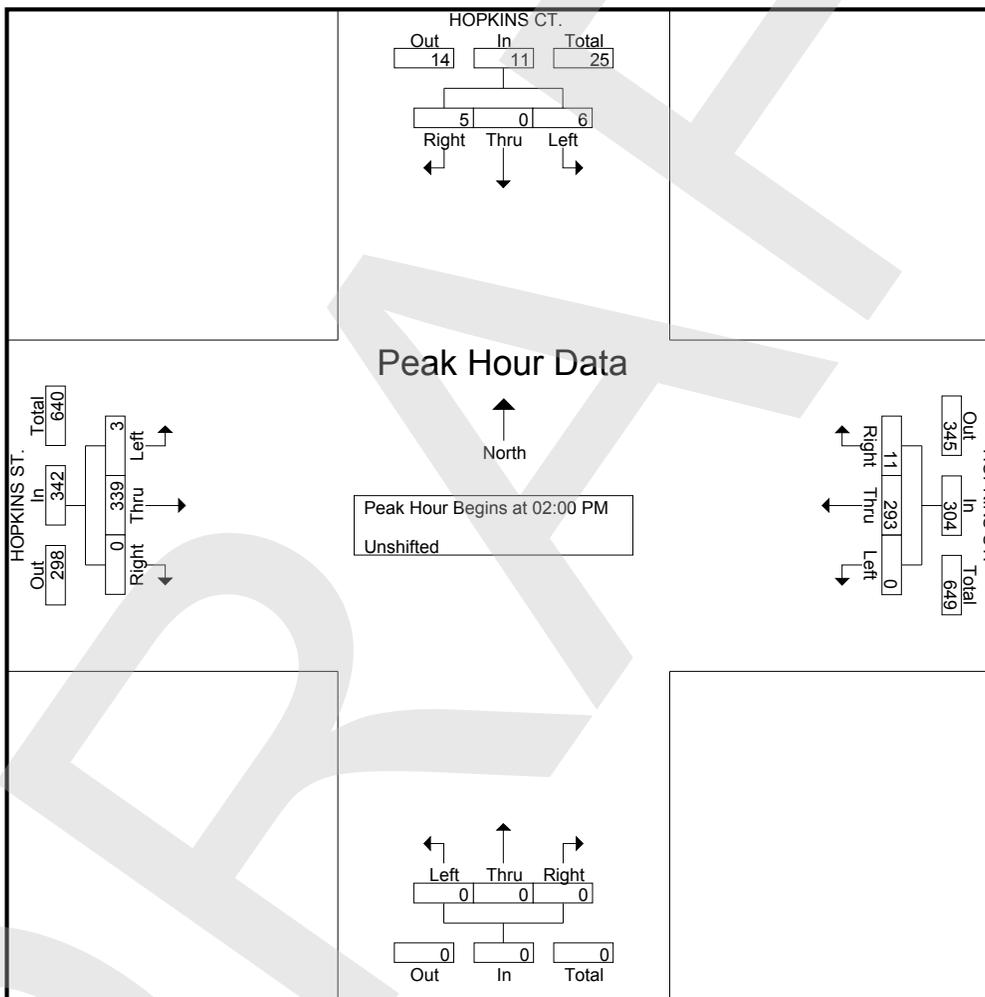
02:00 PM	0	0	1	1	0	65	2	67	0	0	0	0	0	76	0	76	144
02:15 PM	3	0	2	5	0	75	1	76	0	0	0	0	0	80	0	80	161
02:30 PM	3	0	1	4	0	79	3	82	0	0	0	0	1	91	0	92	178
02:45 PM	0	0	1	1	0	74	5	79	0	0	0	0	2	92	0	94	174
Total Volume	6	0	5	11	0	293	11	304	0	0	0	0	3	339	0	342	657
% App. Total	54.5	0	45.5		0	96.4	3.6		0	0	0		0.9	99.1	0		
PHF	.500	.000	.625	.550	.000	.927	.550	.927	.000	.000	.000	.000	.375	.921	.000	.910	.923

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-004 HOPKINS-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 3



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

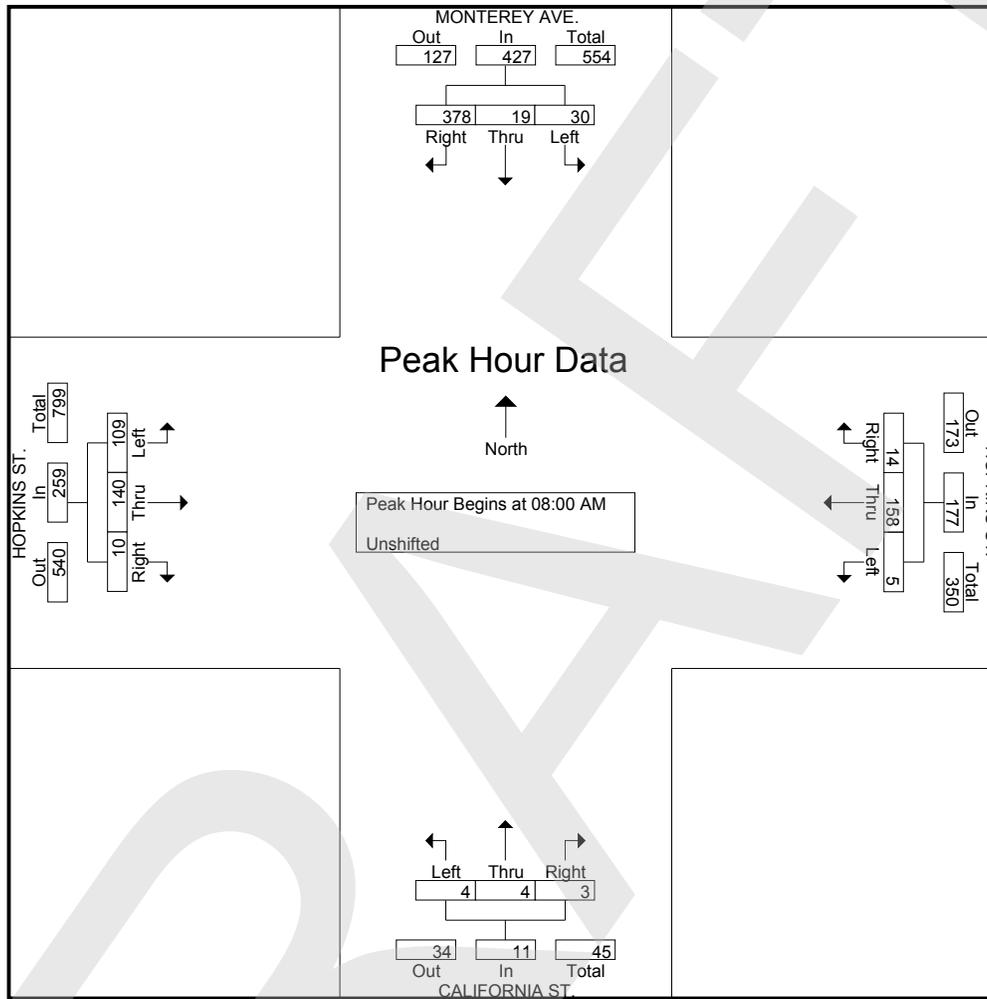
BERKELEY

File Name : 08-7200-005 MONTEREY-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 1

### Groups Printed- Unshifted

Start Time	MONTEREY AVE. Southbound					HOPKINS ST. Westbound					CALIFORNIA ST. Northbound					HOPKINS ST. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	4	4	31	4	39	1	17	1	2	19	1	0	0	5	1	11	10	1	3	22	14	81	95
07:15 AM	1	2	45	8	48	2	13	3	4	18	2	2	1	4	5	19	10	4	6	33	22	104	126
07:30 AM	5	1	53	14	59	1	20	2	3	23	0	1	0	2	1	13	29	1	10	43	29	126	155
07:45 AM	7	2	82	15	91	2	33	8	5	43	1	1	1	6	3	32	30	4	9	66	35	203	238
Total	17	9	211	41	237	6	83	14	14	103	4	4	2	17	10	75	79	10	28	164	100	514	614
08:00 AM	9	2	112	10	123	0	32	3	2	35	0	0	0	8	0	27	35	2	14	64	34	222	256
08:15 AM	7	4	107	15	118	1	39	5	6	45	2	1	1	2	4	23	33	2	6	58	29	225	254
08:30 AM	6	6	77	12	89	0	36	2	3	38	2	2	1	9	5	25	30	4	10	59	34	191	225
08:45 AM	8	7	82	11	97	4	51	4	4	59	0	1	1	7	2	34	42	2	12	78	34	236	270
Total	30	19	378	48	427	5	158	14	15	177	4	4	3	26	11	109	140	10	42	259	131	874	1005
*** BREAK ***																							
01:00 PM	3	2	33	18	38	6	44	9	5	59	12	6	3	36	21	42	43	6	18	91	77	209	286
01:15 PM	7	8	23	17	38	3	30	1	5	34	12	9	1	38	22	27	41	4	12	72	72	166	238
01:30 PM	8	5	31	15	44	9	30	8	8	47	8	3	4	32	15	29	43	4	16	76	71	182	253
01:45 PM	7	5	35	15	47	3	34	4	3	41	12	6	2	13	20	28	41	8	11	77	42	185	227
Total	25	20	122	65	167	21	138	22	21	181	44	24	10	119	78	126	168	22	57	316	262	742	1004
02:00 PM	11	11	39	17	61	1	31	12	10	44	11	5	3	37	19	29	42	7	16	78	80	202	282
02:15 PM	7	6	52	18	65	9	33	9	8	51	8	6	0	26	14	28	52	4	9	84	61	214	275
02:30 PM	12	8	44	13	64	13	37	6	6	56	11	8	2	18	21	25	46	8	19	79	56	220	276
02:45 PM	5	9	34	11	48	6	39	9	10	54	11	8	4	19	23	26	56	6	14	88	54	213	267
Total	35	34	169	59	238	29	140	36	34	205	41	27	9	100	77	108	196	25	58	329	251	849	1100
Grand Total	107	82	880	213	1069	61	519	86	84	666	93	59	24	262	176	418	583	67	185	1068	744	2979	3723
Apprch %	10	7.7	82.3			9.2	77.9	12.9			52.8	33.5	13.6			39.1	54.6	6.3					
Total %	3.6	2.8	29.5		35.9	2	17.4	2.9		22.4	3.1	2	0.8		5.9	14	19.6	2.2		35.9	20	80	

Start Time	MONTEREY AVE. Southbound				HOPKINS ST. Westbound				CALIFORNIA ST. Northbound				HOPKINS ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	112	123	0	32	3	35	0	0	0	0	27	35	2	64	222
08:15 AM	7	4	107	118	1	39	5	45	2	1	1	4	23	33	2	58	225
08:30 AM	6	6	77	89	0	36	2	38	2	2	1	5	25	30	4	59	191
08:45 AM	8	7	82	97	4	51	4	59	0	1	1	2	34	42	2	78	236
Total Volume	30	19	378	427	5	158	14	177	4	4	3	11	109	140	10	259	874
% App. Total	7	4.4	88.5		2.8	89.3	7.9		36.4	36.4	27.3		42.1	54.1	3.9		



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

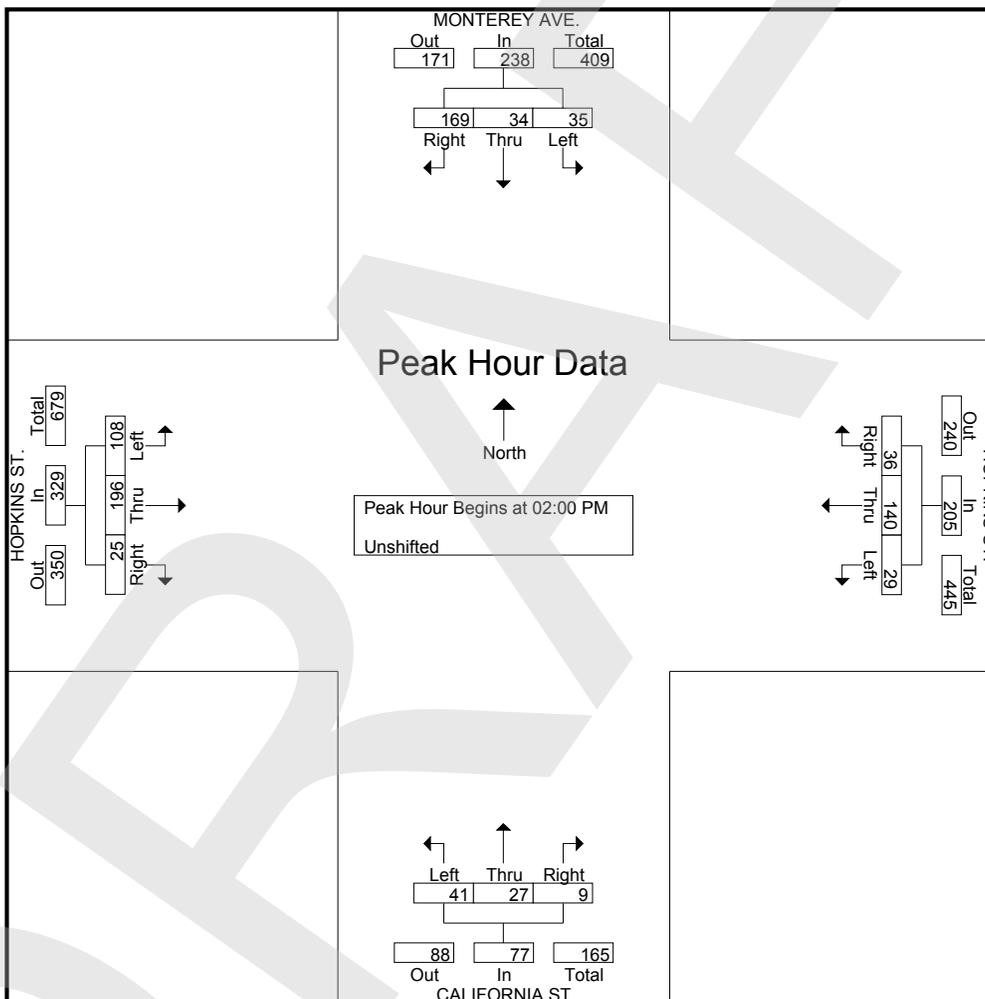
02:00 PM	11	11	39	61	1	31	12	44	11	5	3	19	29	42	7	78	202
02:15 PM	7	6	52	65	9	33	9	51	8	6	0	14	28	52	4	84	214
02:30 PM	12	8	44	64	13	37	6	56	11	8	2	21	25	46	8	79	220
02:45 PM	5	9	34	48	6	39	9	54	11	8	4	23	26	56	6	88	213
Total Volume	35	34	169	238	29	140	36	205	41	27	9	77	108	196	25	329	849
% App. Total	14.7	14.3	71		14.1	68.3	17.6		53.2	35.1	11.7		32.8	59.6	7.6		
PHF	.729	.773	.813	.915	.558	.897	.750	.915	.932	.844	.563	.837	.931	.875	.781	.935	.965

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-005 MONTEREY-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 3



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

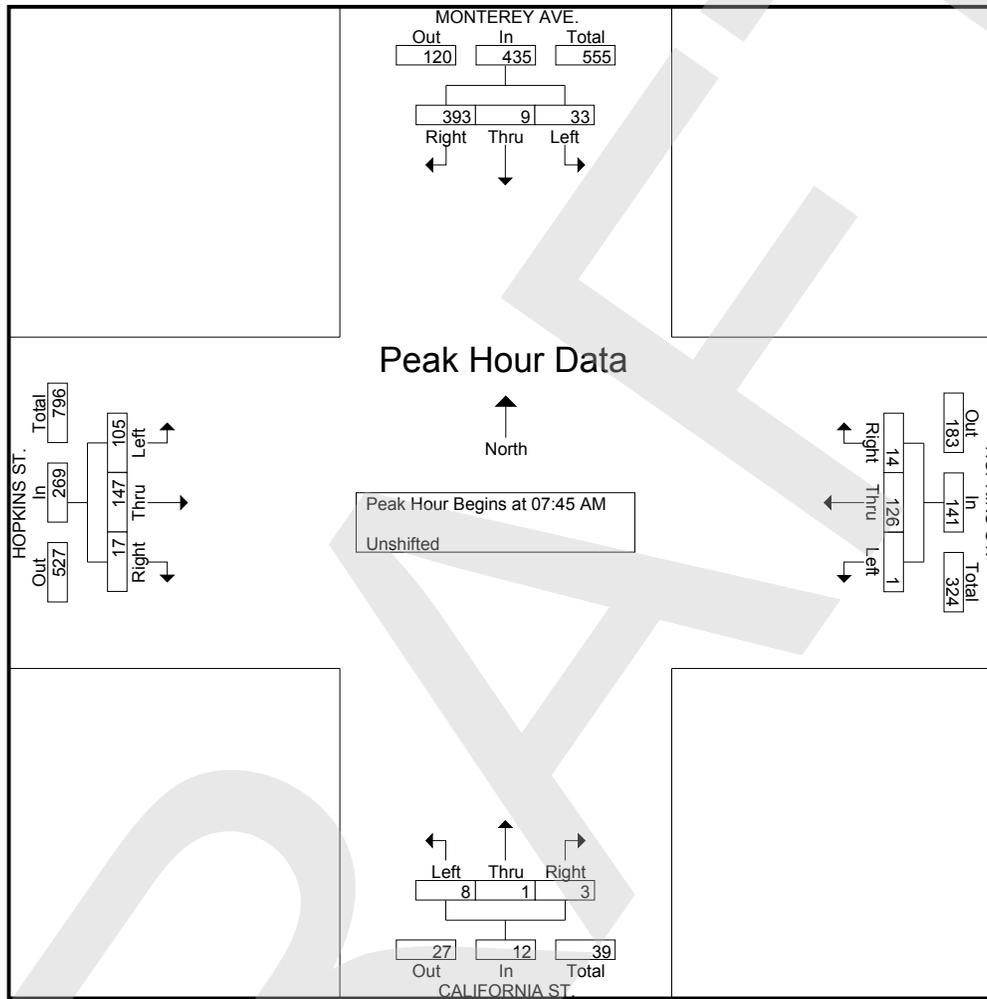
BERKELEY

File Name : 08-7200-005 MONTEREY-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 1

### Groups Printed- Unshifted

Start Time	MONTEREY AVE. Southbound					HOPKINS ST. Westbound					CALIFORNIA ST. Northbound					HOPKINS ST. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	0	1	40	6	41	0	16	0	4	16	0	0	1	1	1	10	10	6	2	26	13	84	97
07:15 AM	3	0	45	12	48	0	22	0	6	22	1	1	0	4	2	12	17	1	6	30	28	102	130
07:30 AM	6	2	62	27	70	0	25	1	7	26	0	2	0	1	2	17	20	3	9	40	44	138	182
07:45 AM	23	3	105	29	131	1	30	3	4	34	2	1	0	3	3	25	38	6	7	69	43	237	280
<b>Total</b>	<b>32</b>	<b>6</b>	<b>252</b>	<b>74</b>	<b>290</b>	<b>1</b>	<b>93</b>	<b>4</b>	<b>21</b>	<b>98</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>64</b>	<b>85</b>	<b>16</b>	<b>24</b>	<b>165</b>	<b>128</b>	<b>561</b>	<b>689</b>
08:00 AM	6	1	97	12	104	0	28	5	4	33	0	0	2	2	2	24	34	4	2	62	20	201	221
08:15 AM	1	3	103	22	107	0	32	4	9	36	4	0	0	3	4	29	39	4	9	72	43	219	262
08:30 AM	3	2	88	15	93	0	36	2	8	38	2	0	1	4	3	27	36	3	4	66	31	200	231
08:45 AM	8	6	57	10	71	1	40	1	4	42	0	0	4	8	4	28	36	4	9	68	31	185	216
<b>Total</b>	<b>18</b>	<b>12</b>	<b>345</b>	<b>59</b>	<b>375</b>	<b>1</b>	<b>136</b>	<b>12</b>	<b>25</b>	<b>149</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>17</b>	<b>13</b>	<b>108</b>	<b>145</b>	<b>15</b>	<b>24</b>	<b>268</b>	<b>125</b>	<b>805</b>	<b>930</b>
*** BREAK ***																							
01:00 PM	8	5	31	9	44	6	33	7	12	46	11	4	4	34	19	32	45	6	11	83	66	192	258
01:15 PM	6	4	38	5	48	5	35	2	10	42	8	11	11	31	30	28	41	5	7	74	53	194	247
01:30 PM	8	4	35	5	47	0	30	4	8	34	9	8	6	24	23	32	43	4	9	79	46	183	229
01:45 PM	9	3	28	9	40	7	23	3	12	33	10	3	4	33	17	34	39	7	11	80	65	170	235
<b>Total</b>	<b>31</b>	<b>16</b>	<b>132</b>	<b>28</b>	<b>179</b>	<b>18</b>	<b>121</b>	<b>16</b>	<b>42</b>	<b>155</b>	<b>38</b>	<b>26</b>	<b>25</b>	<b>122</b>	<b>89</b>	<b>126</b>	<b>168</b>	<b>22</b>	<b>38</b>	<b>316</b>	<b>230</b>	<b>739</b>	<b>969</b>
02:00 PM	5	6	23	7	34	6	38	4	10	48	7	1	2	33	10	28	47	2	20	77	70	169	239
02:15 PM	6	3	35	4	44	7	30	1	8	38	6	5	4	19	15	30	42	11	6	83	37	180	217
02:30 PM	7	3	39	8	49	1	36	3	1	40	5	5	3	18	13	29	45	6	17	80	44	182	226
02:45 PM	7	5	38	4	50	1	35	4	3	40	2	6	1	11	9	27	45	7	11	79	29	178	207
<b>Total</b>	<b>25</b>	<b>17</b>	<b>135</b>	<b>23</b>	<b>177</b>	<b>15</b>	<b>139</b>	<b>12</b>	<b>22</b>	<b>166</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>81</b>	<b>47</b>	<b>114</b>	<b>179</b>	<b>26</b>	<b>54</b>	<b>319</b>	<b>180</b>	<b>709</b>	<b>889</b>
<b>Grand Total</b>	<b>106</b>	<b>51</b>	<b>864</b>	<b>184</b>	<b>1021</b>	<b>35</b>	<b>489</b>	<b>44</b>	<b>110</b>	<b>568</b>	<b>67</b>	<b>47</b>	<b>43</b>	<b>229</b>	<b>157</b>	<b>412</b>	<b>577</b>	<b>79</b>	<b>140</b>	<b>1068</b>	<b>663</b>	<b>2814</b>	<b>3477</b>
Apprch %	10.4	5	84.6			6.2	86.1	7.7			42.7	29.9	27.4			38.6	54	7.4					
Total %	3.8	1.8	30.7		36.3	1.2	17.4	1.6		20.2	2.4	1.7	1.5		5.6	14.6	20.5	2.8		38	19.1	80.9	

Start Time	MONTEREY AVE. Southbound				HOPKINS ST. Westbound				CALIFORNIA ST. Northbound				HOPKINS ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	<b>23</b>	<b>3</b>	<b>105</b>	<b>131</b>	<b>1</b>	<b>30</b>	<b>3</b>	<b>34</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>38</b>	<b>6</b>	<b>69</b>	<b>237</b>
08:00 AM	6	1	97	104	0	28	5	33	0	0	2	2	24	34	4	62	201
08:15 AM	1	3	103	107	0	32	4	36	4	0	0	4	29	39	4	72	219
08:30 AM	3	2	88	93	0	36	2	38	2	0	1	3	27	36	3	66	200
Total Volume	33	9	393	435	1	126	14	141	8	1	3	12	105	147	17	269	857
% App. Total	7.6	2.1	90.3		0.7	89.4	9.9		66.7	8.3	25		39	54.6	6.3		



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 01:00 PM

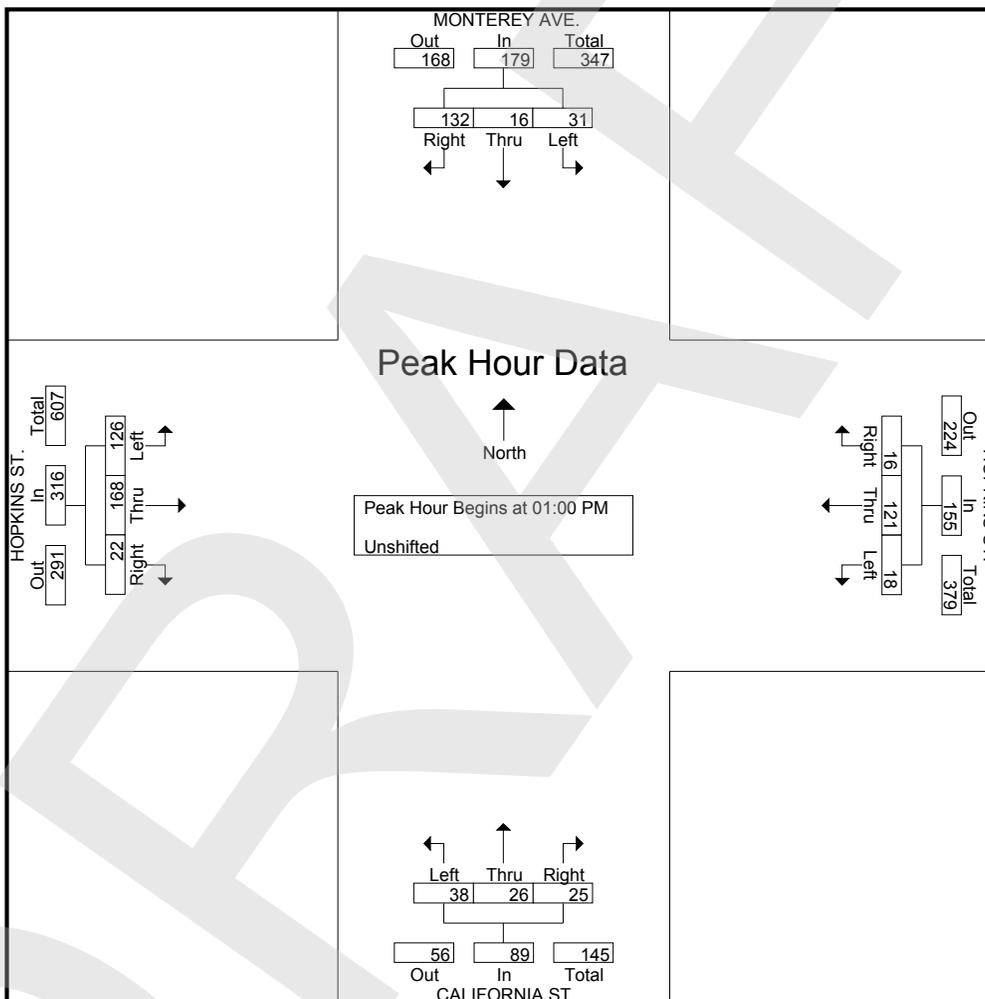
01:00 PM	8	5	31	44	6	33	7	46	11	4	4	19	32	45	6	83	192
01:15 PM	6	4	38	48	5	35	2	42	8	11	11	30	28	41	5	74	194
01:30 PM	8	4	35	47	0	30	4	34	9	8	6	23	32	43	4	79	183
01:45 PM	9	3	28	40	7	23	3	33	10	3	4	17	34	39	7	80	170
Total Volume	31	16	132	179	18	121	16	155	38	26	25	89	126	168	22	316	739
% App. Total	17.3	8.9	73.7		11.6	78.1	10.3		42.7	29.2	28.1		39.9	53.2	7		
PHF	.861	.800	.868	.932	.643	.864	.571	.842	.864	.591	.568	.742	.926	.933	.786	.952	.952

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-005 MONTEREY-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 3



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

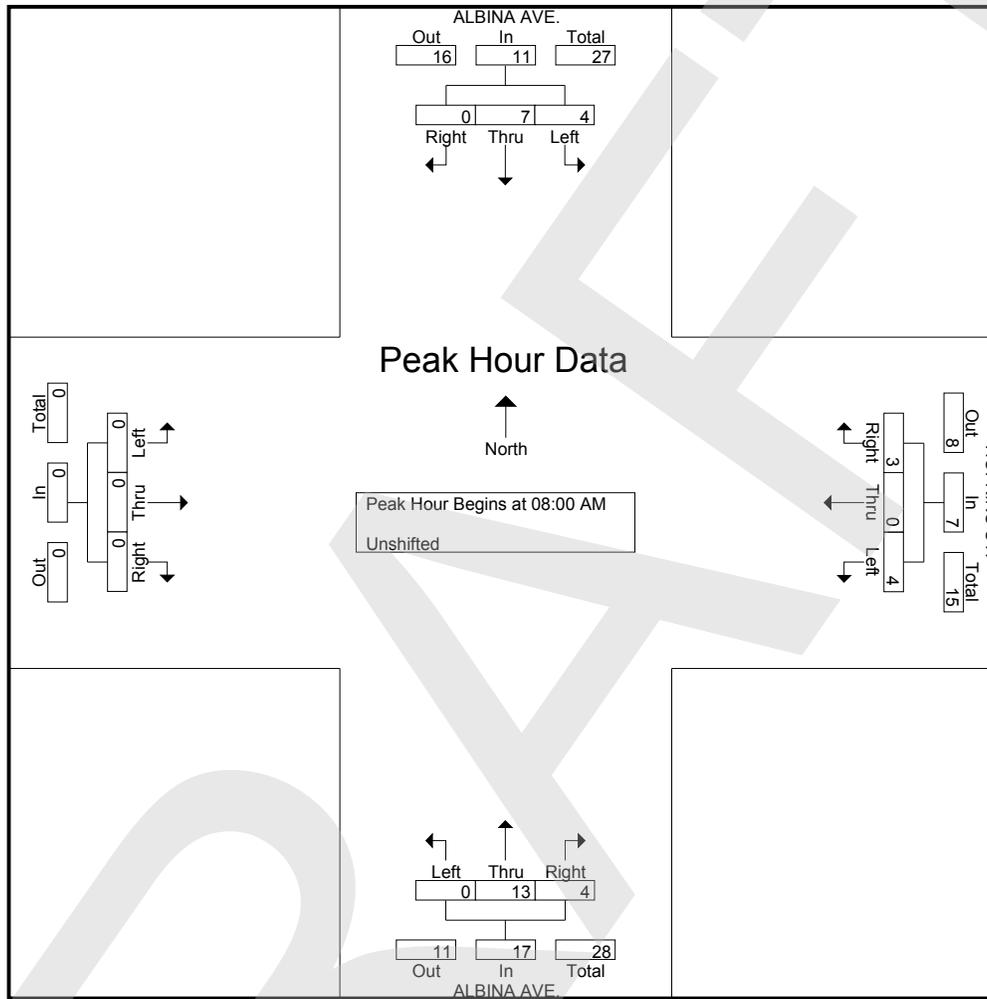
File Name : 08-7200-006 ALBINA-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 1

## Groups Printed- Unshifted

Start Time	ALBINA AVE. Southbound					HOPKINS CT. Westbound					ALBINA AVE. Northbound					Eastbound					Exclu. Total	Inclu. Total	Int. Total					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total								
07:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	5	5
07:15 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30 AM	1	2	0	1	3	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	5	6
07:45 AM	0	1	0	0	1	2	0	0	0	2	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	10	10
<b>Total</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>24</b>
08:00 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	3
08:15 AM	2	0	0	0	2	0	0	1	1	1	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	1	8	9
08:30 AM	1	2	0	0	3	1	0	2	0	3	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0	11	11
08:45 AM	1	4	0	0	5	2	0	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	13	13
<b>Total</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>36</b>
*** BREAK ***																												
01:00 PM	0	6	0	1	6	1	0	0	5	1	0	6	2	2	8	0	0	0	0	0	0	0	0	0	0	8	15	23
01:15 PM	0	5	0	1	5	0	0	0	1	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	2	10	12
01:30 PM	0	8	0	0	8	1	0	3	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	17	17
01:45 PM	0	5	0	0	5	1	0	0	0	1	0	3	2	1	5	0	0	0	0	0	0	0	0	0	0	1	11	12
<b>Total</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>64</b>
02:00 PM	0	7	0	0	7	2	0	0	0	2	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	14	14
02:15 PM	0	3	0	0	3	1	0	2	0	3	0	2	1	0	3	0	0	0	1	0	0	0	0	0	0	1	9	10
02:30 PM	0	4	0	0	4	2	0	0	1	2	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	1	10	11
02:45 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	2	0	0	0	0	2	0	2	6	8
<b>Total</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>43</b>
Grand Total	6	53	0	3	59	16	0	9	8	25	0	50	16	3	66	0	0	0	3	0	0	0	0	0	0	17	150	167
Apprch %	10.2	89.8	0			64	0	36			0	75.8	24.2			0	0	0			0	0	0					
Total %	4	35.3	0		39.3	10.7	0	6		16.7	0	33.3	10.7		44	0	0	0		0						10.2	89.8	

Start Time	ALBINA AVE. Southbound				HOPKINS CT. Westbound				ALBINA AVE. Northbound				Eastbound				Int. Total				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
08:00 AM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
08:15 AM	2	0	0	2	0	0	1	1	0	4	1	5	0	0	0	0	0	0	0	0	8
08:30 AM	1	2	0	3	1	0	2	3	0	2	3	5	0	0	0	0	0	0	0	0	11
08:45 AM	1	4	0	5	2	0	0	2	0	6	0	6	0	0	0	0	0	0	0	0	13
Total Volume	4	7	0	11	4	0	3	7	0	13	4	17	0	0	0	0	0	0	0	0	35
% App. Total	36.4	63.6	0		57.1	0	42.9		0	76.5	23.5		0	0	0						

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



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 01:00 PM

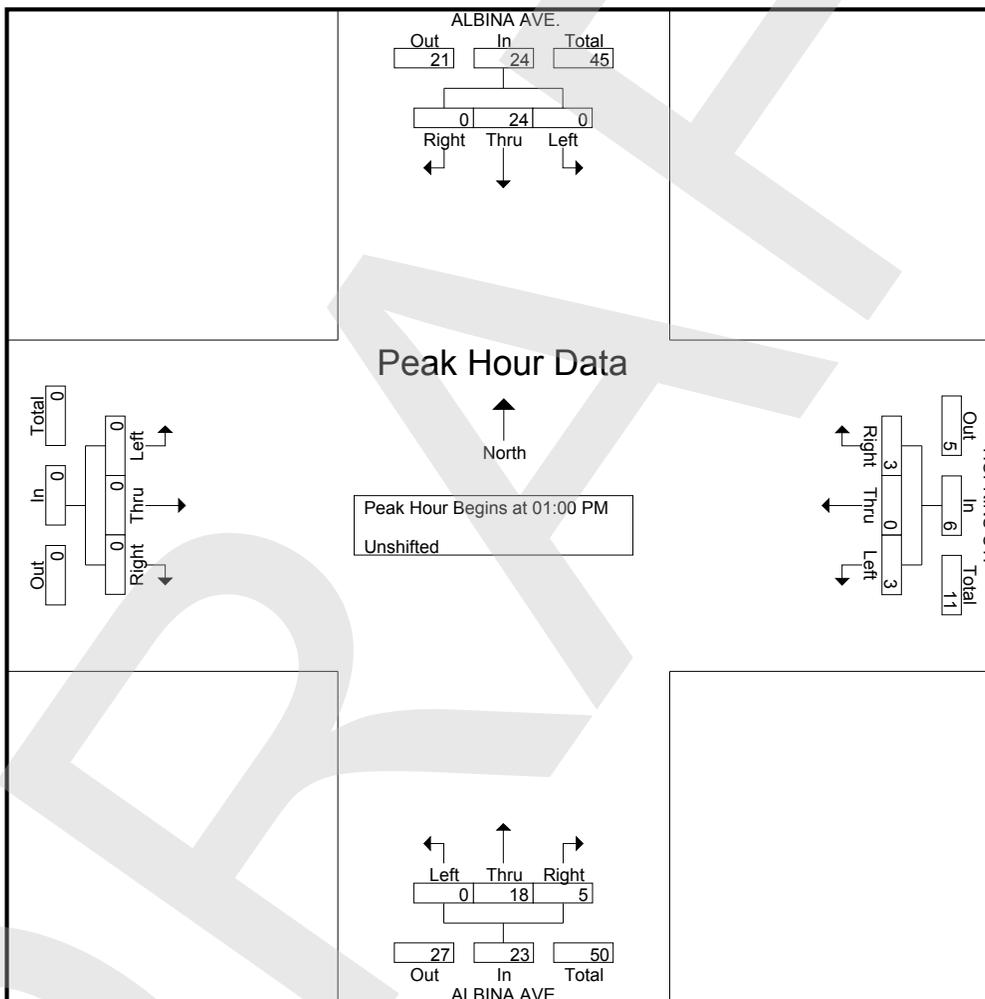
01:00 PM	0	6	0	6	1	0	0	1	0	6	2	8	0	0	0	0	15
01:15 PM	0	5	0	5	0	0	0	0	0	4	1	5	0	0	0	0	10
01:30 PM	0	8	0	8	1	0	3	4	0	5	0	5	0	0	0	0	17
01:45 PM	0	5	0	5	1	0	0	1	0	3	2	5	0	0	0	0	11
Total Volume	0	24	0	24	3	0	3	6	0	18	5	23	0	0	0	0	53
% App. Total	0	100	0	50	0	50	0	0	0	78.3	21.7	0	0	0	0	0	0
PHF	.000	.750	.000	.750	.750	.000	.250	.375	.000	.750	.625	.719	.000	.000	.000	.000	.779

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-006 ALBINA-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 3



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

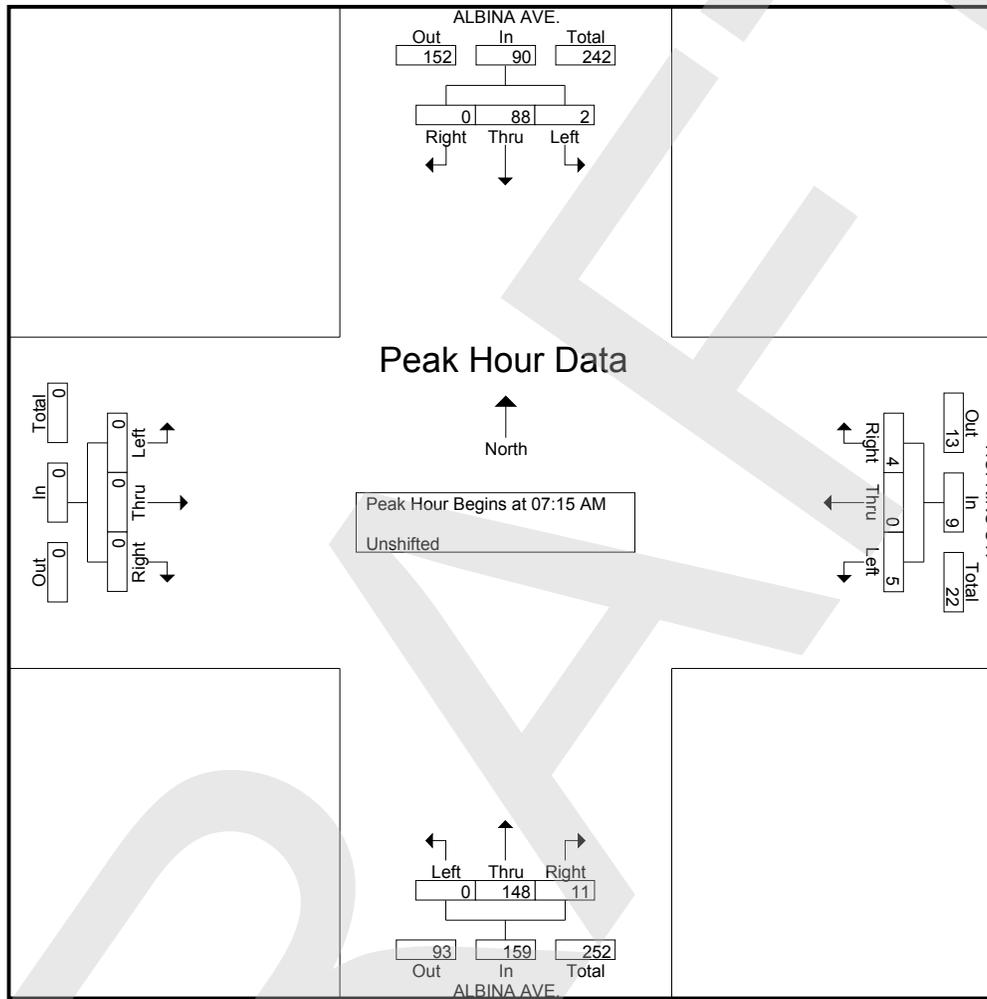
File Name : 08-7200-006 ALBINA-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 1

### Groups Printed- Unshifted

Start Time	ALBINA AVE. Southbound					HOPKINS CT. Westbound					ALBINA AVE. Northbound					Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	2	3	5
07:15 AM	1	7	0	4	8	0	0	0	0	0	0	17	1	0	18	0	0	0	1	0	5	26	31
07:30 AM	0	18	0	4	18	3	0	1	2	4	0	30	3	0	33	0	0	0	3	0	9	55	64
07:45 AM	1	54	0	0	55	0	0	3	6	3	0	94	5	0	99	0	0	0	6	0	12	157	169
<b>Total</b>	<b>3</b>	<b>80</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>142</b>	<b>9</b>	<b>1</b>	<b>151</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>28</b>	<b>241</b>	<b>269</b>
08:00 AM	0	9	0	0	9	2	0	0	0	2	0	7	2	1	9	0	0	0	5	0	6	20	26
08:15 AM	1	5	0	0	6	1	0	1	0	2	0	6	0	0	6	0	0	0	0	0	0	14	14
08:30 AM	0	2	0	0	2	2	0	0	0	2	0	2	3	0	5	0	0	0	0	0	0	9	9
08:45 AM	0	2	0	0	2	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	8	8
<b>Total</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>57</b>
*** BREAK ***																							
01:00 PM	0	4	0	1	4	2	0	1	2	3	0	1	2	0	3	0	1	0	0	1	3	11	14
01:15 PM	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	3
01:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4	4
01:45 PM	0	2	0	0	2	2	0	0	1	2	0	3	1	1	4	0	0	0	0	0	2	8	10
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>26</b>	<b>31</b>
02:00 PM	0	5	0	0	5	2	0	1	2	3	0	12	1	1	13	0	0	0	0	0	3	21	24
02:15 PM	2	23	0	0	25	2	0	0	8	2	0	16	1	2	17	0	0	0	0	0	10	44	54
02:30 PM	2	15	0	1	17	1	0	2	1	3	0	8	1	0	9	0	0	0	0	0	2	29	31
02:45 PM	0	10	0	0	10	2	0	2	0	4	0	10	1	0	11	0	0	0	0	0	0	25	25
<b>Total</b>	<b>4</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>46</b>	<b>4</b>	<b>3</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>119</b>	<b>134</b>
<b>Grand Total</b>	<b>8</b>	<b>160</b>	<b>0</b>	<b>10</b>	<b>168</b>	<b>22</b>	<b>0</b>	<b>12</b>	<b>22</b>	<b>34</b>	<b>0</b>	<b>212</b>	<b>22</b>	<b>6</b>	<b>234</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>54</b>	<b>437</b>	<b>491</b>
Apprch %	4.8	95.2	0			64.7	0	35.3			0	90.6	9.4			0	100	0					
Total %	1.8	36.6	0		38.4	5	0	2.7		7.8	0	48.5	5		53.5	0	0.2	0		0.2	11	89	

Start Time	ALBINA AVE. Southbound				HOPKINS CT. Westbound				ALBINA AVE. Northbound				Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	7	0	8	0	0	0	0	0	17	1	18	0	0	0	0	26
07:30 AM	0	18	0	18	3	0	1	4	0	30	3	33	0	0	0	0	55
07:45 AM	1	54	0	55	0	0	3	3	0	94	5	99	0	0	0	0	157
08:00 AM	0	9	0	9	2	0	0	2	0	7	2	9	0	0	0	0	20
<b>Total Volume</b>	<b>2</b>	<b>88</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>148</b>	<b>11</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>258</b>
<b>% App. Total</b>	<b>2.2</b>	<b>97.8</b>	<b>0</b>		<b>55.6</b>	<b>0</b>	<b>44.4</b>		<b>0</b>	<b>93.1</b>	<b>6.9</b>		<b>0</b>	<b>0</b>	<b>0</b>		

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:15 AM



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

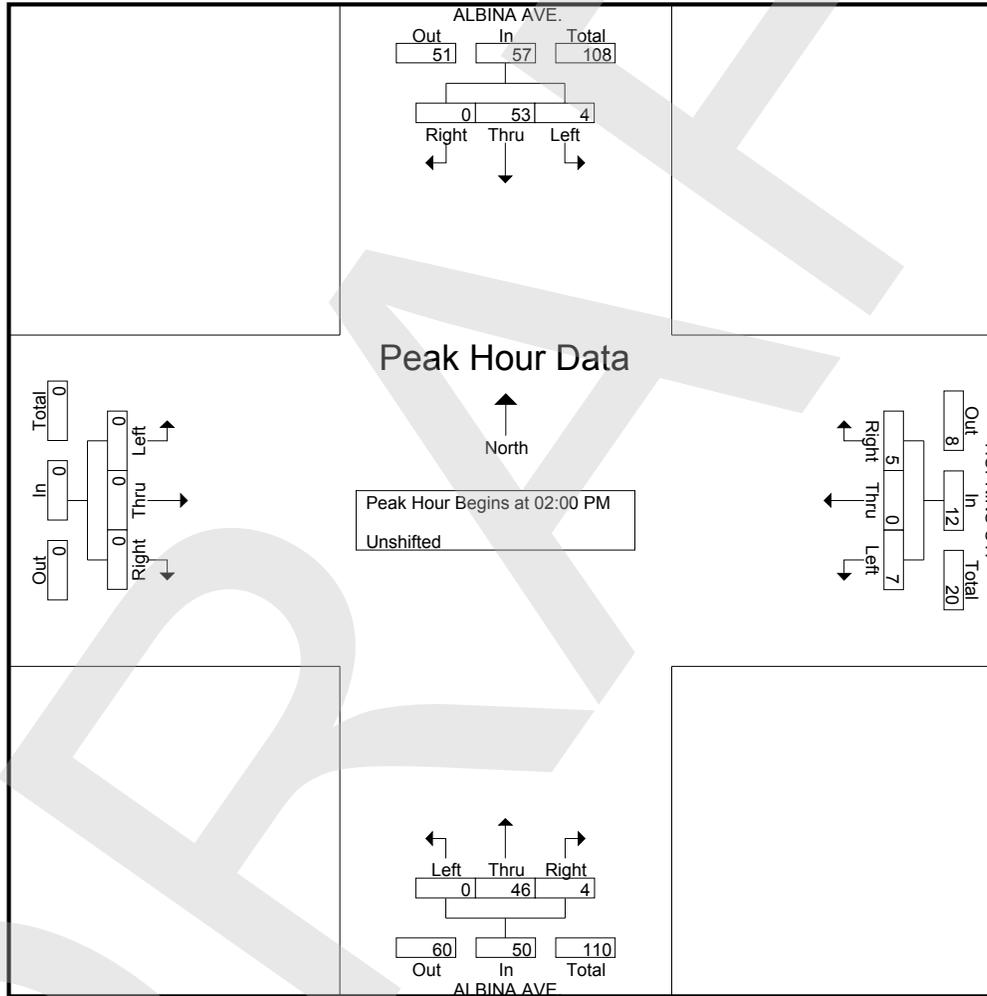
02:00 PM	0	5	0	5	2	0	1	3	0	12	1	13	0	0	0	0	21
02:15 PM	2	23	0	25	2	0	0	2	0	16	1	17	0	0	0	0	44
02:30 PM	2	15	0	17	1	0	2	3	0	8	1	9	0	0	0	0	29
02:45 PM	0	10	0	10	2	0	2	4	0	10	1	11	0	0	0	0	25
Total Volume	4	53	0	57	7	0	5	12	0	46	4	50	0	0	0	0	119
% App. Total	7	93	0	58.3	0	41.7	0	92	0	8	8	0	0	0	0	0	
PHF	.500	.576	.000	.570	.875	.000	.625	.750	.000	.719	1.000	.735	.000	.000	.000	.000	.676

# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-006 ALBINA-HOPKINS-F-0401  
Site Code : 00000000  
Start Date : 04/01/2008  
Page No : 3



# All Traffic Data

(916) 771-8700  
F (916) 786-2879

BERKELEY

File Name : 08-7200-003 SACRAMENTO-HOPKINS-F-0327  
Site Code : 00000000  
Start Date : 03/27/2008  
Page No : 1

### Groups Printed- Unshifted

Start Time	Southbound					HOPKINS ST. Westbound					SACRAMENTO ST. Northbound					HOPKINS ST. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
07:00 AM	0	0	0	0	0	34	17	0	3	51	17	0	9	0	26	0	13	41	4	54	7	131	138
07:15 AM	0	0	0	0	0	35	22	0	0	57	27	0	10	1	37	0	25	57	2	82	3	176	179
07:30 AM	0	0	0	0	0	50	25	0	2	75	23	0	17	0	40	0	24	68	0	92	2	207	209
07:45 AM	0	0	0	0	0	66	48	0	0	114	39	1	21	1	61	0	41	87	1	128	2	303	305
Total	0	0	0	0	0	185	112	0	5	297	106	1	57	2	164	0	103	253	7	356	14	817	831
08:00 AM	0	0	0	0	0	94	52	0	1	146	40	0	25	0	65	0	40	90	0	130	1	341	342
08:15 AM	0	0	0	0	0	88	66	1	2	155	53	0	22	4	75	0	31	89	0	120	6	350	356
08:30 AM	0	0	0	0	0	69	53	0	0	122	59	1	18	0	78	0	47	72	2	119	2	319	321
08:45 AM	0	0	0	0	0	61	70	0	0	131	52	0	33	0	85	0	53	72	0	125	0	341	341
Total	0	0	0	0	0	312	241	1	3	554	204	1	98	4	303	0	171	323	2	494	9	1351	1360
*** BREAK ***																							
01:00 PM	0	0	0	0	0	23	66	0	3	89	52	0	34	0	86	0	60	52	4	112	7	287	294
01:15 PM	0	0	0	0	0	17	56	0	0	73	54	0	18	1	72	0	59	46	2	105	3	250	253
01:30 PM	0	0	0	0	0	21	53	0	7	74	74	0	22	2	96	0	59	47	4	106	13	276	289
01:45 PM	0	0	0	0	0	20	58	0	4	78	59	0	31	0	90	0	51	55	0	106	4	274	278
Total	0	0	0	0	0	81	233	0	14	314	239	0	105	3	344	0	229	200	10	429	27	1087	1114
02:00 PM	0	0	0	0	0	21	56	1	4	78	63	0	22	2	85	0	57	66	1	123	7	286	293
02:15 PM	0	0	0	0	0	31	56	1	14	88	66	0	23	0	89	0	55	42	5	97	19	274	293
02:30 PM	0	0	0	0	0	29	66	2	7	97	67	0	29	1	96	0	55	62	5	117	13	310	323
02:45 PM	0	0	0	0	0	20	59	0	3	79	66	0	28	2	94	1	68	56	1	125	6	298	304
Total	0	0	0	0	0	101	237	4	28	342	262	0	102	5	364	1	235	226	12	462	45	1168	1213
Grand Total	0	0	0	0	0	679	823	5	50	1507	811	2	362	14	1175	1	738	1002	31	1741	95	4423	4518
Apprch %	0	0	0			45.1	54.6	0.3			69	0.2	30.8			0.1	42.4	57.6					
Total %	0	0	0			15.4	18.6	0.1		34.1	18.3	0	8.2		26.6	0	16.7	22.7		39.4	2.1	97.9	

Start Time	Southbound				HOPKINS ST. Westbound				SACRAMENTO ST. Northbound				HOPKINS ST. Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	94	52	0	146	40	0	25	65	0	40	90	130	341
08:15 AM	0	0	0	0	88	66	1	155	53	0	22	75	0	31	89	120	350
08:30 AM	0	0	0	0	69	53	0	122	59	1	18	78	0	47	72	119	319
08:45 AM	0	0	0	0	61	70	0	131	52	0	33	85	0	53	72	125	341
Total Volume	0	0	0	0	312	241	1	554	204	1	98	303	0	171	323	494	1351
% App. Total	0	0	0		56.3	43.5	0.2		67.3	0.3	32.3		0	34.6	65.4		

## Appendix B: Pneumatic Hose Counts

DRAFT



Volumes for: Thursday, March 27, 2008					City: Berkeley					Project #: 08-7201-001				
Location: Hopkins St btwn Gilman St & Albina Ave					Day 1									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB
00:00			8	6	12:00			98	120					
00:15			4	9	12:15			118	117					
00:30			4	4	12:30			86	114					
00:45			1	17	5	24	41	102	404	88	439	843		
01:00			2	5	13:00			110	112					
01:15			4	1	13:15			115	124					
01:30			1	7	13:30			104	120					
01:45			6	13	1	14	27	105	434	126	482	916		
02:00			5	4	14:00			112	120					
02:15			1	2	14:15			119	132					
02:30			2	2	14:30			100	116					
02:45			5	13	1	9	22	128	459	134	502	961		
03:00			2	3	15:00			119	119					
03:15			3	3	15:15			139	123					
03:30			2	1	15:30			138	150					
03:45			1	8	0	7	15	149	545	167	559	1104		
04:00			0	1	16:00			138	176					
04:15			3	1	16:15			151	162					
04:30			3	4	16:30			141	161					
04:45			1	7	2	8	15	138	568	157	656	1224		
05:00			2	3	17:00			141	171					
05:15			7	6	17:15			171	177					
05:30			8	4	17:30			155	205					
05:45			10	27	5	18	45	151	618	147	700	1318		
06:00			9	6	18:00			144	184					
06:15			18	11	18:15			149	154					
06:30			26	22	18:30			143	156					
06:45			33	86	20	59	145	123	559	135	629	1188		
07:00			43	33	19:00			129	145					
07:15			65	37	19:15			105	120					
07:30			88	58	19:30			98	101					
07:45			112	308	53	181	489	67	399	85	451	850		
08:00			140	97	20:00			74	71					
08:15			148	111	20:15			68	72					
08:30			122	123	20:30			47	64					
08:45			142	552	133	464	1016	48	237	43	250	487		
09:00			139	134	21:00			55	37					
09:15			126	104	21:15			56	51					
09:30			103	90	21:30			39	48					
09:45			90	458	86	414	872	52	202	39	175	377		
10:00			100	108	22:00			46	40					
10:15			78	105	22:15			29	32					
10:30			97	87	22:30			34	25					
10:45			104	379	90	390	769	26	135	20	117	252		
11:00			93	96	23:00			24	10					
11:15			103	109	23:15			16	18					
11:30			88	115	23:30			13	11					
11:45			99	383	109	429	812	14	67	7	46	113		

<b>Total Vol.</b>	2251	2017	<b>4268</b>	4627	5006	<b>9633</b>
				<b>Daily Totals</b>		
				NB	SB	<b>Combined</b>
				6878	7023	<b>13901</b>
				<b>AM</b>	<b>PM</b>	
<b>Split %</b>	52.7%	47.3%	<b>30.7%</b>	48.0%	52.0%	<b>69.3%</b>
<b>Peak Hour</b>	08:00	08:15	08:15	17:15	17:15	<b>17:15</b>
<b>Volume</b>	552	501	<b>1052</b>	621	713	<b>1334</b>
<b>P.H.F.</b>	0.93	0.93	<b>0.96</b>	0.91	0.87	<b>0.93</b>

Volumes for: Tuesday, April 01, 2008					City: Berkeley					Project #: 08-7201-001				
Location: Hopkins St btwn Gilman St & Albina Ave					Day 2									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB	AM Period	NB	SB	EB	WB
00:00			6	8	12:00			85	109					
00:15			4	4	12:15			115	117					
00:30			9	3	12:30			102	116					
00:45			5	24	2	17	41	132	434	110	452	886		
01:00			2	3	13:00			105	112					
01:15			5	2	13:15			110	105					
01:30			5	3	13:30			96	106					
01:45			0	12	2	10	22	81	392	96	419	811		
02:00			6	0	14:00			106	118					
02:15			3	1	14:15			128	114					
02:30			1	1	14:30			115	122					
02:45			1	11	2	4	15	118	467	115	469	936		
03:00			1	0	15:00			125	119					
03:15			1	0	15:15			132	158					
03:30			1	3	15:30			127	131					
03:45			3	6	3	6	12	139	523	144	552	1075		
04:00			1	0	16:00			122	150					
04:15			4	4	16:15			117	141					
04:30			1	2	16:30			125	174					
04:45			1	7	5	11	18	114	478	178	643	1121		
05:00			7	7	17:00			149	196					
05:15			5	6	17:15			133	159					
05:30			7	3	17:30			148	219					
05:45			8	27	6	22	49	144	574	220	794	1368		
06:00			12	8	18:00			136	162					
06:15			24	9	18:15			140	167					
06:30			20	28	18:30			116	150					
06:45			34	90	11	56	146	109	501	137	616	1117		
07:00			51	41	19:00			96	150					
07:15			48	41	19:15			97	119					
07:30			78	49	19:30			83	95					
07:45			110	287	76	207	494	101	377	59	423	800		
08:00			138	157	20:00			45	69					
08:15			118	85	20:15			65	65					
08:30			140	98	20:30			55	47					
08:45			128	524	109	449	973	45	210	47	228	438		
09:00			128	121	21:00			56	56					
09:15			104	96	21:15			51	57					
09:30			92	90	21:30			40	38					
09:45			112	436	86	393	829	45	192	35	186	378		
10:00			94	91	22:00			31	46					
10:15			95	98	22:15			30	31					
10:30			88	90	22:30			21	19					
10:45			97	374	85	364	738	32	114	22	118	232		
11:00			102	91	23:00			12	10					
11:15			84	95	23:15			8	12					
11:30			105	104	23:30			10	9					
11:45			92	383	100	390	773	11	41	6	37	78		

<b>Total Vol.</b>	2181	1929	<b>4110</b>	4303	4937	<b>9240</b>
				<b>Daily Totals</b>		
				NB	SB	<b>Combined</b>
				6484	6866	<b>13350</b>
				<b>AM</b>	<b>PM</b>	
<b>Split %</b>	53.1%	46.9%	<b>30.8%</b>	46.6%	53.4%	<b>69.2%</b>
<b>Peak Hour</b>	08:00	08:00	<b>08:00</b>	17:00	17:00	<b>17:00</b>
<b>Volume</b>	524	449	<b>973</b>	574	794	<b>1368</b>
<b>P.H.F.</b>	0.94	0.71	<b>0.82</b>	0.96	0.90	<b>0.93</b>

Volumes for: Thursday, March 27, 2008

City: Albany

Project #: 08-7201-002

Location: Albina Ave bwn Hopkins St & Hopkins Court

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	0			12:00	9	15		
00:15	0	0			12:15	12	11		
00:30	0	0			12:30	3	6		
00:45	0	1	0	0	12:45	3	27	7	39
01:00	0	0			13:00	10	9		
01:15	0	0			13:15	5	6		
01:30	0	0			13:30	5	3		
01:45	0	0	0	0	13:45	6	26	10	28
02:00	0	0			14:00	2	10		
02:15	0	0			14:15	3	10		
02:30	0	0			14:30	1	0		
02:45	0	0	0	0	14:45	4	10	6	26
03:00	0	0			15:00	3	5		
03:15	0	0			15:15	3	5		
03:30	0	0			15:30	3	5		
03:45	0	0	0	0	15:45	4	13	4	19
04:00	0	0			16:00	5	3		
04:15	0	0			16:15	5	5		
04:30	0	0			16:30	5	5		
04:45	0	0	0	0	16:45	5	20	12	25
05:00	0	0			17:00	4	12		
05:15	1	1			17:15	1	3		
05:30	3	2			17:30	5	6		
05:45	0	4	0	3	17:45	3	13	4	25
06:00	0	0			18:00	0	4		
06:15	0	0			18:15	2	1		
06:30	1	1			18:30	5	4		
06:45	1	2	1	2	18:45	3	10	4	13
07:00	3	1			19:00	5	3		
07:15	4	2			19:15	2	3		
07:30	1	1			19:30	7	5		
07:45	1	9	4	8	19:45	1	15	2	13
08:00	7	4			20:00	4	6		
08:15	2	2			20:15	4	0		
08:30	6	1			20:30	2	0		
08:45	5	20	3	10	20:45	5	15	4	10
09:00	11	7			21:00	1	1		
09:15	3	2			21:15	3	1		
09:30	6	2			21:30	0	1		
09:45	5	25	0	11	21:45	1	5	1	4
10:00	8	7			22:00	0	1		
10:15	2	0			22:15	1	2		
10:30	5	3			22:30	0	1		
10:45	2	17	0	10	22:45	0	1	0	4
11:00	3	2			23:00	1	0		
11:15	6	4			23:15	1	1		
11:30	2	6			23:30	0	1		
11:45	7	18	5	17	23:45	1	3	2	4

<b>Total Vol.</b>	96	61			<b>157</b>	158	210			<b>368</b>
						NB	SB	<b>Daily Totals</b>		
						254	271	EB	WB	<b>525</b>
								<b>AM</b>		
								<b>PM</b>		

<b>Split %</b>	61.1%	38.9%	<b>29.9%</b>		42.9%	57.1%	<b>70.1%</b>
<b>Peak Hour</b>	11:45	11:30	11:45		12:15	12:00	12:00
<b>Volume</b>	31	37	68		28	39	66
<b>P.H.F.</b>	0.65	0.62	0.71		0.44	0.65	0.69

Volumes for: Tuesday, April 01, 2008

City: Albany

Project #: 08-7201-002

Location: Albina Ave bwn Hopkins St & Hopkins Court

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	1	0			12:00	1	5		
00:15	0	0			12:15	3	20		
00:30	0	0			12:30	9	6		
00:45	0	1	0	0	12:45	20	33	8	39
01:00	0	0			13:00	8	5		
01:15	0	0			13:15	4	7		
01:30	1	0			13:30	0	2		
01:45	0	1	0	0	13:45	3	15	5	19
02:00	1	1			14:00	9	6		
02:15	0	0			14:15	15	12		
02:30	0	0			14:30	19	28		
02:45	0	1	0	1	14:45	9	52	15	61
03:00	0	0			15:00	11	9		
03:15	0	0			15:15	7	15		
03:30	0	0			15:30	9	16		
03:45	0	0	0	0	15:45	14	41	26	66
04:00	0	0			16:00	10	8		
04:15	0	0			16:15	16	15		
04:30	0	0			16:30	6	8		
04:45	0	0	0	0	16:45	7	39	13	44
05:00	0	0			17:00	9	7		
05:15	1	2			17:15	6	12		
05:30	1	0			17:30	6	22		
05:45	0	2	1	3	17:45	20	41	25	66
06:00	0	0			18:00	10	22		
06:15	0	0			18:15	10	9		
06:30	2	1			18:30	5	5		
06:45	4	6	0	1	18:45	7	32	7	43
07:00	4	2			19:00	6	8		
07:15	3	1			19:15	2	3		
07:30	19	14			19:30	1	3		
07:45	48	74	20	37	19:45	3	12	2	16
08:00	86	57			20:00	2	1		
08:15	7	9			20:15	3	0		
08:30	7	7			20:30	3	1		
08:45	5	105	3	76	20:45	1	9	0	2
09:00	5	6			21:00	4	0		
09:15	5	3			21:15	2	3		
09:30	4	9			21:30	6	1		
09:45	0	14	2	20	21:45	1	13	5	9
10:00	0	1			22:00	1	0		
10:15	2	1			22:15	0	0		
10:30	3	2			22:30	2	2		
10:45	4	9	3	7	22:45	1	4	0	2
11:00	3	4			23:00	1	0		
11:15	1	2			23:15	0	0		
11:30	7	6			23:30	0	3		
11:45	4	15	5	17	23:45	0	1	1	4

<b>Total Vol.</b>	228	162			<b>390</b>	292	371			<b>663</b>
						NB	SB	<b>Daily Totals</b>		
						520	533	EB	WB	<b>1053</b>
								<b>AM</b>		
								<b>PM</b>		

<b>Split %</b>	58.5%	41.5%	<b>37.0%</b>		44.0%	56.0%	<b>63.0%</b>
<b>Peak Hour</b>	07:30	07:30	07:30		14:15	17:15	17:30
<b>Volume</b>	160	100	260		54	81	124
<b>P.H.F.</b>	0.47	0.44	0.45		0.68	0.81	0.69







Volumes for: Thursday, March 27, 2008 City: Berkeley Project #: 08-7201-006

Location: Hopkins St btwn Monterey Ave & McGee Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			4	2	12:00			46	42
00:15			1	0	12:15			65	46
00:30			3	0	12:30			50	41
00:45			1	9	12:45			46	207
01:00			2	2	13:00			60	65
01:15			0	0	13:15			52	63
01:30			0	4	13:30			47	34
01:45			1	3	13:45			42	201
02:00			2	0	14:00			43	40
02:15			1	0	14:15			58	47
02:30			0	1	14:30			57	57
02:45			1	4	14:45			56	214
03:00			1	1	15:00			62	54
03:15			1	1	15:15			60	64
03:30			0	1	15:30			53	60
03:45			0	2	15:45			52	227
04:00			0	0	16:00			73	69
04:15			1	0	16:15			64	56
04:30			2	2	16:30			73	50
04:45			0	3	16:45			75	285
05:00			0	2	17:00			60	56
05:15			1	2	17:15			66	55
05:30			0	2	17:30			67	61
05:45			2	3	17:45			66	259
06:00			1	1	18:00			72	66
06:15			5	3	18:15			73	63
06:30			8	7	18:30			48	44
06:45			6	20	18:45			61	254
07:00			8	12	19:00			56	54
07:15			11	20	19:15			42	54
07:30			18	20	19:30			43	32
07:45			39	76	19:45			34	175
08:00			50	55	20:00			34	31
08:15			47	44	20:15			26	35
08:30			53	54	20:30			16	23
08:45			35	185	20:45			19	95
09:00			45	57	21:00			20	18
09:15			53	51	21:15			18	20
09:30			32	31	21:30			11	11
09:45			37	167	21:45			18	67
10:00			36	44	22:00			17	8
10:15			37	47	22:15			9	15
10:30			45	37	22:30			12	8
10:45			54	172	22:45			8	46
11:00			41	48	23:00			6	3
11:15			42	35	23:15			11	6
11:30			45	35	23:30			4	3
11:45			50	178	23:45			9	30

<b>Total Vol.</b>	822	854	1676	2060	1881	3941
				<b>Daily Totals</b>		
				EB	WB	Combined
				2882	2735	5617

Split %	AM			PM		
	49.0%	51.0%	29.8%	52.3%	47.7%	70.2%
<b>Peak Hour</b>	11:45	08:30	11:45	16:00	15:15	16:00
<b>Volume</b>	211	206	405	285	260	522
<b>P.H.F.</b>	0.81	0.90	0.88	0.95	0.94	0.92

Volumes for: Tuesday, April 01, 2008 City: Berkeley Project #: 08-7201-006

Location: Hopkins St btwn Monterey Ave & McGee Ave									
AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			2	2	12:00			50	35
00:15			0	4	12:15			54	48
00:30			2	5	12:30			54	47
00:45			1	5	12:45			74	232
01:00			1	1	13:00			70	38
01:15			1	2	13:15			67	48
01:30			2	1	13:30			58	46
01:45			1	5	13:45			60	255
02:00			1	3	14:00			57	36
02:15			0	2	14:15			52	32
02:30			2	1	14:30			37	41
02:45			1	4	14:45			39	185
03:00			0	0	15:00			41	45
03:15			0	0	15:15			49	49
03:30			1	0	15:30			52	47
03:45			1	2	15:45			40	182
04:00			0	0	16:00			21	62
04:15			1	1	16:15			62	59
04:30			1	0	16:30			130	40
04:45			2	4	16:45			119	332
05:00			2	1	17:00			104	46
05:15			8	2	17:15			126	45
05:30			0	0	17:30			121	51
05:45			5	15	17:45			115	466
06:00			3	8	18:00			117	43
06:15			5	8	18:15			97	41
06:30			10	8	18:30			81	52
06:45			7	25	18:45			88	383
07:00			17	13	19:00			81	61
07:15			14	12	19:15			84	43
07:30			27	16	19:30			83	25
07:45			32	90	19:45			53	301
08:00			40	69	20:00			49	25
08:15			49	39	20:15			35	24
08:30			41	36	20:30			35	19
08:45			58	188	20:45			37	156
09:00			46	47	21:00			15	16
09:15			62	44	21:15			12	18
09:30			36	38	21:30			10	12
09:45			41	185	21:45			14	51
10:00			37	46	22:00			6	10
10:15			37	43	22:15			8	15
10:30			39	30	22:30			6	9
10:45			35	148	22:45			6	26
11:00			31	38	23:00			5	13
11:15			39	34	23:15			4	9
11:30			47	41	23:30			5	3
11:45			49	166	23:45			3	17

<b>Total Vol.</b>	837	785	1622	2586	1636	4222
				<b>Daily Totals</b>		
				EB	WB	Combined
				3423	2421	5844

Split %	AM			PM		
	51.6%	48.4%	27.8%	61.3%	38.7%	72.2%
<b>Peak Hour</b>	08:30	07:45	11:45	16:30	15:30	17:15
<b>Volume</b>	207	180	373	479	216	664
<b>P.H.F.</b>	0.83	0.65	0.91	0.92	0.87	0.97

Volumes for: Thursday, March 27, 2008

City: Albany

Project #: 08-7201-007

Location: Posen Ave bwn Ordway St & Ventura Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			1	0	12:00			10	6			
00:15			2	0	12:15			10	17			
00:30			1	1	12:30			9	12			
00:45			0	4	0	1	5	6	35	16	51	86
01:00			1	0	13:00			6	12			
01:15			1	0	13:15			10	7			
01:30			0	0	13:30			9	11			
01:45			3	5	1	1	6	8	33	10	40	73
02:00			0	1	14:00			12	12			
02:15			0	0	14:15			8	5			
02:30			0	0	14:30			7	6			
02:45			0	0	0	1	1	10	37	4	27	64
03:00			0	0	15:00			12	11			
03:15			0	0	15:15			8	8			
03:30			0	0	15:30			5	5			
03:45			0	0	0	0		6	31	12	36	67
04:00			0	0	16:00			13	13			
04:15			0	0	16:15			9	11			
04:30			0	0	16:30			7	10			
04:45			0	0	0	0		8	37	13	47	84
05:00			0	0	17:00			9	9			
05:15			1	1	17:15			8	6			
05:30			0	0	17:30			11	16			
05:45			0	1	0	1	2	9	37	18	49	86
06:00			0	1	18:00			15	14			
06:15			1	1	18:15			11	8			
06:30			1	0	18:30			12	5			
06:45			0	2	2	4	6	7	45	3	30	75
07:00			2	3	19:00			11	7			
07:15			2	2	19:15			8	18			
07:30			1	5	19:30			1	4			
07:45			6	11	6	16	27	9	29	3	32	61
08:00			8	18	20:00			7	2			
08:15			8	12	20:15			4	3			
08:30			5	14	20:30			5	3			
08:45			12	33	11	55	88	3	19	2	10	29
09:00			10	12	21:00			1	4			
09:15			13	11	21:15			2	3			
09:30			6	13	21:30			4	2			
09:45			7	36	18	54	90	2	9	4	13	22
10:00			9	10	22:00			2	3			
10:15			7	10	22:15			1	2			
10:30			6	13	22:30			0	1			
10:45			5	27	9	42	69	0	3	0	6	9
11:00			3	6	23:00			0	1			
11:15			3	8	23:15			0	0			
11:30			4	6	23:30			2	0			
11:45			4	14	13	33	47	1	3	2	3	6

<b>Total Vol.</b>			133	208	341			318	344	662
						NB	SB	Daily Totals		
								EB	WB	Combined
								451	552	1003

Split %	AM			PM		
	39.0%	61.0%	34.0%	48.0%	52.0%	66.0%
<b>Peak Hour</b>	08:45	08:00	09:00	17:45	12:15	17:30
<b>Volume</b>	41	55	90	47	57	102
<b>P.H.F.</b>	0.79	0.76	0.90	0.78	0.84	0.88

Volumes for: Tuesday, April 01, 2008

City: Albany

Project #: 08-7201-007

Location: Posen Ave bwn Ordway St & Ventura Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			7	12			
00:15			1	0	12:15			8	13			
00:30			0	0	12:30			11	5			
00:45			0	1	0	0	1	7	33	7	37	70
01:00			0	0	13:00			6	9			
01:15			1	0	13:15			2	5			
01:30			0	0	13:30			5	15			
01:45			0	1	0	0	1	4	17	4	33	50
02:00			0	0	14:00			7	16			
02:15			0	1	14:15			4	9			
02:30			1	1	14:30			11	12			
02:45			1	2	1	3	5	12	34	14	51	85
03:00			0	0	15:00			10	13			
03:15			0	0	15:15			34	35			
03:30			0	0	15:30			26	28			
03:45			0	0	0	0		10	80	34	110	190
04:00			0	0	16:00			6	15			
04:15			2	0	16:15			13	10			
04:30			1	0	16:30			11	14			
04:45			1	4	0	0	4	10	40	13	52	92
05:00			0	0	17:00			12	13			
05:15			0	0	17:15			10	12			
05:30			0	1	17:30			15	16			
05:45			1	1	2	3	4	23	60	19	60	120
06:00			1	0	18:00			22	28			
06:15			2	9	18:15			18	24			
06:30			2	3	18:30			16	23			
06:45			0	5	8	20	25	12	68	26	101	169
07:00			9	14	19:00			14	20			
07:15			51	57	19:15			6	15			
07:30			89	32	19:30			8	9			
07:45			15	164	16	119	283	6	34	8	52	86
08:00			5	17	20:00			4	6			
08:15			13	6	20:15			4	3			
08:30			5	12	20:30			2	5			
08:45			11	34	14	49	83	6	16	4	18	34
09:00			6	6	21:00			2	3			
09:15			5	7	21:15			2	2			
09:30			8	4	21:30			3	1			
09:45			7	26	6	23	49	3	10	2	8	18
10:00			6	8	22:00			2	3			
10:15			6	7	22:15			1	2			
10:30			7	9	22:30			0	1			
10:45			7	26	5	29	55	1	4	3	9	13
11:00			8	4	23:00			0	2			
11:15			7	6	23:15			0	1			
11:30			9	8	23:30			0	0			
11:45			12	36	14	32	68	0	0	0	3	3

<b>Total Vol.</b>			300	278	578			396	534	930
						NB	SB	Daily Totals		
								EB	WB	Combined
								696	812	1508

Split %	AM			PM		
	51.9%	48.1%	38.3%	42.6%	57.4%	61.7%
<b>Peak Hour</b>	07:00	07:15	07:00	14:45	15:15	15:00
<b>Volume</b>	164	122	283	82	112	190
<b>P.H.F.</b>	0.46	0.54	0.58	0.60	0.80	0.69

Volumes for: Thursday, March 27, 2008 City: Albany Project #: 08-7201-008  
 Location: Posen Ave bwn Ventura Ave & West Pl

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			1	0	12:00			10	4			
00:15			1	0	12:15			13	17			
00:30			2	1	12:30			14	16			
00:45			0	4	0	1	5	6	43	4	41	84
01:00			1	0	13:00			8	5			
01:15			1	0	13:15			9	3			
01:30			0	0	13:30			11	8			
01:45			3	5	0	0	5	7	35	10	26	61
02:00			0	0	14:00			11	11			
02:15			0	0	14:15			8	4			
02:30			0	0	14:30			7	7			
02:45			0	0	0	0	0	10	36	4	26	62
03:00			0	0	15:00			12	10			
03:15			0	0	15:15			6	8			
03:30			0	0	15:30			4	5			
03:45			0	0	0	0	0	7	29	12	35	64
04:00			1	0	16:00			14	11			
04:15			0	0	16:15			8	12			
04:30			0	0	16:30			6	11			
04:45			0	1	0	0	1	9	37	14	48	85
05:00			0	0	17:00			7	9			
05:15			1	1	17:15			9	7			
05:30			1	0	17:30			10	17			
05:45			0	2	0	1	3	9	35	17	50	85
06:00			1	0	18:00			16	15			
06:15			1	0	18:15			9	9			
06:30			1	0	18:30			12	6			
06:45			2	5	1	1	6	6	43	4	34	77
07:00			1	1	19:00			10	6			
07:15			2	0	19:15			9	17			
07:30			1	4	19:30			1	5			
07:45			8	12	1	6	18	9	29	4	32	61
08:00			12	15	20:00			7	2			
08:15			6	9	20:15			4	3			
08:30			9	8	20:30			6	2			
08:45			11	38	11	43	81	2	19	2	9	28
09:00			15	3	21:00			0	4			
09:15			11	13	21:15			3	3			
09:30			6	12	21:30			4	2			
09:45			8	40	9	37	77	2	9	2	11	20
10:00			5	9	22:00			2	3			
10:15			6	11	22:15			1	2			
10:30			7	8	22:30			0	1			
10:45			8	26	8	36	62	0	3	0	6	9
11:00			6	9	23:00			0	1			
11:15			3	3	23:15			0	0			
11:30			2	10	23:30			2	0			
11:45			10	21	11	33	54	1	3	2	3	6

<b>Total Vol.</b>	154	158	<b>312</b>				321	321	<b>642</b>		
							<b>Daily Totals</b>				
							NB	SB	EB	WB	Combined
									475	479	<b>954</b>
									<b>PM</b>		
<b>Split %</b>	49.4%	50.6%	<b>32.7%</b>				50.0%	50.0%	<b>67.3%</b>		
<b>Peak Hour</b>	11:45	11:45	11:45				17:45	17:30	<b>17:30</b>		
<b>Volume</b>	47	48	<b>95</b>				46	58	<b>102</b>		
<b>P.H.F.</b>	0.84	0.71	<b>0.79</b>				0.72	0.85	<b>0.82</b>		

Volumes for: Tuesday, April 01, 2008 City: Albany Project #: 08-7201-008  
 Location: Posen Ave bwn Ventura Ave & West Pl

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			0	0	12:00			9	8			
00:15			0	0	12:15			11	14			
00:30			0	0	12:30			9	14			
00:45			0	0	0	0	0	6	35	7	43	78
01:00			0	0	13:00			11	3			
01:15			0	0	13:15			7	2			
01:30			0	0	13:30			5	6			
01:45			0	0	0	0	0	6	29	12	23	52
02:00			1	1	14:00			11	6			
02:15			0	0	14:15			23	7			
02:30			0	0	14:30			30	29			
02:45			0	1	0	1	2	4	68	8	50	118
03:00			0	0	15:00			5	11			
03:15			1	0	15:15			16	9			
03:30			0	0	15:30			16	12			
03:45			0	1	0	0	1	19	56	22	54	110
04:00			0	0	16:00			18	9			
04:15			0	0	16:15			14	17			
04:30			0	0	16:30			6	10			
04:45			0	0	0	0	0	9	47	5	41	88
05:00			2	1	17:00			0	18			
05:15			1	0	17:15			0	23			
05:30			0	0	17:30			0	40			
05:45			0	3	2	3	6	0	0	42	123	123
06:00			0	0	18:00			13	34			
06:15			0	1	18:15			18	12			
06:30			1	1	18:30			11	14			
06:45			1	2	1	3	5	7	49	9	69	118
07:00			2	2	19:00			11	9			
07:15			3	2	19:15			12	4			
07:30			9	9	19:30			10	3			
07:45			45	59	17	30	89	10	43	2	18	61
08:00			82	57	20:00			3	3			
08:15			16	20	20:15			3	2			
08:30			6	13	20:30			3	3			
08:45			14	118	13	103	221	2	11	7	15	26
09:00			4	5	21:00			1	4			
09:15			12	11	21:15			3	2			
09:30			6	6	21:30			2	1			
09:45			6	28	5	27	55	3	9	2	9	18
10:00			8	5	22:00			3	2			
10:15			5	6	22:15			2	2			
10:30			6	6	22:30			1	2			
10:45			6	25	7	24	49	1	7	0	6	13
11:00			7	4	23:00			0	0			
11:15			6	9	23:15			1	0			
11:30			6	4	23:30			0	0			
11:45			6	25	4	21	46	0	1	0	0	1

<b>Total Vol.</b>	262	212	<b>474</b>				355	451	<b>806</b>		
							<b>Daily Totals</b>				
							NB	SB	EB	WB	Combined
									617	663	<b>1280</b>
									<b>PM</b>		
<b>Split %</b>	55.3%	44.7%	<b>37.0%</b>				44.0%	56.0%	<b>63.0%</b>		
<b>Peak Hour</b>	07:30	07:45	<b>07:45</b>				13:45	17:15	<b>17:30</b>		
<b>Volume</b>	152	107	<b>256</b>				70	139	<b>159</b>		
<b>P.H.F.</b>	0.46	0.47	<b>0.46</b>				0.58	0.83	<b>0.85</b>		

## Appendix C: Speed Survey Data

DRAFT



**MULTITRANS TRANSPORTATION CONSULTANTS  
SAN RAMON, CALIFORNIA  
925-355-7300**

**JURISDICTION:** BERKELEY  
**LOCATION:** ALBINA AVE.  
**LIMITS:** HOPKINS ST. & HOPKINS CT.

**SITE:** BERK01  
**DATE:** 11/6/2007  
**DAY:** TUESDAY

Time	Total	Daily Speed (60 Min.)																
		Direction: NB																
		< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
8:00 AM	127	3	1	7	20	31	31	19	9	6	0	0	0	0	0	0	0	0
9:00 AM	48	1	1	3	6	7	7	8	6	5	2	2	0	0	0	0	0	0
10:00 AM	7	0	1	1	0	2	2	0	1	0	0	0	0	0	0	0	0	0
11:00 AM	6	1	1	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0
12:00 PM	13	1	0	0	1	1	6	1	2	0	1	0	0	0	0	0	0	0
1:00 PM	24	0	0	1	3	3	1	6	5	3	0	2	0	0	0	0	0	0
2:00 PM	19	1	1	1	3	3	2	4	1	2	1	0	0	0	0	0	0	0
3:00 PM	39	0	2	3	0	6	11	4	4	7	1	1	0	0	0	0	0	0
4:00 PM	30	0	1	1	0	2	8	6	6	3	2	1	0	0	0	0	0	0
5:00 PM	46	0	1	4	7	9	12	6	4	2	1	0	0	0	0	0	0	0
6:00 PM	40	0	0	3	4	8	9	5	9	2	0	0	0	0	0	0	0	0
7:00 PM	16	0	0	1	4	2	4	3	1	1	0	0	0	0	0	0	0	0
8:00 PM	13	1	0	2	1	2	3	2	1	1	0	0	0	0	0	0	0	0
9:00 PM	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0
10:00 PM	6	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0
	453	8	11	27	51	82	102	69	51	36	10	6	0	0	0	0	0	0

**Percentile Speeds (MPH)**      10%      15%      50%      85%      90%  
                                          14      14.8      19.1      23.1      24.2

**10 MPH Pace Speed**      13.5 - 23.5      **Average:**      19 MPH  
**Number in Pace**      362 (79.9 %)      **Minimum:**      6.7 MPH  
                                                    **Maximum:**      29.5 MPH

**Speed Exceeded**      15 MPH      25 MPH      40 MPH  
                                          84.30%      6.80%      0.00%  
**Count**      382      31      0

**MULTITRANS TRANSPORTATION CONSULTANTS  
SAN RAMON, CALIFORNIA  
925-355-7300**

**JURISDICTION:** BERKELEY  
**LOCATION:** ALBINA AVE.  
**LIMITS:** HOPKINS ST. & HOPKINS CT.

**SITE:** BERK01  
**DATE:** 11/7/2007  
**DAY:** WEDNESDAY

Time	Total	Daily Speed (60 Min.)																
		Direction: NB																
		< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:00 AM	3	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
8:00 AM	33	0	1	1	6	3	11	9	1	0	1	0	0	0	0	0	0	0
9:00 AM	128	4	2	9	12	19	28	28	17	7	0	1	1	0	0	0	0	0
10:00 AM	18	0	0	0	1	4	2	5	5	1	0	0	0	0	0	0	0	0
11:00 AM	10	0	1	0	0	1	6	2	0	0	0	0	0	0	0	0	0	0
12:00 PM	13	0	0	0	1	2	4	1	1	3	1	0	0	0	0	0	0	0
1:00 PM	34	2	0	2	0	4	6	8	6	4	2	0	0	0	0	0	0	0
2:00 PM	16	1	0	3	1	2	4	3	1	1	0	0	0	0	0	0	0	0
3:00 PM	46	0	3	2	7	6	8	8	3	7	2	0	0	0	0	0	0	0
4:00 PM	41	0	2	3	7	7	9	8	2	3	0	0	0	0	0	0	0	0
5:00 PM	46	0	1	1	7	12	9	6	6	3	0	1	0	0	0	0	0	0
6:00 PM	39	1	0	2	7	5	6	8	8	0	1	1	0	0	0	0	0	0
7:00 PM	17	2	1	1	1	2	3	4	3	0	0	0	0	0	0	0	0	0
8:00 PM	19	1	1	0	0	5	4	3	2	1	1	1	0	0	0	0	0	0
9:00 PM	10	0	1	2	2	2	1	1	0	0	1	0	0	0	0	0	0	0
10:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	6	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0
	486	11	13	26	52	76	106	96	57	32	12	4	1	0	0	0	0	0

**Percentile Speeds (MPH)**      10%      15%      50%      85%      90%  
                                          13.9      15      19.1      23.1      23.8

**10 MPH Pace Speed**      14.5 - 24.5      **Average:**      19 MPH  
**Number in Pace**      398 (81.9 %)      **Minimum:**      6.1 MPH  
                                                    **Maximum:**      30.1 MPH

**Speed Exceeded**      15 MPH      25 MPH      40 MPH  
                                          85.40%      5.30%      0.00%  
**Count**      415      26      0



**MULTITRANS TRANSPORTATION CONSULTANTS  
SAN RAMON, CALIFORNIA  
925-355-7300**

**JURISDICTION:** BERKELEY  
**LOCATION:** ALBINA AVE.  
**LIMITS:** HOPKINS ST. & HOPKINS CT.

**SITE:** BERK01  
**DATE:** 11/9/2007  
**DAY:** FRIDAY

Time	Total	Daily Speed (60 Min.)																
		Direction: NB																
		< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:00 AM	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	121	2	4	4	13	28	20	30	16	3	1	0	0	0	0	0	0	0
9:00 AM	28	0	0	1	2	7	5	7	1	4	1	0	0	0	0	0	0	0
10:00 AM	16	0	1	2	1	2	4	2	2	2	0	0	0	0	0	0	0	0
11:00 AM	9	0	1	2	2	1	0	0	1	1	1	0	0	0	0	0	0	0
12:00 PM	18	2	2	0	1	4	5	3	1	0	0	0	0	0	0	0	0	0
1:00 PM	59	2	2	4	4	10	11	6	10	5	2	2	1	0	0	0	0	0
2:00 PM	34	0	2	2	1	5	7	7	3	5	2	0	0	0	0	0	0	0
3:00 PM	29	1	0	1	3	2	7	6	4	3	2	0	0	0	0	0	0	0
4:00 PM	18	0	1	2	1	1	2	5	3	3	0	0	0	0	0	0	0	0
5:00 PM	25	1	1	0	2	3	2	3	6	3	3	0	1	0	0	0	0	0
6:00 PM	17	2	2	1	1	3	5	1	2	0	0	0	0	0	0	0	0	0
7:00 PM	17	1	1	2	0	2	5	2	1	2	0	0	0	0	1	0	0	0
8:00 PM	9	0	0	1	0	0	0	4	1	3	0	0	0	0	0	0	0	0
9:00 PM	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	4	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0
11:00 PM	7	0	0	0	0	3	1	1	1	1	0	0	0	0	1	0	0	0
	421	11	17	22	32	75	78	77	54	38	12	2	2	0	1	0	0	0

**Percentile Speeds (MPH)**      10%      15%      50%      85%      90%  
                                          13.1      14.7      19.3      23.5      24.4

**10 MPH Pace Speed**      15.3 - 25.3      **Average:**      19.1 MPH  
**Number in Pace**      326 (77.4 %)      **Minimum:**      5.5 MPH  
                                                    **Maximum:**      35 MPH

**Speed Exceeded**      15 MPH      25 MPH      40 MPH  
**Count**      84.10%      7.10%      0.00%  
                                  354      30      0



**MULTITRANS TRANSPORTATION CONSULTANTS  
SAN RAMON, CALIFORNIA  
925-355-7300**

**JURISDICTION:** BERKELEY  
**LOCATION:** ALBINA AVE.  
**LIMITS:** HOPKINS ST. & HOPKINS CT.

**SITE:** BERK01  
**DATE:** 11/11/2007  
**DAY:** SUNDAY

Time	Total	Daily Speed (60 Min.)																
		Direction: NB																
		< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	8	2	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	4	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	3	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	6	0	0	1	1	1	2	0	1	0	0	0	0	0	0	0	0	0
2:00 PM	7	0	0	0	3	0	1	1	1	1	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	16	1	0	0	1	4	4	4	2	0	0	0	0	0	0	0	0	0
5:00 PM	13	1	2	0	1	2	5	1	1	0	0	0	0	0	0	0	0	0
6:00 PM	9	0	1	4	0	1	1	0	1	1	0	0	0	0	0	0	0	0
7:00 PM	6	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0
8:00 PM	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	8	0	2	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	5	0	0	0	1	0	0	1	1	1	0	1	0	0	0	0	0	0
11:00 PM	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
	100	6	6	7	13	17	25	13	9	3	0	1	0	0	0	0	0	0

**Percentile Speeds (MPH)**  
10% 10.8      15% 12.6      50% 18.1      85% 21.6      90% 22.2

**10 MPH Pace Speed** 13.1 - 23.1      **Average:** 17.5 MPH  
**Number in Pace** 79 (79.0%)      **Minimum:** 7.2 MPH  
**Maximum:** 28.6 MPH

**Speed Exceeded**  
15 MPH 75.00%      25 MPH 3.00%      40 MPH 0.00%  
**Count** 75      3      0

**MULTITRANS TRANSPORTATION CONSULTANTS  
SAN RAMON, CALIFORNIA  
925-355-7300**

**JURISDICTION:** BERKELEY  
**LOCATION:** ALBINA AVE.  
**LIMITS:** HOPKINS ST. & HOPKINS CT.

**SITE:** BERK01  
**DATE:** 11/6/2007  
**DAY:** TUESDAY

Time	Total	Daily Speed (60 Min.)																
		Direction: SB																
		< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	3	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
6:00 AM	3	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
7:00 AM	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	71	3	2	2	10	15	12	14	9	3	0	1	0	0	0	0	0	0
9:00 AM	38	0	0	1	1	8	9	3	6	8	1	0	1	0	0	0	0	0
10:00 AM	20	0	0	2	2	2	2	5	1	4	1	1	0	0	0	0	0	0
11:00 AM	14	0	0	1	1	0	0	5	2	3	2	0	0	0	0	0	0	0
12:00 PM	11	0	0	0	0	0	4	0	3	2	1	1	0	0	0	0	0	0
1:00 PM	20	0	1	0	1	0	2	1	4	6	2	1	0	2	0	0	0	0
2:00 PM	17	0	1	0	1	3	3	0	5	1	3	0	0	0	0	0	0	0
3:00 PM	54	0	2	0	3	3	5	8	9	12	7	4	0	1	0	0	0	0
4:00 PM	61	0	1	1	2	4	6	13	14	8	5	4	2	0	1	0	0	0
5:00 PM	41	0	1	4	2	6	9	7	4	6	1	0	1	0	0	0	0	0
6:00 PM	58	1	3	2	8	8	13	10	7	4	2	0	0	0	0	0	0	0
7:00 PM	24	1	0	0	0	2	7	5	2	4	0	2	1	0	0	0	0	0
8:00 PM	14	0	0	1	0	1	4	4	2	0	1	0	0	1	0	0	0	0
9:00 PM	10	0	0	0	0	0	3	3	0	3	1	0	0	0	0	0	0	0
10:00 PM	7	1	0	0	1	0	0	0	1	3	1	0	0	0	0	0	0	0
11:00 PM	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
	472	8	11	14	32	53	82	78	70	67	32	14	5	4	2	0	0	0

**Percentile Speeds (MPH)**      10%      15%      50%      85%      90%  
                                          15      16.2      21      25.5      26.4

**10 MPH Pace Speed**      16.4 - 26.4      **Average:**      20.8 MPH  
**Number in Pace**      355 (75.2 %)      **Minimum:**      5 MPH  
                                                    **Maximum:**      34.2 MPH

**Speed Exceeded**      15 MPH      25 MPH      40 MPH  
                                          90.50%      17.60%      0.00%  
**Count**      427      83      0



**MULTITRANS TRANSPORTATION CONSULTANTS  
SAN RAMON, CALIFORNIA  
925-355-7300**

**JURISDICTION:** BERKELEY  
**LOCATION:** ALBINA AVE.  
**LIMITS:** HOPKINS ST. & HOPKINS CT.

**SITE:** BERK01  
**DATE:** 11/8/2007  
**DAY:** THURSDAY

Time	Total	Daily Speed (60 Min.)																
		Direction: SB																
		< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	4	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:00 AM	4	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
8:00 AM	66	5	1	5	7	18	10	7	6	4	0	1	1	0	0	1	0	0
9:00 AM	29	0	0	2	0	3	7	5	6	3	1	0	2	0	0	0	0	0
10:00 AM	14	1	0	0	1	3	0	2	4	1	0	2	0	0	0	0	0	0
11:00 AM	14	0	0	1	2	0	4	1	4	2	0	0	0	0	0	0	0	0
12:00 PM	28	1	0	1	1	2	2	6	2	4	6	3	0	0	0	0	0	0
1:00 PM	17	0	1	1	0	0	4	3	3	3	1	1	0	0	0	0	0	0
2:00 PM	19	2	0	1	0	3	3	2	2	1	3	1	1	0	0	0	0	0
3:00 PM	24	2	1	0	2	6	4	2	4	3	0	0	0	0	0	0	0	0
4:00 PM	98	2	3	3	5	9	16	15	16	19	4	2	3	1	0	0	0	0
5:00 PM	54	2	1	2	1	8	11	9	9	6	3	2	0	0	0	0	0	0
6:00 PM	57	1	3	0	6	10	13	12	4	4	3	0	1	0	0	0	0	0
7:00 PM	37	2	2	2	2	4	3	6	6	3	4	1	0	2	0	0	0	0
8:00 PM	26	1	0	1	2	3	5	7	2	4	1	0	0	0	0	0	0	0
9:00 PM	84	1	1	4	4	4	20	21	12	9	5	0	1	2	0	0	0	0
10:00 PM	10	0	0	0	0	1	2	3	3	1	0	0	0	0	0	0	0	0
11:00 PM	5	0	0	0	1	0	0	0	1	2	0	0	1	0	0	0	0	0
	593	22	13	23	34	75	106	101	86	70	33	13	10	5	0	1	0	1

<b>Percentile Speeds (MPH)</b>	<u>10%</u> 14.1	<u>15%</u> 15.7	<u>50%</u> 20.4	<u>85%</u> 25.2	<u>90%</u> 26.1
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<b>10 MPH Pace Speed</b>	16.0 - 26.0	<b>Average:</b>	20.4 MPH
<b>Number in Pace</b>	438 (73.9%)	<b>Minimum:</b>	5.2 MPH
		<b>Maximum:</b>	42.6 MPH

<b>Speed Exceeded</b>	<u>15 MPH</u>	<u>25 MPH</u>	<u>40 MPH</u>
	87.20%	17.20%	0.20%
<b>Count</b>	517	102	1



**MULTITRANS TRANSPORTATION CONSULTANTS  
SAN RAMON, CALIFORNIA  
925-355-7300**

**JURISDICTION:** BERKELEY  
**LOCATION:** ALBINA AVE.  
**LIMITS:** HOPKINS ST. & HOPKINS CT.

**SITE:** BERK01  
**DATE:** 11/10/2007  
**DAY:** SATURDAY

Time	Total	Daily Speed (60 Min.)																
		Direction: SB																
		< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
2:00 AM	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
3:00 AM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	8	1	0	0	1	2	0	2	1	1	0	0	0	0	0	0	0	0
9:00 AM	17	2	0	1	0	2	1	1	5	3	1	0	0	1	0	0	0	0
10:00 AM	19	0	1	0	1	4	3	1	3	3	0	1	1	1	0	0	0	0
11:00 AM	15	1	1	0	1	3	0	1	2	4	1	1	0	0	0	0	0	0
12:00 PM	28	1	1	1	3	9	5	1	3	3	0	0	1	0	0	0	0	0
1:00 PM	37	2	0	1	5	8	5	6	6	3	0	1	0	0	0	0	0	0
2:00 PM	46	0	0	3	3	11	6	8	7	7	1	0	0	0	0	0	0	0
3:00 PM	22	1	0	7	2	3	2	1	4	1	1	0	0	0	0	0	0	0
4:00 PM	16	1	1	1	1	2	1	5	0	3	1	0	0	0	0	0	0	0
5:00 PM	21	0	1	2	2	1	3	5	2	4	0	1	0	0	0	0	0	0
6:00 PM	15	0	1	1	0	1	5	3	3	0	1	0	0	0	0	0	0	0
7:00 PM	9	2	0	1	0	2	0	3	0	1	0	0	0	0	0	0	0	0
8:00 PM	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10:00 PM	6	1	0	0	1	0	2	0	1	0	1	0	0	0	0	0	0	0
11:00 PM	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0
	275	13	6	18	20	48	35	41	41	36	8	4	2	2	0	0	0	1

**Percentile Speeds (MPH)**      10%      15%      50%      85%      90%  
                                          12.7      14.5      19.9      24.6      25.7

**10 MPH Pace Speed**      15.9 - 25.9      **Average:**      19.6 MPH  
**Number in Pace**      202 (73.5 %)      **Minimum:**      6.2 MPH  
                                                    **Maximum:**      42.6 MPH

**Speed Exceeded**      15 MPH      25 MPH      40 MPH  
                                          83.30%      13.10%      0.40%  
**Count**      229      36      1

**MULTITRANS TRANSPORTATION CONSULTANTS  
SAN RAMON, CALIFORNIA  
925-355-7300**

**JURISDICTION:** BERKELEY  
**LOCATION:** ALBINA AVE.  
**LIMITS:** HOPKINS ST. & HOPKINS CT.

**SITE:** BERK01  
**DATE:** 11/11/2007  
**DAY:** SUNDAY

Time	Total	Daily Speed (60 Min.)																
		Direction: SB																
		< 10	10 - < 12	12 - < 14	14 - < 16	16 - < 18	18 - < 20	20 - < 22	22 - < 24	24 - < 26	26 - < 28	28 - < 30	30 - < 32	32 - < 34	34 - < 36	36 - < 38	38 - < 40	40 - < 200
12:00 AM	11	3	0	0	2	0	5	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
9:00 AM	5	1	0	1	0	1	1	0	0	0	0	1	0	0	0	0	0	0
10:00 AM	9	2	1	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0
11:00 AM	4	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0
12:00 PM	13	0	0	0	2	0	2	2	2	1	3	1	0	0	0	0	0	0
1:00 PM	11	0	1	1	1	1	1	1	0	4	0	1	0	0	0	0	0	0
2:00 PM	9	1	0	0	0	0	1	3	3	1	0	0	0	0	0	0	0	0
3:00 PM	7	0	1	1	0	0	0	2	1	0	2	0	0	0	0	0	0	0
4:00 PM	9	1	0	0	1	0	2	2	0	1	2	0	0	0	0	0	0	0
5:00 PM	7	0	0	1	0	0	1	1	1	3	0	0	0	0	0	0	0	0
6:00 PM	11	1	2	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0
7:00 PM	10	0	0	0	1	1	5	1	0	1	1	0	0	0	0	0	0	0
8:00 PM	8	0	0	1	1	1	2	0	1	1	0	1	0	0	0	0	0	0
9:00 PM	4	0	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
11:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	127	11	7	6	8	7	25	20	13	15	11	4	0	0	0	0	0	0

**Percentile Speeds (MPH)**      10%      15%      50%      85%      90%  
                                          10.6      12.1      20      24.8      26.4

**10 MPH Pace Speed**      17.2 - 27.2      **Average:**      19.3 MPH  
**Number in Pace**      85 (66.9 %)      **Minimum:**      5.2 MPH  
                                                    **Maximum:**      29.8 MPH

**Speed Exceeded**      15 MPH      25 MPH      40 MPH  
                                          78.00%      15.70%      0.00%  
**Count**      99      20      0

## Appendix D: Intersection Level of Service Calculations

DRAFT



HCM Unsignalized Intersection Capacity Analysis

Existing without School AM

1: Gilman St & Hopkins St

5/19/2008

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	↔			↔		
Sign Control	Stop			Stop		
Volume (vph)	397	14	17	103	160	277
Peak Hour Factor	0.92	0.92	0.90	0.90	0.92	0.92
Hourly flow rate (vph)	432	15	19	114	174	301
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total (vph)	447	133	475			
Volume Left (vph)	0	19	174			
Volume Right (vph)	15	114	0			
Hadj (s)	0.01	-0.45	0.11			
Departure Headway (s)	4.9	5.6	5.0			
Degree Utilization, x	0.61	0.21	0.66			
Capacity (veh/h)	708	559	708			
Control Delay (s)	15.3	10.1	16.9			
Approach Delay (s)	15.3	10.1	16.9			
Approach LOS	C	B	C			

Intersection Summary

Delay		15.4	
HCM Level of Service		C	
Intersection Capacity Utilization	54.9%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

Existing without School AM

2: Hopkins St & Albina Ave

5/19/2008

Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	↔		↔		↔	
Volume (veh/h)	422	10	2	14	13	490
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.93	0.93
Hourly flow rate (vph)	459	11	2	16	14	527
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	387					
pX, platoon unblocked						
vC, conflicting volume			1019	464	470	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1019	464	470	
tC, single (s)			6.4	6.2	4.1	
tC, 2 stage (s)						
tF (s)			3.5	3.3	2.2	
p0 queue free %			99	97	99	
cM capacity (veh/h)			259	598	1092	

Direction, Lane #	WB 1	SB 1	NE 1
Volume Total	470	18	541
Volume Left	0	2	14
Volume Right	11	16	0
cSH	1700	514	1092
Volume to Capacity	0.28	0.03	0.01
Queue Length 95th (ft)	0	3	1
Control Delay (s)	0.0	12.3	0.4
Lane LOS		B	A
Approach Delay (s)	0.0	12.3	0.4
Approach LOS		B	

Intersection Summary

Average Delay		0.4	
Intersection Capacity Utilization	68.4%		ICU Level of Service C
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis  
3: Hopkins St & Sacramento St

Existing without School AM  
5/19/2008

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations	↔	↔	↔	↔	↔	↔
Volume (vph)	171	323	204	98	312	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	0.91		1.00	0.85	0.94	
Flt Protected	0.98		0.95	1.00	0.97	
Satd. Flow (prot)	1669		1770	1583	1705	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1669		1770	1583	1753	
Peak-hour factor, PHF	0.92	0.92	0.95	0.95	0.90	0.90
Adj. Flow (vph)	186	351	215	103	347	268
RTOR Reduction (vph)	103	0	0	0	43	0
Lane Group Flow (vph)	434	0	215	103	572	0
Turn Type	custom					
Protected Phases	2		4		9	
Permitted Phases				2		2
Actuated Green, G (s)	22.0		22.0	22.0	31.0	
Effective Green, g (s)	22.0		22.0	22.0	31.0	
Actuated g/C Ratio	0.33		0.33	0.33	0.47	
Clearance Time (s)	4.5		4.5	4.5	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	1.0	
Lane Grp Cap (vph)	556		590	528	817	
v/s Ratio Prot	c0.26		c0.12		c0.10	
v/s Ratio Perm				0.07	0.23	
v/c Ratio	0.78		0.36	0.20	0.70	
Uniform Delay, d1	19.8		16.7	15.7	13.8	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	10.4		1.7	0.8	2.2	
Delay (s)	30.3		18.4	16.5	16.1	
Level of Service	C		B	B	B	
Approach Delay (s)	30.3		17.8		16.1	
Approach LOS	C		B		B	
<b>Intersection Summary</b>						
HCM Average Control Delay	21.6		HCM Level of Service		C	
HCM Volume to Capacity ratio	0.59					
Actuated Cycle Length (s)	66.0		Sum of lost time (s)		13.0	
Intersection Capacity Utilization	83.5%		ICU Level of Service		E	
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis  
4: Hopkins St & Hopkins Ct

Existing without School AM  
5/19/2008

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Volume (veh/h)	0	267	547	4	4	6
Sign Control		Free	Free		Stop	Stop
Grade		0%	0%		0%	0%
Peak Hour Factor	0.90	0.90	0.91	0.91	0.90	0.90
Hourly flow rate (vph)	0	297	601	4	4	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		164				
pX, platoon unblocked						
vC, conflicting volume	605				900	603
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	605				900	603
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	972				309	499
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	297	605	11			
Volume Left	0	0	4			
Volume Right	0	4	7			
cSH	972	1700	400			
Volume to Capacity	0.00	0.36	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	14.2			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	14.2			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			0.2			
Intersection Capacity Utilization			39.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
5: Hopkins St & Monterey Ave

Existing without School AM  
5/19/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	NWR2
Lane Configurations	↕			↕				↕		↕		
Sign Control	Stop			Stop				Stop		Stop		
Volume (vph)	109	140	10	5	158	14	30	19	378	4	4	3
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Hourly flow rate (vph)	116	149	11	5	172	15	33	21	411	4	4	3
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>	<b>NW 1</b>								
Volume Total (vph)	276	192	464	12								
Volume Left (vph)	116	5	33	4								
Volume Right (vph)	11	15	411	3								
Hadj (s)	0.10	-0.01	-0.48	-0.06								
Departure Headway (s)	5.5	5.6	4.7	5.9								
Degree Utilization, x	0.42	0.30	0.61	0.02								
Capacity (veh/h)	607	592	722	502								
Control Delay (s)	12.5	10.9	14.9	9.0								
Approach Delay (s)	12.5	10.9	14.9	9.0								
Approach LOS	B	B	B	A								
<b>Intersection Summary</b>												
Delay	13.3											
HCM Level of Service	B											
Intersection Capacity Utilization	66.2%			ICU Level of Service			C					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
6: Albina Ave & Hopkins Ct

Existing without School AM  
5/19/2008

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↕			↕	↕	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	14	4	4	8	4	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			19		33 17	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			19		33 17	
tC, single (s)			4.1		6.4 6.2	
tC, 2 stage (s)						
tF (s)			2.2		3.5 3.3	
p0 queue free %			100		100 100	
cM capacity (veh/h)			1598		977 1062	
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>SB 1</b>	<b>SW 1</b>			
Volume Total	19	12	8			
Volume Left	0	4	4			
Volume Right	4	0	3			
cSH	1700	1598	1012			
Volume to Capacity	0.01	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	2.7	8.6			
Lane LOS	A		A			
Approach Delay (s)	0.0	2.7	8.6			
Approach LOS	A		A			
<b>Intersection Summary</b>						
Average Delay			2.6			
Intersection Capacity Utilization			13.9%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis  
1: Gilman St & Hopkins St

Existing without School PM  
5/19/2008

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	↔			↔		
Sign Control	Stop			Stop		Stop
Volume (vph)	348	9	14	107	98	412
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	387	10	16	119	109	458
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total (vph)	397	134	567			
Volume Left (vph)	0	16	109			
Volume Right (vph)	10	119	0			
Hadj (s)	0.02	-0.47	0.07			
Departure Headway (s)	5.0	5.7	4.9			
Degree Utilization, x	0.56	0.21	0.77			
Capacity (veh/h)	688	573	723			
Control Delay (s)	14.1	10.2	22.3			
Approach Delay (s)	14.1	10.2	22.3			
Approach LOS	B	B	C			
<b>Intersection Summary</b>						
Delay			17.9			
HCM Level of Service			C			
Intersection Capacity Utilization			57.0%	ICU Level of Service	B	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
2: Hopkins St & Albina Ave

Existing without School PM  
5/19/2008

Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	↔		↔		↔	
Volume (veh/h)	490	3	6	17	5	452
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	544	3	7	19	6	502
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)	387					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1059	546	548	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1059	546	548	
tC, single (s)			6.4	6.2	4.1	
tC, 2 stage (s)						
tF (s)			3.5	3.3	2.2	
p0 queue free %			97	96	99	
cM capacity (veh/h)			247	537	1022	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>NE 1</b>			
Volume Total	548	26	508			
Volume Left	0	7	6			
Volume Right	3	19	0			
cSH	1700	411	1022			
Volume to Capacity	0.32	0.06	0.01			
Queue Length 95th (ft)	0	5	0			
Control Delay (s)	0.0	14.3	0.2			
Lane LOS	B		A			
Approach Delay (s)	0.0	14.3	0.2			
Approach LOS	B					
<b>Intersection Summary</b>						
Average Delay			0.4			
Intersection Capacity Utilization			68.9%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis  
3: Hopkins St & Sacramento St

Existing without School PM  
5/19/2008

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Volume (vph)	235	226	262	102	101	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	0.93		1.00	0.85	0.91	
Flt Protected	0.98		0.95	1.00	0.99	
Satd. Flow (prot)	1696		1770	1583	1662	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1696		1770	1583	1686	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	261	251	291	113	112	263
RTOR Reduction (vph)	52	0	0	0	133	0
Lane Group Flow (vph)	460	0	291	113	242	0
Turn Type	custom					
Protected Phases	2		4		9	
Permitted Phases				2		2
Actuated Green, G (s)	22.0		22.0	22.0	29.7	
Effective Green, g (s)	22.0		22.0	22.0	29.7	
Actuated g/C Ratio	0.34		0.34	0.34	0.46	
Clearance Time (s)	4.5		4.5	4.5	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	577		602	538	771	
v/s Ratio Prot	c0.27		c0.16		c0.04	
v/s Ratio Perm				0.07	0.11	
v/c Ratio	0.80		0.48	0.21	0.31	
Uniform Delay, d1	19.3		16.9	15.2	11.1	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	10.9		2.8	0.9	0.2	
Delay (s)	30.3		19.6	16.1	11.3	
Level of Service	C		B	B	B	
Approach Delay (s)	30.3		18.6		11.3	
Approach LOS	C		B		B	
<b>Intersection Summary</b>						
HCM Average Control Delay	21.1		HCM Level of Service		C	
HCM Volume to Capacity ratio	0.59					
Actuated Cycle Length (s)	64.7		Sum of lost time (s)		13.0	
Intersection Capacity Utilization	72.4%		ICU Level of Service		C	
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis  
4: Hopkins St & Hopkins Ct

Existing without School PM  
5/19/2008

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	331	342	4	2	3
Sign Control	Free		Free	Stop		
Grade	0%		0%	0%		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	368	380	4	2	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	164					
pX, platoon unblocked						
vC, conflicting volume	384				754	382
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	384				754	382
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1174				376	665
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	370	384	6			
Volume Left	2	0	2			
Volume Right	0	4	3			
cSH	1174	1700	509			
Volume to Capacity	0.00	0.23	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.1	0.0	12.2			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	12.2			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			29.0%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
5: Hopkins St & Monterey Ave

Existing without School PM  
5/19/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	NWR2
Lane Configurations		↕			↕			↕		↕		
Sign Control		Stop			Stop			Stop		Stop		
Volume (vph)	108	196	25	29	140	36	35	34	169	41	27	9
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	120	218	28	32	156	40	39	38	188	46	30	10
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>	<b>NW 1</b>								
Volume Total (vph)	366	228	264	86								
Volume Left (vph)	120	32	39	46								
Volume Right (vph)	28	40	188	10								
Hadj (s)	0.05	-0.04	-0.36	0.07								
Departure Headway (s)	5.3	5.4	5.3	6.1								
Degree Utilization, x	0.54	0.34	0.39	0.14								
Capacity (veh/h)	641	610	618	502								
Control Delay (s)	14.4	11.3	11.7	10.1								
Approach Delay (s)	14.4	11.3	11.7	10.1								
Approach LOS	B	B	B	B								
<b>Intersection Summary</b>												
Delay				12.5								
HCM Level of Service				B								
Intersection Capacity Utilization				61.0%	ICU Level of Service							B
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis  
6: Albina Ave & Hopkins Ct

Existing without School PM  
5/19/2008

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↕			↕	↕	
Volume (veh/h)	18	5	0	24	3	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	6	0	27	3	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume				26	49	23
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				26	49	23
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	100	100
cM capacity (veh/h)				1589	960	1054
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>SB 1</b>	<b>SW 1</b>			
Volume Total	26	27	7			
Volume Left	0	0	3			
Volume Right	6	0	3			
cSH	1700	1589	1005			
Volume to Capacity	0.02	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	8.6			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	8.6			
Approach LOS			A			
<b>Intersection Summary</b>						
Average Delay				1.0		
Intersection Capacity Utilization				13.3%	ICU Level of Service	A
Analysis Period (min)				15		

HCM Unsignalized Intersection Capacity Analysis  
1: Gilman St & Hopkins St

Existing with School AM  
5/19/2008

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	↔			↔	↔	
Sign Control	Stop			Stop	Stop	
Volume (vph)	380	14	13	116	152	239
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	422	16	14	129	169	266
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total (vph)	438	143	434			
Volume Left (vph)	0	14	169			
Volume Right (vph)	16	129	0			
Hadj (s)	0.01	-0.49	0.11			
Departure Headway (s)	4.9	5.5	5.0			
Degree Utilization, x	0.59	0.22	0.60			
Capacity (veh/h)	711	576	703			
Control Delay (s)	14.8	10.0	15.2			
Approach Delay (s)	14.8	10.0	15.2			
Approach LOS	B	A	C			
<b>Intersection Summary</b>						
Delay			14.3			
HCM Level of Service			B			
Intersection Capacity Utilization			51.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
2: Hopkins St & Albina Ave

Existing with School AM  
5/19/2008

Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	↔		↔		↔	
Volume (veh/h)	346	53	37	40	63	431
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	384	59	41	44	70	479
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	387					
pX, platoon unblocked						
vC, conflicting volume			1033	414	443	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1033	414	443	
tC, single (s)			6.4	6.2	4.1	
tC, 2 stage (s)						
tF (s)			3.5	3.3	2.2	
p0 queue free %			83	93	94	
cM capacity (veh/h)			241	638	1117	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>NE 1</b>			
Volume Total	443	86	549			
Volume Left	0	41	70			
Volume Right	59	44	0			
cSH	1700	357	1117			
Volume to Capacity	0.26	0.24	0.06			
Queue Length 95th (ft)	0	23	5			
Control Delay (s)	0.0	18.2	1.7			
Lane LOS	C		A			
Approach Delay (s)	0.0	18.2	1.7			
Approach LOS	C					
<b>Intersection Summary</b>						
Average Delay			2.3			
Intersection Capacity Utilization			67.0%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis  
3: Hopkins St & Sacramento St

Existing with School AM  
5/19/2008

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations	↔	↔	↔	↔	↔	↔
Volume (vph)	182	288	166	85	301	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	0.92		1.00	0.85	0.94	
Flt Protected	0.98		0.95	1.00	0.97	
Satd. Flow (prot)	1676		1770	1583	1705	
Flt Permitted	0.98		0.95	1.00	1.00	
Satd. Flow (perm)	1676		1770	1583	1754	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	202	320	184	94	334	256
RTOR Reduction (vph)	87	0	0	0	42	0
Lane Group Flow (vph)	435	0	184	94	548	0
Turn Type	custom					
Protected Phases	2		4		9	
Permitted Phases				2		2
Actuated Green, G (s)	22.0		22.0	22.0	31.0	
Effective Green, g (s)	22.0		22.0	22.0	31.0	
Actuated g/C Ratio	0.33		0.33	0.33	0.47	
Clearance Time (s)	4.5		4.5	4.5	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	1.0	
Lane Grp Cap (vph)	559		590	528	817	
v/s Ratio Prot	c0.26		c0.10		c0.09	
v/s Ratio Perm				0.06	0.22	
v/c Ratio	0.78		0.31	0.18	0.67	
Uniform Delay, d1	19.8		16.4	15.6	13.5	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	10.3		1.4	0.7	1.7	
Delay (s)	30.1		17.7	16.3	15.3	
Level of Service	C		B	B	B	
Approach Delay (s)	30.1		17.3		15.3	
Approach LOS	C		B		B	
<b>Intersection Summary</b>						
HCM Average Control Delay		21.2			HCM Level of Service	C
HCM Volume to Capacity ratio		0.57				
Actuated Cycle Length (s)		66.0			Sum of lost time (s)	13.0
Intersection Capacity Utilization		78.6%			ICU Level of Service	D
Analysis Period (min)		15				
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis  
4: Hopkins St & Hopkins Ct

Existing with School AM  
5/19/2008

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Volume (veh/h)	5	270	520	4	7	8
Sign Control		Free	Free		Stop	Stop
Grade		0%	0%		0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	300	578	4	8	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		164				
pX, platoon unblocked						
vC, conflicting volume	582				891	580
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	582				891	580
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	98
cM capacity (veh/h)	992				311	514
<b>Direction, Lane #</b>						
	EB 1	WB 1	SB 1			
Volume Total	306	582	17			
Volume Left	6	0	8			
Volume Right	0	4	9			
cSH	992	1700	394			
Volume to Capacity	0.01	0.34	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.2	0.0	14.5			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	14.5			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay		0.3				
Intersection Capacity Utilization		37.6%			ICU Level of Service	A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis  
5: Hopkins St & Monterey Ave

Existing with School AM  
5/19/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	NWR2
Lane Configurations		↕			↕			↕		↕		
Sign Control		Stop			Stop			Stop		Stop		
Volume (vph)	105	147	17	1	126	14	33	9	393	8	1	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	117	163	19	1	140	16	37	10	437	9	1	3
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>	<b>NW 1</b>								
Volume Total (vph)	299	157	483	13								
Volume Left (vph)	117	1	37	9								
Volume Right (vph)	19	16	437	3								
Hadj (s)	0.07	-0.02	-0.49	0.02								
Departure Headway (s)	5.5	5.6	4.7	6.0								
Degree Utilization, x	0.46	0.25	0.63	0.02								
Capacity (veh/h)	613	578	730	501								
Control Delay (s)	13.0	10.5	15.4	9.1								
Approach Delay (s)	13.0	10.5	15.4	9.1								
Approach LOS	B	B	C	A								
<b>Intersection Summary</b>												
Delay	13.8											
HCM Level of Service	B											
Intersection Capacity Utilization	65.4%			ICU Level of Service			C					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
6: Albina Ave & Hopkins Ct

Existing with School AM  
5/19/2008

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↕			↕	↕	
Volume (veh/h)	148	11	2	88	5	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	164	12	2	98	6	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume				177	273	171
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				177	273	171
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	99	99
cM capacity (veh/h)				1399	716	873
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>SB 1</b>	<b>SW 1</b>			
Volume Total	177	100	10			
Volume Left	0	2	6			
Volume Right	12	0	4			
cSH	1700	1399	778			
Volume to Capacity	0.10	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.2	9.7			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.2	9.7			
Approach LOS		A	A			
<b>Intersection Summary</b>						
Average Delay	0.4					
Intersection Capacity Utilization	18.5%			ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
1: Gilman St & Hopkins St

Existing with School PM  
5/19/2008

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations	↔			↔	↔	
Sign Control	Stop			Stop	Stop	
Volume (vph)	341	11	11	131	97	350
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	379	12	12	146	108	389
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>NE 1</b>	<b>SW 1</b>			
Volume Total (vph)	391	158	497			
Volume Left (vph)	0	12	108			
Volume Right (vph)	12	146	0			
Hadj (s)	0.02	-0.50	0.08			
Departure Headway (s)	5.0	5.5	5.0			
Degree Utilization, x	0.55	0.24	0.68			
Capacity (veh/h)	689	574	710			
Control Delay (s)	13.9	10.3	18.0			
Approach Delay (s)	13.9	10.3	18.0			
Approach LOS	B	B	C			
<b>Intersection Summary</b>						
Delay			15.3			
HCM Level of Service			C			
Intersection Capacity Utilization			52.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
2: Hopkins St & Albina Ave

Existing with School PM  
5/19/2008

Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations	↔		↔		↔	
Volume (veh/h)	407	17	23	42	38	428
Sign Control	Free		Stop		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	452	19	26	47	42	476
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	387					
pX, platoon unblocked						
vC, conflicting volume			1022	462	471	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1022	462	471	
tC, single (s)			6.4	6.2	4.1	
tC, 2 stage (s)						
tF (s)			3.5	3.3	2.2	
p0 queue free %			90	92	96	
cM capacity (veh/h)			251	600	1091	
<b>Direction, Lane #</b>	<b>WB 1</b>	<b>SB 1</b>	<b>NE 1</b>			
Volume Total	471	72	518			
Volume Left	0	26	42			
Volume Right	19	47	0			
cSH	1700	403	1091			
Volume to Capacity	0.28	0.18	0.04			
Queue Length 95th (ft)	0	16	3			
Control Delay (s)	0.0	15.9	1.1			
Lane LOS			C	A		
Approach Delay (s)	0.0	15.9	1.1			
Approach LOS			C			
<b>Intersection Summary</b>						
Average Delay			1.6			
Intersection Capacity Utilization			66.0%	ICU Level of Service	C	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis  
3: Hopkins St & Sacramento St

Existing with School PM  
5/19/2008

Movement	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations	↔	↔	↔	↔	↔	↔
Volume (vph)	257	195	207	88	91	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	0.94		1.00	0.85	0.91	
Flt Protected	0.97		0.95	1.00	0.99	
Satd. Flow (prot)	1706		1770	1583	1662	
Flt Permitted	0.97		0.95	1.00	1.00	
Satd. Flow (perm)	1706		1770	1583	1688	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	286	217	230	98	101	232
RTOR Reduction (vph)	40	0	0	0	129	0
Lane Group Flow (vph)	463	0	230	98	204	0
Turn Type	custom					
Protected Phases	2		4		9	
Permitted Phases				2		2
Actuated Green, G (s)	22.0		22.0	22.0	27.9	
Effective Green, g (s)	22.0		22.0	22.0	27.9	
Actuated g/C Ratio	0.35		0.35	0.35	0.44	
Clearance Time (s)	4.5		4.5	4.5	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	1.0	
Lane Grp Cap (vph)	597		619	554	746	
v/s Ratio Prot	c0.27		c0.13		c0.03	
v/s Ratio Perm				0.06	0.10	
v/c Ratio	0.78		0.37	0.18	0.27	
Uniform Delay, d1	18.2		15.3	14.2	11.1	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	9.5		1.7	0.7	0.1	
Delay (s)	27.7		17.0	14.9	11.2	
Level of Service	C		B	B	B	
Approach Delay (s)	27.7		16.4		11.2	
Approach LOS	C		B		B	
<b>Intersection Summary</b>						
HCM Average Control Delay	19.8		HCM Level of Service		B	
HCM Volume to Capacity ratio	0.54					
Actuated Cycle Length (s)	62.9		Sum of lost time (s)		13.0	
Intersection Capacity Utilization	66.4%		ICU Level of Service		C	
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis  
4: Hopkins St & Hopkins Ct

Existing with School PM  
5/19/2008

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Volume (veh/h)	3	339	293	11	6	5
Sign Control		Free	Free		Stop	Stop
Grade		0%	0%		0%	0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	377	326	12	7	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		164				
pX, platoon unblocked						
vC, conflicting volume	338				715	332
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	338				715	332
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	99
cM capacity (veh/h)	1221				396	710
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>			
Volume Total	380	338	12			
Volume Left	3	0	7			
Volume Right	0	12	6			
cSH	1221	1700	496			
Volume to Capacity	0.00	0.20	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.1	0.0	12.4			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	12.4			
Approach LOS			B			
<b>Intersection Summary</b>						
Average Delay			0.3			
Intersection Capacity Utilization			30.2%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
5: Hopkins St & Monterey Ave

Existing with School PM  
5/19/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR	NWR2
Lane Configurations		↕			↕			↕		↕		
Sign Control		Stop			Stop			Stop		Stop		
Volume (vph)	126	168	22	18	121	16	31	16	132	38	26	25
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	140	187	24	20	134	18	34	18	147	42	29	28
<b>Direction, Lane #</b>	<b>EB 1</b>	<b>WB 1</b>	<b>SB 1</b>	<b>NW 1</b>								
Volume Total (vph)	351	172	199	99								
Volume Left (vph)	140	20	34	42								
Volume Right (vph)	24	18	147	28								
Hadj (s)	0.07	0.00	-0.37	-0.05								
Departure Headway (s)	5.0	5.2	5.1	5.6								
Degree Utilization, x	0.49	0.25	0.28	0.15								
Capacity (veh/h)	680	636	644	567								
Control Delay (s)	12.8	9.9	10.0	9.6								
Approach Delay (s)	12.8	9.9	10.0	9.6								
Approach LOS	B	A	B	A								
<b>Intersection Summary</b>												
Delay	11.1											
HCM Level of Service	B											
Intersection Capacity Utilization	54.8%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis  
6: Albina Ave & Hopkins Ct

Existing with School PM  
5/19/2008

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↕			↕	↕	
Volume (veh/h)	46	4	4	53	7	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	51	4	4	59	8	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			56		121	53
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			56		121	53
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1549		872	1014
<b>Direction, Lane #</b>	<b>NB 1</b>	<b>SB 1</b>	<b>SW 1</b>			
Volume Total	56	63	13			
Volume Left	0	4	8			
Volume Right	4	0	6			
cSH	1700	1549	926			
Volume to Capacity	0.03	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.5	8.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	0.5	8.9			
Approach LOS		A	A			
<b>Intersection Summary</b>						
Average Delay	1.2					
Intersection Capacity Utilization	16.1%		ICU Level of Service		A	
Analysis Period (min)	15					