FINAL ENVIRONMENTAL IMPACT REPORT

Foothill College Facilities Master Plan State Clearinghouse #2007091014

Prepared for:
Foothill De Anza
Community College District
12345 El Monte Road
Los Altos Hills, CA 94022

Prepared by:

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

November 2008

FOOTHILL COLLEGE FACILITIES MASTER PLAN

FINAL ENVIRONMENTAL IMPACT REPORT

PREPARED FOR:
Foothill De Anza Community College District
12345 El Monte Road
Los Altos Hills, CA 94022

PREPARED BY:
Christopher A. Joseph & Associates
610 16th Street, Suite 514
Oakland, CA 94612

November 2008
SCH NO: 2007091014

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I. INTRODUCTION

In accordance with Section 15088 of the State of California Environmental Quality act (CEQA) Guidelines, the Foothill De Anza Community College District (District), as the lead agency, has evaluated the comments received on the Draft Environmental Impact Report (DEIR) (State Clearinghouse No. 2007091014) for the Foothill College Facilities Master Plan and has prepared responses to the comments received. The responses to the comments, which are included in this volume of the DEIR, together with the DEIR, comprise the Final EIR for use by the District in their review of the Foothill College Facilities Master Plan.

The proposed Foothill College Master Plan Project (project) was developed in support of the mission and goals of Foothill College as contained in the Educational Master Plan 2005-2015 and provides a framework to guide the physical development of the campus over the next ten years. In addition to analyzing the potential impacts of campus growth under the Facilities Master Plan at a program level, the Draft EIR addresses the project-specific environmental effects associated with the construction of near-term projects.

The Project proposes construction, renovation, and site improvement projects on the Project site to accommodate an estimated increase in enrollment at the College of approximately 2,839 students over the next ten years. The Project proposes the construction of two buildings providing approximately 62,500 square feet of building space, including approximately 41,000 square feet of assignable space. Other project components include pedestrian, vehicle, and bicycle improvements; parking lot expansions; various utility, landscaping, signage, lighting, and site improvements and upgrades; renovation of sport facilities and campus buildings; and ongoing Americans with Disabilities Act (ADA) improvements. All facilities would be developed within the existing Foothill College campus boundaries.

In September 2007, the Lead Agency published and circulated the Notice of Preparation (NOP) and Initial Study for public review. The NOP and Initial Study were made available for a 30-day public review period starting on September 5, 2007 and ending on October 5, 2007. Written comments were requested during the public review period and a public scoping meeting was held on September 18, 2007.

The District received comments on the Project from local agencies and the public on various environmental areas of concern. In response to those comments, the District has chosen to modify the Project from what was originally proposed and studied in the Initial Study. These revisions include eliminating the proposed realignment of the Loop Road to the outer edge of campus and relocation of the proposed North Slope Physical Science Center.

Because the Loop Road realignment is no longer a part of the Project and the Loop Road will remain in its current location, the proposed location of the Physical Science Center was revised to an area south of Parking Lot 4. Consequently, the North Slope Physical Science Center was renamed the Physical Sciences Center. Two pedestrian connections/footbridges over the Loop Road have been added to the Project in Parking Lot 3 and from the Physical Sciences Center. Additionally, the expansion of Parking

Lot 4 has been reduced from 2.25 acres to 0.5 acres to allow for the Physical Sciences Center. All other project components as described in the Initial Study remain the same. The 2.25-acre Parking Lot 4 would be resurfaced and expanded to approximately 2.75 acres in size to add up to 50 additional parking spaces.

The Draft EIR was distributed for a 45-day public review period by the Foothill De Anza College District (District) on August 27, 2008. The comment period on the Draft EIR ended on October 10, 2008. A Draft EIR Public Review Meeting was held on September 16, 2008 at Foothill College for the purpose of soliciting comments.

This Response to Comments document is organized into four sections:

- **Section I – Introduction**

- **Section II – List of Commentors:** Provides a list of the agencies, organizations, and individuals that commented on the Draft EIR.

- **Section III – Responses to Comments:** Includes a copy of all letters received and provides responses to comments included in those letters. These explain the Draft EIR analysis, support the Draft EIR conclusions, or provide information or corrections, as appropriate. For reading ease, this section is organized with the responses to each letter immediately following the letter.

- **Section IV – Revisions to the Draft EIR:** Includes an addendum listing refinements and clarifications, which have been incorporated into the text of the Draft EIR.

- **Section V - Mitigation Monitoring Program (MMP):** Outlines the program for monitoring and implementing the measure adopted in order to mitigate or avoid significant effects on the environment.

II. LIST OF COMMENTERS

WRITTEN COMMENTS

The Draft EIR comment period extended from August 27, 2008 to October 10, 2008. Written comments were received from the following agencies and individuals:

Table II-1
Comments Received on the Foothill College Facilities Master Plan Draft EIR

Author Code	Date of Correspondence	Commenter
Public Agencies		
SCCFD	September 9, 2008	Santa Clara County Fire Department
DTSC	September 30, 2008	California Department of Toxic Substances
SCVWD	October 6, 2008	Santa Clara Valley Water District
SCCDEH	October 7, 2008	Santa Clara County Department of Environmental Health
VTA	October 8, 2008	Santa Clara Valley Transportation Authority
CT	October 10, 2008	California Department of Transportation (Caltrans)
SCH	October 14, 2008	Governor's Office of Planning and Research State Clearinghouse and Planning Unit
Private Agencies, Companies, and Individuals		
DM	September 16, 2008	David Milgram
LL/NPS	October 10, 2008	Libby Lucas, Native Plant Society
LE	October 10, 2008	Lester D. Earnest

ORAL COMMENTS

A Draft EIR Public Review Meeting was held on September 16, 2008 at Foothill College for the purpose of soliciting comments. Oral comments were received from the following individuals:

- James McLay
- David Milgram
- Lucille Milgram

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III. RESPONSES TO COMMENTS

A. INTRODUCTION

This section contains responses to all written comments received on the Draft EIR. The Lead Agency received a total of ten comment letters on the Draft EIR during the 45-day public comment period. Each comment letter has been assigned an author code, and individual comments within the letter have been bracketed and numbered.

The Draft EIR was distributed for a 45-day public review period by the Foothill De Anza College District (District) on August 27, 2008. The comment period on the Draft EIR ended on October 10, 2008. The District provided the Draft EIR on its website and in hardcopy format at the District Offices at 12345 El Monte Road, Los Altos Hills. The District used several methods to elicit comments on the Draft EIR including sending copies of the Draft EIR to the State Clearinghouse for distribution to State agencies, direct mailing of the Draft EIR to local and regional agencies, and direct mailing of a Notice of Availability for the Draft EIR to surrounding residents with information on where to view the Draft EIR and submit comments. Additionally, a Draft EIR Public Review Meeting was held on September 16, 2008 at Foothill College for the purpose of soliciting comments.

B. COMMENT LETTERS AND RESPONSES

The comment letters and responses are provided on the following pages.

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SCCFD

FIRE DEPARTMENT
SANTA CLARA COUNTY

14700 Winchester Blvd., Los Gatos, CA 95032-1818
(408) 378-4010 • (408) 378-9342 (fax) • www.sccfd.org

Internationally Accredited Agency

PLAN REVIEW NUMBER 08 2534

BLDG PERMIT NUMBER

FILE NUMBER

DEVELOPMENT REVIEW COMMENTS

CODE/SEC.	SHEET	NO.	REQUIREMENT
			Review of a Mitigated Negative Declaration. The project involves construction of aprox. 62,500 square feet of space and associated civil and site improvements.
			Review of this Developmental proposal is limited to acceptability of site access and water supply as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work the applicant shall make application to, and receive from, the Building Department all applicable construction permits. SCCFD-1
			No comment at this time. Comments on construction proposals and plans will be made as they are received by this office.

City	PLANS	SPECS	NEW	RMDL	AS	OCCUPANCY	CONST. TYPE	ApplicantName	DATE	PAGE
LAH	☐	☐	☐	☐	☐				9/8/2008	1 OF 1

SEC./FLOOR	AREA	LOAD	DESCRIPTION	BY
MASTER PLAN			Commercial Development	Harding, Doug

NAME OF PROJECT	LOCATION
FOOTHILL COLLEGE	12345 El Monte Rd

SANTA CLARA COUNTY FIRE DEPARTMENT (SCCFD)

Response to SCCFD-1

This comment confirms that the Santa Clara County Fire Department reviewed the Mitigated Negative Declaration (sic) for the project and has no comments at this time, but will comment once construction proposals and plans are submitted to their office.

Department of Toxic Substances Control

Linda S. Adams
Secretary for
Environmental Protection

Maureen F. Gorsen, Director
9211 Oakdale Avenue
Chatsworth, California 91311

Arnold Schwarzenegger
Governor

September 30, 2008

Mr. Charles Allen (AllenCharles@FHDA.edu)
Foothill De Anza College District
12345 El Monte Road
Los Altos Hills, CA 94022-4599

DRAFT ENVIRONMENTAL IMPACT REPORT FOR FOOTHILL COLLEGE FACILITIES MASTER PLAN, LOS ALTOS HILLS, SANTA CLARA COUNTY, CALIFORNIA (SCH 2007091014)

Dear Mr. Allen:

The Department of Toxic Substances Control (DTSC) has reviewed the Draft Environmental Impact Report (DEIR), dated August 27, 2008, for the subject project. The due date to submit comments is October 10, 2008. Based on a review of the DEIR, DTSC would like to provide the following comments: DTSC-1

1. The Facilities Master Plan involves the renovation and construction of campus facilities on the existing Foothills campus.

2. The site may be located within 10 miles of a geological unit potentially containing naturally occurring asbestos (NOA). Pursuant to DTSC's "Interim Guidance – Naturally Occurring Asbestos (NOA) at School Sites, Revised September 24, 2004," further action, such as completion of a Preliminary Endangerment Assessment (PEA), should be conducted to determine whether a naturally occurring hazardous material (e.g., NOA) is present, based on reasonably available information about the property and the area in its vicinity. The PEA should be conducted as part of the California Environmental Quality Act (CEQA) process and prior to any approval or adoption of a MND for the project. DTSC-2

3. Since demolition of an old structure is proposed at the site, lead based paint and organochlorine pesticides from termiticide applications may be potential environmental concerns at the site. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's *"Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead From Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."* DTSC-3

4. Since the project is school site related, Foothill College (Foothill) is invited to participate in DTSC's School Property Evaluation and Cleanup Program. If Foothill elects to proceed to conduct an environmental assessment at the site, it should enter into a Voluntary Cleanup Agreement (VCA) with DTSC to oversee the preparation of the environmental assessment. For additional information on the VCA Program, please visit DTSC's web site at www.dtsc.ca.gov. DTSC-4

If you would like to discuss this matter further, please contact me at (818) 717-6617.

Sincerely,

Ken Chiang, Senior Hazardous Substances Scientist
Brownfields and Environmental Restoration Program

cc: State Clearinghouse (State.clearinghouse@opr.ca.gov)
Office of Planning and Research

Mr. Guenther W. Moskat (Gmoskat@dtsc.ca.gov)
CEQA Tracking Center – Sacramento HQ

Art Heinrich (Heinrichart@FHDA.edu)
Foothill De Anza College District – Project Director

School Reading File – Chatsworth (cwherry@dtsc.ca.gov)

CEQA Reading File – Chatsworth

DEPARTMENT OF TOXIC SUBSTANCES (DTSC)

Response to DTSC-1

This comment confirms that the Department of Toxic Substances has reviewed the Draft EIR and correctly summarizes the Project as including the renovation and construction of facilities on the existing campus.

Response to DTSC-2

In response to this comment, a geologic evaluation for naturally occurring asbestos (NOA) was performed by Cleary Consultants, Inc. at the campus and is included as Appendix A in this Final EIR. Subsurface investigations have been performed at the Foothill College campus over a period of 20 years and generally encompass the mapped areas of the Franciscan Complex. Serpentinite can be found locally within the Franciscan Complex unit in pod-like bodies up against fault shear zones; very small areas of serpentinite have been discovered near the Monta Vista fault. However, based on site reconnaissance, review of reasonably available information, and an inventory of all soil borings and trench excavations performed at the site, Cleary Consultants believe it is unlikely that naturally occurring asbestos (NOA) is present at the site.

Response to DTSC-3

This comment concerns the potential for lead based paint and organochlorine pesticides related to the demolition of a structure on campus. The District retains a contactor who would survey buildings on the campus where renovation is proposed and maintains the surveys for any asbestos or lead in those buildings or on the site.

The only buildings proposed for demolition, Building 1300, the Veterinary Technology Building, and the OH Building, are carryover projects from Measure E and the impact of these activities were previously analyzed in the 2002 Foothill College Projects Draft EIR. Therefore, mitigation measures from the 2002 adopted Foothill College Projects Draft EIR would mitigate this impact and it does not need to be analyzed again in this Draft EIR.

Response to DTSC-4

This comment invites the District to participate in DTSC's School Property Evaluation and Cleanup Program. The District will evaluate each project as needed and consider participating in this program and entering into a Voluntary Cleanup Agreement (VCA) with DTSC to oversee the preparation of the environmental assessment.

Santa Clara Valley Water District SM

SCVWD

5750 ALMADEN EXPWY
SAN JOSE, CA 95118-3686
TELEPHONE (408) 265-2600
FACSIMILE (408) 266-0271
www.valleywater.org
AN EQUAL OPPORTUNITY EMPLOYER

File: 25233
Adobe Creek

October 6, 2008

Ms. Katrina Hardt-Holoch
Christopher A. Joseph and Associates
610 16th Street, Suite 514
Oakland, CA 94612

Subject: Draft Environmental Impact Report for the Foothill College Master Plan

Dear Ms. Hardt-Holoch:

Santa Clara Valley Water District (District) staff has reviewed the Draft Environmental Impact Report (DEIR), received on August 27, 2008. Adobe Creek runs through the southern portion of the campus and the District has an easement over that portion of the creek. In accordance with District Water Resources Protection Ordinance, any work within District easement is subject to District review and permit issuance. SCVWD-1

The environmental setting describes a mixed riparian community dominated by willows and non-native invasive species along Adobe Creek and Purissima Creek. We urge the college to consider a component of the master plan to restoration and enhancement of the creek corridor. This may be a good opportunity to incorporate removal of non-native vegetation and replacement with native species along the creek corridor. SCVWD-2

At this time, we have no comments. For any future projects that are within the District's easement or may impact Adobe Creek, please send two sets of site plans for review. Please reference District File Number 25233 on any future correspondence regarding this project. If you have any questions or concerns, please call me at (408) 265-2607, extension 2586. SCVWD-3

Sincerely,

for Sue Tippets

Kathrin A. Turner
Assistant Engineer
Community Projects Review Unit

cc: Mr. Charles Allen
Foothill-De Anza Community College
12345 El Monte Road
Los Altos Hills, CA 94022

S. Tippets, B. Goldie, K. Turner, File

25233_51124kt10-03

SANTA CLARA VALLEY WATER DISTRICT (SCVWD)

Response to SCVWD-1

This comment confirms that the Santa Clara Valley Water District (SCVWD) has reviewed the Draft EIR. The District does not propose to perform any work within the District's easement over the portion of Adobe Creek that runs through the southern part of the campus. Should the District propose any future projects within the easement, they will apply for the appropriate permits from the SCVWD.

Response to SCVWD-2

This Project does not include any enhancement or restoration of the creek corridor. However, the District will consider the SCVWD's suggestions regarding these activities in the future.

Response to SCVWD-3

The District does not have any plans for work that would require SCVWD permits or approvals. However, the District will contact the SCVWD if any projects are proposed within the District's easement or have the potential to impact Adobe Creek and will comply with the requirements for two sets of site plans and reference of District File Number 25233, as noted in this comment.

COUNTY OF SANTA CLARA
DEPARTMENT OF ENVIRONMENTAL HEALTH

REC'D OCT 1 0 2008

Memorandum

Date: October 7, 2008
To: Charles Allen, Executive Director of Facilities, Operations, and Construction Management
From: Christy Kaufman, REHS, Department of Environmental Health
Re: Foothill College Facilities Master Plan Draft EIR

The County of Santa Clara Department of Environmental Health (DEH) has reviewed the Foothill College Facilities Master Plan Draft EIR, dated August 2008, and found the following issues of concern:

1. The project description on page III-19 states that the existing swim pool area storage and the stadium facilities, including the snack area, will be renovated. Table III-6, Project Approvals, on page III-22 does not include DEH on the list. Any renovations to the snack shack and swim pool area storage will require review and approval by DEH. SCCDEH-1
   - → The snack shack, if serving to the public, must be up to current code and may be subject to a food facility permit. Submit plans to the Consumer Protection Plan Check unit.
   - → Plans for the swim pool storage area must be submitted to the Consumer Protection Plan Check unit and to the Hazardous Materials Compliance Division for their review and approval.

2. There was no mention of the on-site storage of hazardous materials during construction. Submit plans to the Hazardous Materials Compliance Division for the on-site storage of any hazardous materials during construction to obtain project clearance. SCCDEH-2

SANTA CLARA COUNTY DEPARTMENT OF ENVIRONMENTAL HEALTH (SCCDEH)

Response to SCCDEH-1

This comment confirms that the Santa Clara County Department of Environmental Health (DEH) has reviewed the Draft EIR. This comment notes that renovations to the snack shack and swim pool area storage would require approval by the DEH. The District will work with DEH on the design of the snack shack and swim pool storage area to ensure that those facilities are designed in compliance with current codes. Additionally, the District will comply with the requirements for review and approval noted in this comment. In response to this comment, the text in Table III-6 on page III-22 of the Draft EIR has been revised as follows:

Table III-1
Project Approvals

Agency/Provider	Permit/Approval
Foothill-De Anza Community College District	• Certify Addendum EIR
Division of the State Architect (DSA)	• Approval of buildings, handicap accessibility, fire, and life safety
City of Los Altos	• Approval for sewer
Santa Clara Valley Fire Department	• Approval of fire suppression systems
Santa Clara Valley Water District	• Water Supply
Purissima Hills Water District	• Approval for new water hook-ups
California Transportation Department	• Approval for proximity to I-280
Regional Water Quality Control Board	• Approval of National Pollutant Discharge Elimination System (NPDES) General Permit
	• Storm Water Pollution Prevention Plan (SWPP)
<u>County of Santa Clara Department of Environmental Health</u>	• <u>Approval of renovations to snack shack and swim pool area storage</u>
Source: Foothill-De Anza College District, 2008.	

Response to SCCDEH-2

Construction of the project would require the use and storage of construction equipment and materials such as gas cylinder brought on site for welding, paint and coatings that may be stored in single or bulk containers without secondary storage, generators that contain gallons of fuel, equipment that uses fuels (diesel, gasoline), and spill/material cleanup during construction. These are all construction related activities that the District construction program manager would manage in compliance with all applicable rules and regulations. The District will submit plans to the DEH's Hazardous Materials Compliance Division to obtain approval for any on-site storage of hazardous materials during construction.

SANTA CLARA
Valley Transportation Authority

October 8, 2008

Foothill Community College District
12345 El Monte Road
Los Altos Hills, CA 94022

Attention: Charles Allen

Subject: Foothill College Master Plan Draft EIR

Dear Mr. Allen:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for the Master Plan to accommodate approximately 2,839 students at the Foothill college campus at 12345 El Monte Road. We have the following comments.

Roadway Improvements and Pedestrian/Bicycle Accommodations

VTA commends the District for proactively planning to meet projected additional student needs with a multi-modal approach. We believe that the improvements strike a good balance between improving auto flow and improving bicycle/pedestrian access, and we commend the project for integrating principles from VTA's *Community Design & Transportation Manual* such as designing for pedestrians and creating a multi-modal transportation system. The improved lighting, guard rails, crossings, and curbs all demonstrate a focus on creating a safer, more pedestrian and bicycle-friendly roadway system on the campus. They also complement other improvements that are occurring nearby off-site, such as the El Monte Road/Moody Road Bicycle/Pedestrian Path Project.

The Draft EIR does not address provisions for bicycle parking. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers for long-term parking and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis, Development and Congestion Management Division, at (408) 321-5716

VTA-1

Parking

As mentioned in the Draft EIR, the additional students will undoubtedly generate additional need for parking. However, effective parking management policies can help deter auto use while promoting alternative transportation methods. We support the project's efforts to minimize the

VTA-2

number of additional parking spaces and to largely improve existing lots rather than build new ones. We also applaud the integration of pedestrian improvements such as the pedestrian footbridges, demonstrating a focus on multi-modal access. VTA-2 (cont'd)

Transportation/Circulation Impacts & Transportation Demand Management

While the Draft EIR establishes that the new vehicle trips generated by the project would not cause a significant impact in terms of roadway congestion, it does not adequately address potential Transportation Demand Management (TDM) measures other than certain pedestrian and bicycle accommodations. In order to reduce the number of single occupant vehicle trips generated by the project, VTA requests that the Community College District consider a comprehensive transportation demand management (TDM) program in conjunction with the approval of this project. Effective TDM programs that may be applicable to the College include:

- Charging employees and/or students for parking
- Parking cash-out
- Transit fare incentives such as Eco Pass and commuter checks
- Employee carpool matching
- Vanpool program
- Bicycle Lockers and Bicycle Racks
- Showers and Clothes Lockers for bicycle commuters
- On-site or walk-accessible employee services (day-care, dry-cleaning, fitness, banking, convenience store)
- On-site or walk accessible restaurants
- Guaranteed ride home program

VTA-3

The District could give its employees and students financial incentives not to drive to work, as is done by Stanford University with its parking cash-out program. This location provides a good opportunity to implement a parking cash-out program as the site is along two bus lines.

Air Quality – Greenhouse Gas Emissions

VTA commends the District for locating the proposed new buildings within the existing developed areas of the campus and along a transit corridor. As noted in Table IV.B-9 of the Draft EIR on Air Quality – Greenhouse Gas Emissions, the location of the project promotes fuel conservation through pedestrian activity and nearby access to public transportation. This helps improve transportation energy efficiency and helps address greenhouse gas emissions. The compact, transit- and pedestrian-friendly site design of the proposed new buildings is also consistent with the principles in VTA's *Community Design & Transportation Manual* such as intensifying land use activities and focusing on existing areas. VTA-4

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

Sincerely,

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Samantha Swan, VTA

FHDA0100

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)

Response to VTA-1

This comment supports the District for its multi-modal approach to meet student needs. Bicycle racks are provided within the Foothill College Campus near the Theater Building, at Parking Lot 1, and at the Library. In addition, the proposed Project includes circulation and parking improvements to the Loop Road that would reduce traffic conflicts and improve bicycle safety. Section IV.F (Transportation/Circulation) of the Draft EIR includes a detailed description of these improvements.

Response to VTA-2

This comment supports the District's efforts to improve existing parking lots and for its multi-modal approach to meet student needs. The Project proposes to improve various existing parking lots by repairing, resurfacing, and restriping parking spaces.

Response to VTA-3

The District will consider a comprehensive transportation demand management (TDM) program to reduce the number of single occupant vehicle trips generated by the Project.

Response to VTA-4

This comment supports the design of the proposed new buildings within the existing developed areas of the campus and along a transit corridor consistent with the principles of the VTA's *Community Design and Transportation Manual*.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

October 10, 2008

SCL-280-15.05
SCL280346
SCH2007091014

Mr. Charles Allen
Foothill-De Anza Community College
12345 El Monte Road
Los Altos Hill, CA 94022-4599

Dear Mr. Allen:

Foothill-De Anza College Facilities Master Plan – Draft Environmental Impact Report (DEIR)

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following comments to offer.

Highway Operations

1. Table IV. F-4, Page IV. F-12: The speed threshold for Level of Service (LOS) D, 46.0 ≤ speed < 46.0 is incorrect since it is not possible to have a speed less than 46.0 mph and greater than 46.0 mph. CT-1

2. Freeway LOS summary table: Interstate (I)-280 direction should be northbound and southbound, not eastbound and westbound. CT-2

3. I-280 on/off ramps operation, page IV. F-21: How many vehicles are in queue on the northbound and southbound I-280 off-ramps for each alternative (project and cumulative conditions)? Does the queue on these off-ramps queue back onto I-280? CT-3

4. Table IV. F-12: Adding project trips to a freeway section already at LOS F would cause an impact. A freeway segment at LOS F is congested and any additional trips will increase the queue length on the ramps and delay the freeway mainline. This impact should be mitigated. CT-4

5. A summary of Freeway LOS for cumulative conditions is missing from this document. Please include this for our review and comment. CT-5

6. The intersection analysis output sheets need to include the 95th percentile queue lengths. Please include these for our review and comment. CT-6

Traffic Forecasting

Project Driveway In-/Out-bound Traffic Demonstrated

Appendix F, Figure 6, Existing Lane Geometry and Traffic Control shows that intersection 1 is the only project driveway/main college entrance. In Appendix A, Intersection LOS Analysis only shows the AM and PM average control delay per vehicle, without traffic counts for intersection 1. The Department recommends that an additional traffic diagram be included for the project for driveway inbound/outbound traffic, which would be consistent with 221/119 (187/153) vph shown in Table 8, Proposed Project-Trip Generation. Also please show how project generated driveway traffic is assigned among adjacent intersections 2 and 3. CT-7

Consistent LOS Methodology

Appendix A, Intersection LOS Analysis shows LOS determination for intersection 1, the college main entrance, is based upon average control delay per vehicle, while LOS determination of intersections 2 to 7 is derived from traffic. The Department recommends the LOS determination at intersections 1 through 7 in Appendix A be based upon traffic for a consistent approach. CT-8

Summarize Turning Traffic for all Intersections per Conditions

It is difficult to validate generated traffic plus traffic among various Conditions although each intersection turning traffic is shown in Appendix A, Intersection LOS Analysis. Documents summarizing turning traffic for all intersections should be in a one or two page format per Conditions. Please summarize AM and PM turning traffic for all intersections in traffic diagrams under Existing, Project Only, Cumulative and Cumulative plus Project Conditions. CT-9

Cumulative Conditions beyond Near-term Cumulative Condition (page 37)

The Near-term Cumulative Condition analysis uses the year 2015. The Department recommends that the year 2030 scenario be used to provide cumulative traffic impacts in the traffic study. CT-10

Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c. Scott Morgan (State Clearinghouse)

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CT)

Response to CT-1

This comment corrects information concerning freeway segment LOS thresholds in Section IV.F (Transportation/Circulation) of the Draft EIR. In response to this comment, the text in Table IV.F-4 on page IV.F-12 of the Draft EIR has been revised as follows:

Table IV.F-1
Freeway Segment LOS Thresholds

Level of Service	Density	Speed (miles/hr)	Description of Traffic Condition
A	Density ≤11.0	67.0 ≤ speed	Free flow operations
B	11.0 < density ≤ 18.0	66.5 ≤ speed < 67.0	Reasonably free-flow, and free-flow speeds are maintained
C	18.0 < density ≤ 26.0	66.0 ≤ speed < 66.5	Flow with speeds and or near the free-flow speed
D	26.0 < density ≤ 46.0	46.0 ≤ speed < ~~46.0~~66.0	Level at which speed begin to decline with increasing flow
E	46.0 < density ≤ 58.0	35.0 ≤ speed < 46.0	Operation at capacity
F	58.0 < density	Speed < 35.0	Breakdowns in vehicular flow

Source: Santa Clara County Congestion Management Program – Traffic LOS Analysis Guidelines, December 1, 2006
** Density based on passenger cars per mile per lane (pcpmpl).*

Response to CT-2

This comment corrects information (taken from the VTA Congestion Management Program (CMP) 20056 Monitoring Report) concerning the direction of Interstate (I)-280 noted in Section IV.F (Transportation/Circulation) of the Draft EIR. In response to this comment, Tables IV.F-9 and IV.F-10 on page IV.F-20 of the Draft EIR have been revised as follows:

Table IV.F-2
Existing Freeway LOS Summary – A.M. Peak

Freeway	Segment		Direction	Miles	Lanes	Max Density	LOS (Density)	Speed	Flow
	From	To							
I-280	Page Mill Rd	La Barranca Rd	~~EB~~NB	1.76	4	25	C	66	6,600
I-280	La Barranca Rd	El Monte Rd	~~EB~~NB	1.60	4	18	B	67	4,820
I-280	El Monte Rd	Magdalena Ave	~~EB~~NB	0.95	4	22	C	66	5,810
I-280	Magdalena Ave	El Monte Rd	~~WB~~SB	0.95	4	35	D	62	8,680
I-280	El Monte Rd	La Barranca Rd	~~WB~~SB	1.60	4	39	D	57	8,890
I-280	La Barranca Rd	Page Mill Rd	~~WB~~SB	1.76	4	31	D	65	8,060

Source: Santa Clara County Congestion Management Program. 2005 Monitoring & Conformance Report. Table 4.10

Table IV.F-3
Existing Freeway LOS Summary – P.M. Peak

Freeway	Segment		Direction	Miles	Lanes	Max Density	LOS (Density)	Speed	Flow
	From	To							
I-280	Page Mill Rd	La Barranca Rd	~~EB~~NB	1.76	4	66	F	29	7,660
I-280	La Barranca Rd	El Monte Rd	~~EB~~NB	1.60	4	82	F	20	6,560
I-280	El Monte Rd	Magdalena Ave	~~EB~~NB	0.95	4	91	F	17	6,190
I-280	Magdalena Ave	El Monte Rd	~~WB~~SB	0.95	4	23	C	66	6,070
I-280	El Monte Rd	La Barranca Rd	~~WB~~SB	1.60	4	22	C	66	5,810
I-280	La Barranca Rd	Page Mill Rd	~~WB~~SB	1.76	4	26	C	66	6,860

Source: Santa Clara County Congestion Management Program. 2005 Monitoring & Conformance Report. Table 4.11.

Response to CT-3

Impacts to State facilities were evaluated in the traffic analysis as part of the Congestion Management Program (CMP) analysis. Tables IV.F-11 and IV.F-12 in Section IV.F (Transportation/Circulation) of the Draft EIR identify the State freeway segments analyzed. Note that the Interstate 280 northbound and southbound off-ramps along El Monte Road are uncontrolled free right-turns from the freeway. These facilities were not evaluated as part of the traffic analysis.

Response to CT-4

Impacts to State facilities were evaluated in the traffic analysis as part of the Congestion Management Program (CMP) analysis. For a CMP freeway segment, a significant impact for a project is defined as: 1) When the addition of project traffic under the project condition causes a freeway segment to deteriorate from acceptable level to LOS "F'; or 2) If a freeway segment already operated at LOS "F", and under the Project condition scenario, traffic increases by 1 percent or more of capacity.

The addition of Project-generated traffic would not result in an increase of more than one percent of capacity for the freeway segments. Thus, the proposed Project's impact would be less than significant.

Response to CT-5

This comment requests a summary of Freeway LOS cumulative conditions. Per VTA guidelines, freeway LOS analysis was not conducted for the near-term cumulative condition based on the net trip generation of the proposed Project.

Response to CT-6

This comment requests that the intersection output sheet include the 95th percentile queue lengths. A queuing analysis was conducted for this EIR and is included in Appendix B to this Final EIR.

Response to CT-7

Figure 6 (Existing Lane Geometry and Traffic Control) in Appendix F of the Draft EIR illustrates Intersection 3 (El Monte Road/Campus Entry) and Intersection 2 (El Monte Road – Elena Road & Moody Road). Summary spreadsheets that show how Project-generated traffic was assigned among the study intersections are available in Appendix B to this Final EIR.

Response to CT-8

This comment requests that the LOS determination at intersections 1 through 7 in Appendix A (of the Traffic Impact Analysis located in Appendix F of the Draft EIR) be based upon traffic for a consistent approach. The LOS Methodology is described in Section 3.0 of the Traffic Impact Analysis located in Appendix F of the Draft EIR. Note that the study intersections consist of various traffic control, thus the analysis methodology and parameters vary.

Response to CT-9

This comment requests AM and PM turning traffic summaries. Summary spreadsheets that show how Project-generated traffic was assigned among the study intersections are available in Appendix B to this Final EIR.

Response to CT-10

Only a near-term cumulative condition analysis was conducted for the year 2015, as required by the CMP guidelines based on the potential net trip generation of the proposed Project.

SCH

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

October 14, 2008

REC'D OCT 21 2008

Charles Allen
Foothill De Anza College District
12345 El Monte Road
Los Altos Hills, CA 94022-4599

Subject: Foothill College Facilities Master Plan
SCH#: 2007091014

Dear Charles Allen:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 10, 2008, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

SCH-1

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

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

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2007091014
Project Title Foothill College Facilities Master Plan
Lead Agency Foothill-De Anza Community College District

Type EIR Draft EIR

Description Master Plan for construction of approximately 62,000 square feet of instructional space, internal roadway realignment, pedestrian and circulation improvements, and various on-site building renovations and improvements to accommodate future enrollment on the campus.

Lead Agency Contact

Name Charles Allen
Agency Foothill De Anza College District
Phone (650) 949-6150 **Fax**
email
Address 12345 El Monte Road
City Los Altos Hills **State** CA **Zip** 94022-4599

Project Location

County Santa Clara
City Los Altos Hills
Region
Lat / Long
Cross Streets El Monte Road and I-280
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 280
Airports
Railways
Waterways Adobe Creek
Schools Foothill College
Land Use Public Facility, R-1

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Biological Resources; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 08/27/2008 **Start of Review** 08/27/2008 **End of Review** 10/10/2008

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

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director
9211 Oakdale Avenue
Chatsworth, California 91311

Arnold Schwarzenegger
Governor

clear
10.10.08
e

September 30, 2008

Mr. Charles Allen (AllenCharles@FHDA.edu)
Foothill De Anza College District
12345 El Monte Road
Los Altos Hills, CA 94022-4599

DRAFT ENVIRONMENTAL IMPACT REPORT FOR FOOTHILL COLLEGE FACILITIES MASTER PLAN, LOS ALTOS HILLS, SANTA CLARA COUNTY, CALIFORNIA (SCH 2007091014)

Dear Mr. Allen:

The Department of Toxic Substances Control (DTSC) has reviewed the Draft Environmental Impact Report (DEIR), dated August 27, 2008, for the subject project. The due date to submit comments is October 10, 2008. Based on a review of the DEIR, DTSC would like to provide the following comments:

1. The Facilities Master Plan involves the renovation and construction of campus facilities on the existing Foothills campus.

2. The site may be located within 10 miles of a geological unit potentially containing naturally occurring asbestos (NOA). Pursuant to DTSC's "Interim Guidance – Naturally Occurring Asbestos (NOA) at School Sites, Revised September 24, 2004," further action, such as completion of a Preliminary Endangerment Assessment (PEA), should be conducted to determine whether a naturally occurring hazardous material (e.g., NOA) is present, based on reasonably available information about the property and the area in its vicinity. The PEA should be conducted as part of the California Environmental Quality Act (CEQA) process and prior to any approval or adoption of a MND for the project.

3. Since demolition of an old structure is proposed at the site, lead based paint and organochlorine pesticides from termiticide applications may be potential environmental concerns at the site. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's *"Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead From Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."*

4. Since the project is school site related, Foothill College (Foothill) is invited to participate in DTSC's School Property Evaluation and Cleanup Program. If Foothill elects to proceed to conduct an environmental assessment at the site, it should enter into a Voluntary Cleanup Agreement (VCA) with DTSC to oversee the preparation of the environmental assessment. For additional information on the VCA Program, please visit DTSC's web site at www.dtsc.ca.gov.

If you would like to discuss this matter further, please contact me at (818) 717-6617.

Sincerely,

Ken Chiang, Senior Hazardous Substances Scientist
Brownfields and Environmental Restoration Program

cc: State Clearinghouse (State.clearinghouse@opr.ca.gov)
Office of Planning and Research

Mr. Guenther W. Moskat (Gmoskat@dtsc.ca.gov)
CEQA Tracking Center – Sacramento HQ

Art Heinrich (Heinrichart@FHDA.edu)
Foothill De Anza College District – Project Director

School Reading File – Chatsworth (cwherry@dtsc.ca.gov)

CEQA Reading File – Chatsworth

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

Clear
10-10-08
e

Flex your power!
Be energy efficient!

October 10, 2008

SCL-280-15.05
SCL280346
SCH2007091014

Mr. Charles Allen
Foothill-De Anza Community College
12345 El Monte Road
Los Altos Hill, CA 94022-4599

Dear Mr. Allen:

Foothill-De Anza College Facilities Master Plan – Draft Environmental Impact Report (DEIR)

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following comments to offer.

Highway Operations

1. Table IV. F-4, Page IV. F-12: The speed threshold for Level of Service (LOS) D, 46.0 ≤ speed < 46.0 is incorrect since it is not possible to have a speed less than 46.0 mph and greater than 46.0 mph.

2. Freeway LOS summary table: Interstate (I)-280 direction should be northbound and southbound, not eastbound and westbound.

3. I-280 on/off ramps operation, page IV. F-21: How many vehicles are in queue on the northbound and southbound I-280 off-ramps for each alternative (project and cumulative conditions)? Does the queue on these off-ramps queue back onto I-280?

4. Table IV. F-12: Adding project trips to a freeway section already at LOS F would cause an impact. A freeway segment at LOS F is congested and any additional trips will increase the queue length on the ramps and delay the freeway mainline. This impact should be mitigated.

5. A summary of Freeway LOS for cumulative conditions is missing from this document. Please include this for our review and comment.

6. The intersection analysis output sheets need to include the 95th percentile queue lengths. Please include these for our review and comment.

Traffic Forecasting

Project Driveway In-/Out-bound Traffic Demonstrated

Appendix F, Figure 6, Existing Lane Geometry and Traffic Control shows that intersection 1 is the only project driveway/main college entrance. In Appendix A, Intersection LOS Analysis only shows the AM and PM average control delay per vehicle, without traffic counts for intersection 1. The Department recommends that an additional traffic diagram be included for the project for driveway inbound/outbound traffic, which would be consistent with 221/119 (187/153) vph shown in Table 8, Proposed Project-Trip Generation. Also please show how project generated driveway traffic is assigned among adjacent intersections 2 and 3.

Consistent LOS Methodology

Appendix A, Intersection LOS Analysis shows LOS determination for intersection 1, the college main entrance, is based upon average control delay per vehicle, while LOS determination of intersections 2 to 7 is derived from traffic. The Department recommends the LOS determination at intersections 1 through 7 in Appendix A be based upon traffic for a consistent approach.

Summarize Turning Traffic for all Intersections per Conditions

It is difficult to validate generated traffic plus traffic among various Conditions although each intersection turning traffic is shown in Appendix A, Intersection LOS Analysis. Documents summarizing turning traffic for all intersections should be in a one or two page format per Conditions. Please summarize AM and PM turning traffic for all intersections in traffic diagrams under Existing, Project Only, Cumulative and Cumulative plus Project Conditions.

Cumulative Conditions beyond Near-term Cumulative Condition (page 37)

The Near-term Cumulative Condition analysis uses the year 2015. The Department recommends that the year 2030 scenario be used to provide cumulative traffic impacts in the traffic study.

Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

Lisa Carboni

LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c. Scott Morgan (State Clearinghouse)

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

REC'D OCT 21 2008

October 10, 2008

SCL-280-15.05
SCL280346
SCH2007091014

Mr. Charles Allen
Foothill-De Anza Community College
12345 El Monte Road
Los Altos Hill, CA 94022-4599

Dear Mr. Allen:

Foothill-De Anza College Facilities Master Plan – Draft Environmental Impact Report (DEIR)

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Cumulative Conditions beyond Near-term Cumulative Condition (page 37)

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Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

Lisa Carboni

LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c. Scott Morgan (State Clearinghouse)

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH STATE CLEARINGHOUSE AND PLANNING UNIT (SCH)

Response to SCH-1

This comment states that the Draft EIR was submitted to selected state agencies for review and that comments from the responding agencies are enclosed. The enclosures include a letter from the Department of Toxic Substances Control (duplicate of Comment Letter DTSC) and duplicate letters from the Department of Transportation (duplicate of Comment Letter CT), the only State agencies that commented on the Draft EIR. The comment also acknowledges that the District has complied with the State Clearinghouse review requirements pursuant to CEQA.

DM

DRAFT ENVIRONMENTAL IMPACT REPORT
PUBLIC REVIEW HEARING
COMMENT CARD

(Please note that this document will be part of the public record.)

Date: Tuesday, September 16, 2008 (7:00 to 9:00 PM)
Location: Foothill College
Toyon Room, Building 2100
12345 El Monte Road, Los Altos Hills, CA 94022-4599
Project: Foothill College Master Plan Project

Comments may be submitted at the Public Hearing or may be sent to:

ATNN: Charles Allen
Foothill De Anza Community College District
Facilities, Operations, and Construction Management
12345 El Monte Road, Los Altos Hills, CA 94022-4599
(650) 949-6150
(650) 948-5194 (Fax)

Comments must be received no later than 5:00 p.m. on Friday, October 10, 2008.

Name (Please Print): DAVID MILGRAM

Mailing Address: 25440 CRESCENT LN

Resident, Business, Organization, etc.: RESIDENT

Comment (s): THE NOISE of CONSTRUCTION AND the CONTINUING TRAFFIC NOISE of A GROWING STUDENT POPULATION CALLS for A LONG TERM SOLUTION. The PLANTING of TREES AT the edge of RESIDENCE PROPERTY LINES ~~ALONG~~ OF HOMES ON CRESCENT LANE will provide BOTH A SONIC AND A VISUAL PRIVACY BARRIER. THIS solution IS MERELY AN EXTENSION of the current PLAN to PLANT A TREE BARRIER adjacent TO the ENGINEERING Complex

DM-1

ALSO, ONSITE WORK MUST NOT BEGIN Before 7AM. As ROUTINELY ~~HEAR~~ CONSTRUCTION SOUNDS AT 6:30 AM.

DM-2

Completing and signing this document is voluntary. The Foothill De Anza Community College District may use this information for statistical purposes, to notify you of any future meetings, or to assist in providing you with further information. This document is a public record and may be subject to inspection and copying by other members of the public.

DAVID MILGRAM (DM)

Response to DM-1

The District will consider planting trees in this area as part of their ongoing work with the surrounding community to provide privacy to adjacent residences.

Response to DM-2

The Project's construction noise would be less than significant with implementation of Mitigation Measures IV.E-1a through IV.E-1h on pages IV.E-16 and IV.E-17 in Section IV.E (Noise) of the Draft EIR. Specifically, Mitigation Measure IV.E-1a would restrict construction activities to the hours of 7:30 A.M. to 6:00 P.M. Monday through Saturday.

Charles Allen
Executive Director of Facilities, Operations and Construction Management
Foothill De Anza Community College District
12345 El Monte Road, Los Altos Hills, CA 94022-4599

October 10, 2008

Re:Draft Environmental Impact Report Foothill College Master Plan Projec State Clearinghouse #2007091014

Dear Mr. Charles Allen,

In regards Foothill College's Master Plan DEIR there is a deficiency in delineation of base site elements such as present and planned vegetation in area of swales and riparian corridors of Adobe and Purissima Creeks. LL-1

The vegetation pallet of native grasses for Foothill's extensive acreage of swales that border all parking areas and buffer the creeks needs to be selected not only for adaptability to clay soils, but for sun, light shade and full shade conditions. Also care must be taken to avoid compaction of swale soils to the degree that inhibits establishement of restored native grasses. At present invasives appear to predominate swales and berms. LL-2

Aside from the aesthetic appeal of a campus well landscaped with native grasses, there is the sustainable level of water use for irrigation of low maintenance native plantings. This element of the Master Plan needs to be a model of "green" design and is definitely in keeping with the historic district designation of the buildings.

According to recent reports, there is no guarantee of any increase in allocations of Hetch Hetchy water to Purissima Hills Water District and so believe Foothill College must incorporate the reality of a finite supply into this master plan. For irrigation purposes perhaps a large holding tank could be placed under the baseball diamond, in manner of the underground reservoir for which City of Mountain View has just been commended. Then, please reconsider use of artificial turf on the baseball field which is toxic and creates thermal pollution. LL-3

Riparian buffer vegetation also needs to be addressed in this DEIR. Sycamore, California Bay, and Buckeye could all easily be reintroduced into these two creek corridors, along with Golden Current, Snowberry, Toyon and California Rose. Local nurseries can provide vegetative stock drawn from the Adobe Creek watershed.

Aside from the aesthetic and habitat value of restoring such an indigenous landscape there is the mandate for a high degree of water quality in stormwater runoff from Foothill College structures as well as parking lots. Just downstream, Adobe Creek runs into a high percolation, unconfined zone for the drinking water aquifers of northern Santa Clara Valley. California Water has numerous wells in this watershed that serve Los Altos. (Attached please find map of groundwater basin boundary as supplied by Santa Clara Valley Water District.) LL-4

To filter out pollutants from urban stormwater runoff 25 to 40 feet of vegetative root mass is recommended. Then, the extent of acreage of the Foothill College site that is in the 100 year flood needs to be delineated. This land would have to have elevated berms and swales to delay the release of stormwater to Purissima and Adobe Creeks as well as to contain the parking lot contaminants.

As the Adobe Creek Collaborative has recently, for the past four years, monitored Santa Clara Valley Water District's flood control project for Reach 5, just below Edith Avenue bridge, it has become evident that roads and residences upstream, in Reach 6, that lie within the 100 year floodplain cannot be protected by further flood control improvements. The only option upstream on Adobe Creek where peak flood flow can be retained is on the Foothill College site. So impervious surface runoff that might be generated by development within this master plan needs precise evaluation and conscientious consideration. LL-5

Foothill College has always been considered an enormous asset to our community. The number of residents who were inspired by horticulture and art classes to enter a second lifetime career is quite amazing. This citizenry passed the improvement bond and would be willing to lend their expertise to devise green options. LL-6

The transportation element of this master plan is deficient in its commitment to unsustainable overuse of the automobile and this is a source of serious concern. The plan does not relate to the Los Altos Hills pathways plan, nor does it address pedestrian and cycling access to the site, other than El Monte Road which is not a safe route. As to the archeological element, an Ohlone Indian village was located at confluence of Purissima and Adobe Creeks, just across #280, and the indians followed a trail from San Francisco Bay, past Foothill College to Hidden Villa and over the mountains to the Pacific Ocean so there once were significant artifacts. LL-7

There needs to be an evaluation of Adobe Creek and Purissima Creek habitat as wildlife corridors. In mention of the window for review of building sites and parking lot expansions for the presence of bird nests it should be noted that trees and shrubs are leafing out and blooming at earlier times than previously observed, as local evidence of global warming. Also, Dusky-footed wood rat nests ought to be placed on the environmental check list. Dozens were found downstream on Adobe Creek in the Reach 5 flood control project site. LL-8

More detailed documentation is needed as to demolition of buildings and siting of replacement structures. As an example do not find demolition of horticultural and veterinary buildings noted on the map? The historic and aesthetic setting of Foothill College is important to our community and its visability reaches the entire valley. Please continue to involve our community citizenry and commissions in all deliberations on this master plan. LL-9

Thank you for the opportunity to comment on this draft master plan.

Sincerely,

Libby Lucas

Libby Lucas, Conservation
California Native Plant Society,
Santa Clara Valley Chapter
174 Yerba Santa Ave.,
Los Altos, CA 94022

4 ATTACHMENTS

Subj: **Fwd: Foothill College DEIR - vegetated swales - riparian - runoff - Ohlone tr...**
Date: 10/10/2008 3:59:59 PM Pacific Daylight Time
From: JLucas1099
To: allencharles@FHDA.edu, charlesallen@fhda@edu

Dear Charles Allen,

Afraid find I am unable to scan in Santa Clara Valley Water District's groundwater basin unconfined zone boundary as it relates to high area of percolation for Adobe Creek downstream of Foothill College. I will put it in regular mail and you should receive it next week.

As seem to have run out of time for delivering this comment letter to you in person I am e-mailing it to two versions of your Foothill College address and hope one of them is accurate.

Also, would like to list some of the native grasses that might do well on site's vegetated berms and swales:

full sun: Melica californica
Pulchra sericea
Nassella cernua

light shade: Bromus carinatus
Festuca californica
Nassella lepida
Muhlenbergia rigens

dense shade: Bromus laevipes

These are a few suggestions and you have numerous native grass specialists on the Town of Los Altos Hills open space and environmental commissions who would be able to give you site specific recommendations. This next Saturday, October 18, our Santa Clara Valley Chapter of the Califonria Native Plant Society will hold its Fall plant sale at Hidden Villa and you and your staff are welcome to see the many wonderful options of native plants that are feasible for the Foothill College campus.

Thank you again for your consideration of these concerns on the master plan.

Libby Lucas

Libby Lucas, Conservation

From: Jon Silver [mailto:jon3silver@yahoo.com]
Sent: Tuesday, February 26, 2008 5:53 PM
To: Jon Silver
Subject: artificial turf RFP (improved spacing—read, and save, this email please)

ATTACHMENT II

Mayor Derwin & Town Councilmembers
Town of Portola Valley
765 Portola Road
Portola Valley, CA 94028

February 26, 2007

Dear Derwin & Councilmembers,

My research on **artificial turf** is only beginning, but it seems clear to me that the only real winners from its use are the manufacturers of this synthetic grass. While it will allow play to continue in very wet weather and removes certain maintenance headaches related to living grass, such as gophers, it is inferior in ever other way—and **it presents the real risk of**

serious potential health hazards.

It seems that the current generation of artificial turf is made from plastic and ground up rubber tires. In completed "fields" rubber tire pellets lie between the "blades" of synthetic turf. These tire pellets contain a cocktail of hazardous chemicals, including known carcinogens and toxic heavy metals, such as lead, arsenic and excessive amounts of zinc. Due to off-gassing and leaching these substances pose an unacceptable risk to field-users and the environment. What little testing has been done on synthetic fields shows that some synthetic turf has 7 to 8 times higher levels of some carcinogenic polycyclic aromatic hydrocarbons (PAHs) than are allowed by government standards.

These hazards are documented in a report prepared by **Environment and Human Health, Inc**. (**EHHI**), a Connecticut nonprofit dedicated to protecting public health from environmental harms. **EHHI** is recommending that **no** additional synthetic fields be installed at this time; until more is known, the precautionary principal should prevail. According to the **EHHI** study, what is know now is that organic grass fields are both a safe and healthy place on which children can play; they are what we should use.

EHHI's Board of Directors is composed of topnotch people, with very impressive backgrounds in medicine, science and public health (see below). **EHHI**'s report on artificial turf is linked here: http://www.ehhi.org/reports/turf/turf_report07.pdf.

Also, I'm including the following links:

"**Save Our Natural Fields",** an organization based in San Francisco, website has a wealth of information & additional links: http://www.webwaddle.com/nosyntheticturf.html.

A blog created by Dan Enthoven in San Carlos. It contains links to many articles about this subject: http://grassplease.blogspot.com/.

Other problems with artificial turf:

Excessive Heat: It's much hotter that living grass. The plastic & rubber it's made of tend to absorb heat and cause the synthetic fields to get significantly hotter than the outside air temperature or living grass fields. A 2002 study at **Brigham Young University** documented the temperature on an artificial turf soccer field at 157° F. At the same time a comparable natural field measured only 88.5° F. The **BYU Safety Office** set a maximum allowable field surface temperature of 120° F. Above this temperature the artificial field surface has to be cooled—with water—before play is allowed to continue. The hottest surface temperature recorded was 200° F on a 98° F day.

Infections due to "turf burn" injures that are peculiar to artificial turf. These non-thermal "burn" wounds—similar to skin abrasions caused by sliding hard on a carpet—present entry points of opportunity for microbes that inhabit the artificial turf. Without the natural antimicrobial activity of real grass, bacterial colonies survive much longer on synthetic turf. With the emergence of methicillin resistant staph aureus (MRSA) infections among athletes across the country, the increased risk posed by synthetic turf cannot be ignored.

The Dallas Morning News has documented the rise MRSA infections among high school athletes playing on synthetic fields: "Artificial turf seen as contributor to staph infections in

Texas" (12/21/07): "The turf burns themselves are just the kind of minor skin injury that MRSA can exploit," said Elliot Pellman, medical liaison for the **National Football League**, which also has had infections among its players.
http://www.dallasnews.com/sharedcontent/dws/dn/latestnews/stories/122207dnspofootballstar

Artificial turf companies acknowledge the problem of bacteria and now sell their own brands of turf disinfectant. These powerful anti-microbials have their own set of health issues.

Allergic reactions: In addition to the carcinogenic and turf burn hazards of artificial turf, is the well-documented allergic reaction that many have to latex and may have to other components. Higher levels of latex allergy have been found in people living near highways. In this case the source of latex is vehicle tires. A 2006 study by the **Norwegian Institute of Public Health** and the **Radium Hospital** indicates high levels of latex exposures from the tire crumbs and recommends that such fields not be installed because of the high prevalence of latex sensitivity. http://64.233.169.104/search?
q=cache:nOJynNVAhcEJ:www.isss.de/conferences/Dresden%
25202006/Technical/Summary-artificial-turf-health-ISSS-TM-oct-
06.pdf+synthetic+turf,+norwegian,latex&hl=en&ct=clnk&cd=1&gl=us

In **South Korea**, the **Ministry of Education and Human Resources Development** has initiated a study of the safety of synthetic turf fields that have been installed in 605 elementary and high schools. This study is a response to complaints from teachers of nose and eye irritation and contact dermatitis, as well as complaints of headaches from both teachers and students.
http://english.hani.co.kr/arti/english_edition/e_national/219645.html>http://english.hani.co.kr/ar
english_edition/e_national/219645.html

Children at greater risk: Childrens' developing bodies are far more susceptible to allergens and to the toxic effects of chemicals and heavy metals than are adults.

Expense: According to a September 2007 study by the **City of Costa Mesa,** artificial turf is more expensive to install and maintain than natural grass. http://www.ci.costa-mesa.ca.us/council/study-session/2007-09-11/FINAL%20Study%20Session%20Sythetic%
20Turf%20Sept%202007.pdf

Maintenance problems: Here artificial turf has its own set of issues. Water is needed for washing, applying disinfectant and cooling on hot days. Sweeping, grooming (fluffing), washing and applying disinfectant are necessary. Without proper maintenance, turf will end up in landfills (not biodegradable) even sooner than the 8-10 year life span.

Climate change: Artificial turf is contrary to our Town's stated goal of reducing our contribution to global warming. Taking into account the "cradle-to-grave" life-cycle, **the Athena Institute**, an Ontario-based nonprofit, reports that if one 9,000 square meter natural grass playing field is replaced with synthetics, it would require planting approximately 1,860 medium growth coniferous trees to reach carbon neutrality over a ten year life.
http://www.athenasmi.ca/projects/docs/UCC_project_ATHENA_technical_paper.pdf

Cutting us off from our natural environment: In addition to all its "nuts and bolts" problems, artificial turf is just one more thing that distances us—and our children—from the natural environment from which we spring and from which we must draw our sustenance. If once in a while it rains too hard to play this is not necessarily a bad thing. Learning to be

flexible in our interactions with our natural surroundings is part of gaining the wisdom of how to live successfully on our Earth.

Artificial turf would be terrible for Portola Valley. It would be a silly waste of public funds for our Town Council to spend good money studying this bad idea. **Given the current state of the relevant science and professional literature, no "expert" can demonstrate the safety of artificial turf at this point; hiring a consultant will not change these facts.** It would only waste our Town's scarce resources *and* the precious time of our citizenry. We should confine any study to something that makes sense for our town, that is, natural, environmentally responsible playing fields.

It's clear to me that many people in Town are, or would be, dismayed by the idea of artificial turf. Please don't pursue it further.

Thanks so much for your work in our town's behalf.

Sincerely,

Jon Silver
355 Portola Road
Portola Valley, Ca 94028

Portola Valley resident, 1954–present
former Town Councilmember, 1978-1993
former Mayor, Town of Portola Valley, 3-terms
Town of Portola Valley Open Space Award recipient, 2003
former San Mateo County Planning Commissioner, 1995-2007
former Chair, Town of Portola Valley Conservation Committee, 1977-78

Vice-Chair, Connecticut Health Foundation Board; Director of Health Education for Environment and Human Health, Inc.

Nancy O. Alderman, MES

President of Environment and Human Health, Inc.; Past member of the Governor's Pollution Prevention Task Force; Past member of the National Board of Environmental Defense; Recipient of the CT Bar Association, Environmental Law Section's, Clyde Fisher Award, given in recognition of significant contributions to the preservation of environmental quality through work in the fields of environmental law, environmental protection or environmental planning, and the New England Public Health Association's Robert C. Huestis/Eric Mood Award given to individuals for outstanding contributions to public health in the environmental health area.

D. Barry Boyd, MD

Oncologist at Greenwich Hospital and Affiliate Member of the Yale Cancer Center; Research areas include environmental risk factors for cancer as well as cancer etiology, including nutrition and the role of insulin and IGF in malignancy; Founder and Director of Integrative Medicine at Greenwich Hospital – Yale Health System

Russell L. Brenneman, Esq.

Connecticut Environmental Lawyer; Co-Chair of the Connecticut League of Conservation Voters; Chair of the Connecticut League of Conservation Voters Education Fund; Former chair of the Connecticut Energy Advisory Board; Co-chair of the Connecticut Greenways Committee; Adjunct faculty in Public Policy at Trinity College, Hartford; Past President of the Connecticut Forest and Park Association;

David R. Brown, Sc.D.

Public Health Toxicologist and Director of Public Health Toxicology for Environment and Human Health, Inc.; Past Chief of Environmental Epidemiology and Occupational Health in CT and previously Associate Professor of Toxicology at Northeastern College of Pharmacy and Allied Health. He has served as Deputy Director of The Public Health Practice Group of ATSDR at the National Centers for Disease Control and Prevention in Atlanta, Georgia.

Mark R. Cullen, MD

Professor of Medicine and Public Health, Yale University School of Medicine; Director of Yale's Occupational and Environmental Medicine Program and co-editor of the Textbook of Clinical Occupational and Environmental Medicine.

Robert G. LaCamera, MD

Clinical Professor of Pediatrics, Yale University School of Medicine; Primary Care Pediatrician in New Haven, Connecticut from 1956 to 1996 with a sub-specialty in children with disabilities.

William A. Segraves, Ph.D

Associate Dean, Yale College, Dean's Adviser on Science Education; Research Scientist and Lecturer at Yale University Department of Molecular, Cellular and Developmental Biology; Research areas include molecular biology of hormone action in reproduction and development.

Hugh S. Taylor, MD

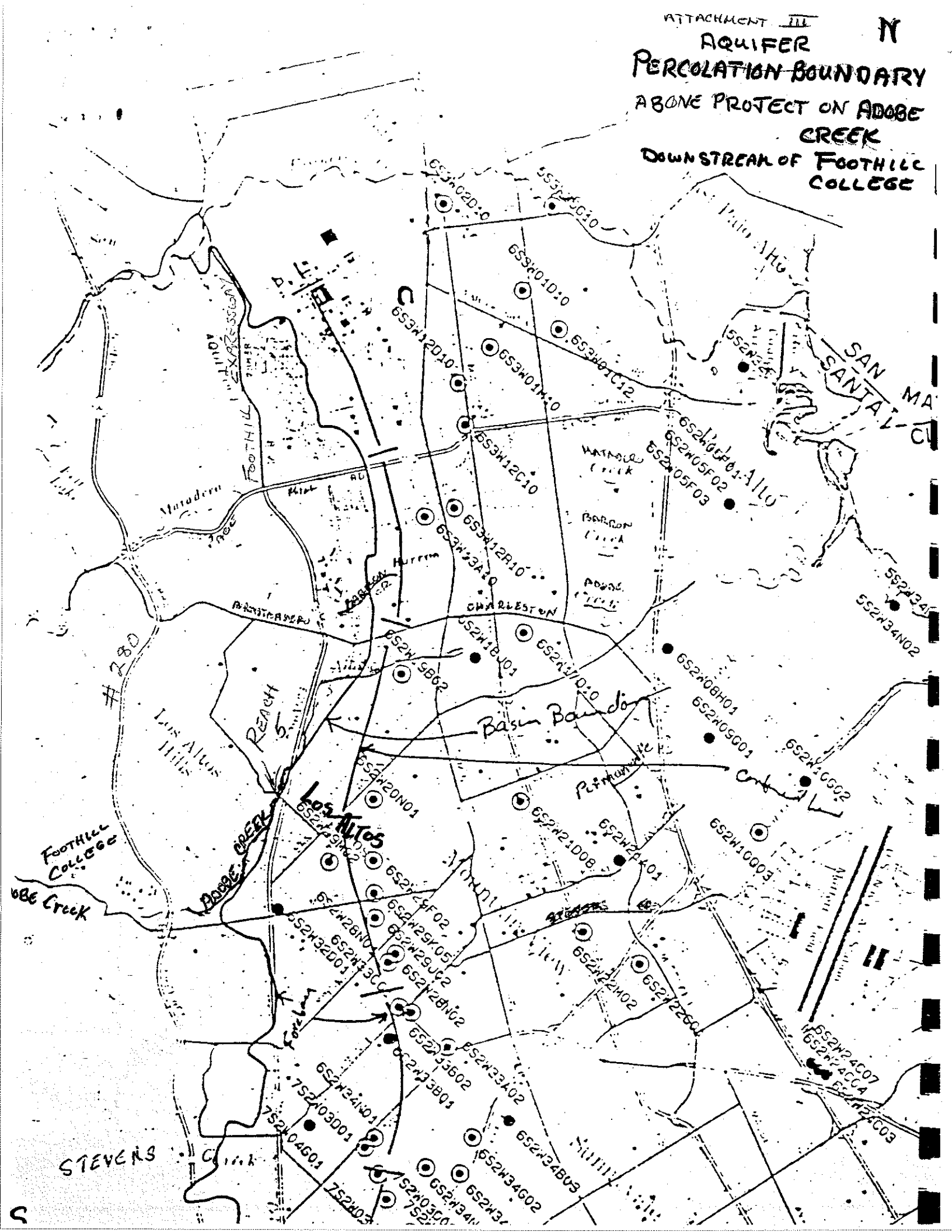
Associate Professor, Department of Obstetrics, Gynecology and Reproductive Sciences and Department of Molecular, Cellular and Developmental Biology; Chief of the Division of Reproductive Endocrinology and Infertility, Yale University School of Medicine

John P. Wargo, PhD

Professor of Risk Analysis and Environmental Policy at Yale University's School of Forestry and Environmental Studies, and Professor of Political Science; Director of the Yale Program on Environment and Health; Author of *Our Children's Toxic Legacy*, which won the

ATTACHMENT III

AQUIFER PERCOLATION BOUNDARY ABOVE PROJECT ON ADOBE CREEK DOWNSTREAM OF FOOTHILL COLLEGE



LIBBY LUCAS, NATIVE PLANT SOCIETY (LL)

Response to LL-1

The project does not include any revegetation of Adobe and Purissima Creeks. Therefore, the Master Plan map does not includes such features. However, both drainage features contain riparian vegetation mixed with non-native ruderal species. The riparian habitat that runs along stretches of Adobe Creek is more mature than in the Purissima drainage and has more clearly defined strata, albeit marginal. Canopy layers of both Adobe and Purissima riparian habitats are dominated by coast live oak (*Quercus agrifolia*), willow (*Salix* sp.), and California bay (*Umbellularia californica*). The herbaceous layer was largely composed of curly dock (*Rumex crispus*), fireweed (*Epilobium brachycarpum*), sedge (*Carex* sp.), Himalayan blackberry (*Rubus discolor*), watercress (*Rorippa nasturtium* var. *aquaticum*), common cattail (*Typha latifolia*), and hog fennel (*Lomatium utriculatum*).

Response to LL-2

The selection of vegetation for the pallet of native grasses will consider not only adaptability to clay soils but also for sun, light shade, and full shade conditions. In addition, care will be taken to avoid compaction of swale soils to the degree that would favor invasive plant species and potentially inhibit the establishment of restored native grasses.

Response to LL-3

The Project proposes to plant native vegetation that will be drought tolerant. This comment correctly notes the finite water supply available in the Project area, which is one reason to use native vegetation. Additionally, the project would include the installation of artificial turf on the existing play fields to reduce the use of water for irrigation. Regarding the safety of artificial turf on play fields, the U.S. Consumer Product Safety Commission (CPSC) has evaluated various synthetic athletic fields and concluded that children are not at risk from exposure to lead in these fields. CPSC staff evaluation showed that newer fields had no lead or generally had the lowest lead levels. Although small amounts of lead were detected on the surface of some older fields, none of these tested fields released amounts of lead that would be harmful to people of any age.[1]

Response to LL-4

The proposed Project currently does not contain any components that would impact the riparian buffer vegetation on either Adobe or Purissima Creek. Therefore, no restoration activities will occur as part of the proposed project.

[1] *NEWS from CPSC*, U.S. Consumer Product Safety Commission, July 30, 2008.

Response to LL-5

The proposed Project will include extension of existing bioswales to filter any pollutants that may be contained within the stormwater runoff as stated in the Draft EIR. Design features such as rooftop runoff capture and infiltration trenches would be incorporated into the Project to capture run-off from the site. Operation of the proposed Project would not include activities that would result in point source discharges of contaminations to surface or subsurface waters. Additionally, the existing vegetation within the riparian zone of Adobe Creek already contains vegetation that would likely possess a 25 to 40 feet root mass zone, and would therefore conform to the recommendations of the Native Plant Society.

Response to LL-6

This comment recognizes that Foothill College is an asset to the community. The District continuously seeks citizen input on campus projects.

Response to LL-7

The proposed Project includes various circulation improvements and pedestrian footbridges that would reduce traffic conflicts and improve pedestrian and bicycle safety. Section IV.F (Transportation/Circulation) of the Draft EIR includes a detailed description of these improvements. The footbridges would provide pedestrian connections between the parking lots and the campus pedestrian pathway.

The Traffic Impact Study (located in Appendix F of the Draft EIR) shows the El Monte/Moody Road Bicycle /Pedestrian Path Project which consist of several improvements along the El Monte Road and Moody Road corridors. These improvements are currently under construction and not funded by nor part of the proposed Project. The EIR analysis focused on the Foothill College Facilities Master Plan including those elements that included pedestrian and bicycle access.

As discussed on page IV.D-17 of the Draft EIR, the Project site contains no recorded Native American cultural resources, but several archaeological sites have been recorded upstream along Adobe Creek and the Santa Clara Valley is known for having buried archaeological resources. The Project's potential impact to archaeological resources would be less than significant with implementation of Mitigation Measures IV.D-2a and IV.D-2b.

Response to LL-8

An evaluation of both Adobe Creek and Purissima Creek was conducted in December 2007 by CAJA's biologists. This evaluation included the potential for both creeks to function as wildlife corridors. Adobe Creek is the primary route facilitating wildlife movement to, from, and through the Project area. The proposed Project would not impact either Adobe Creek or the Purissima drainage and would preserve the existing riparian vegetation along these creeks. Therefore, implementation of the proposed Project would not significantly reduce movement of any wildlife species that currently make use of the Adobe Creek as

part of their home range or local movements in search of food, water, and shelter. Given that the Project site is currently developed and that eastward movement, other than via Adobe Creek, of wildlife is limited due to I-280, the development of the proposed Project would not further reduce wildlife movement.

No dusty footed rats have been recorded by the CNDDB as present in the vicinity of the Project site. In addition, no dusty footed rats nests were observed during the site surveys of August 2007 and December 2007.

To prevent the take of nesting native bird species, all clearing and grubbing of the Project site shall take place between September and February. Winter site clearing shall ensure that nesting birds are not present and impacted. These dates have been adopted from the CDFG guidelines to ensure the largest amount of bird species are protected during their most venerable nesting period.

Response to LL-9

The only buildings proposed for demolition, Building 1300, the Veterinary Technology Building, and the OH Building, are carryover projects from Measure E and the impact of these activities were previously analyzed in the 2002 Foothill College Projects Draft EIR. Therefore, mitigation measures from the 2002 adopted Foothill College Projects Draft EIR would mitigate this impact and it does not need to be analyzed again in this Draft EIR.

Lester D. Earnest
12769 Dianne Drive; Los Altos Hills, CA 94022
Email Les@cs.stanford.edu Phone 650-941-3984

2008 October 10

Charles Allen <allencharles@fhda.edu>
Executive Director of Facilities, Operations and Construction Management
Foothill De Anza Community College District
12345 El Monte Road
Los Altos, CA 94022-4599

Subject: **Comments on Draft Environmental Impact Report**: Foothill College Master Plan; State Clearinghouse # 2007091014, August 2008

Dear Mr. Allen:

I submit these comments as a resident of Los Altos Hills who has lived across the freeway from Foothill College for the last 42 years. My three children attended the College and I often go to or through the campus, usually by bicycle or on foot. It appears to me that much of your plan is well done but that there are a few glitches and some room for improvement.

Surrounding Land Uses

On page III-12 the Plan says:

> The Project site is located in a suburban to rural residential area. Surrounding land uses include I-280, to the north, single-family residential to the south and east, and rural residential uses to the west. Rural residential uses to the west (and northwest) are sparsely developed with houses located on large lots. Single-family residential uses to the south and southeast are more intensely developed, but separated from the College by El Monte Road.

I don't know where the idea came from that there is a substantial difference in residential development in the two directions cited but I believe this is incorrect. The Town of Los Altos Hills requires one acre minimums on flat lands and more on sloped properties and all of the areas around the College are well developed in accordance with these requirements. LE-1

Land Use & Planning

On page IV.A-16 we find the following statement.

> *The Project would not physically divide an established community*. Because the Project proposes construction, renovation, and site improvements within a Project site that does not have an existing residential community, implementation of the proposed Project would not create a physical barrier within an established LE-2

community. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Actually this Project is in the middle of an established community called Los Altos Hills and has the potential to divide it. In fact past construction projects at Foothill College were undertaken without consideration of community access interests and imposed major hazards for bicyclists, as discussed below. This problem has only recently been mitigated. LE-2 (cont'd)

The segment of El Monte Road between the campus access road and the intersection with Moody and Elena Roads is winding and very narrow, making it difficult for motorists to pass cyclists safely. This hazardous situation was recognized long ago and in the 1960s and '70s the Town of Los Altos Hills put signs at both ends of this segment prohibiting cyclists from entering. Those signs were illegal in that they were contrary to the California Vehicle Code but they constituted good advice. Fortunately there was a safe alternative route through the Foothill College campus via the entrance road from El Monte and around the ring road, which had two-way traffic.

However some years ago, without advance notice to the community, the ring road was changed to one-way, counterclockwise. This still provided a safe route for cyclists headed east but those headed west seemed to face a dilemma – they could either take the hazardous El Monte route or could follow the ring road over two large hills and about a mile out of their way to reach Moody Road. Knowledgeable riders found they could follow a pedestrian route along the south edge of the parking lots, next to Adobe Creek, to reach Moody Road. This pathway had been constructed many years earlier at the request of (and subsidized by) the Town of Los Altos Hills. However no signage or other guidance was provided for less knowledgeable cyclists to identify this route. LE-3

This difficult situation was made substantially worse a few years later when Foothill College repositioned the ring road on the outside of the parking lots and obliterated the pathway there, again without advance notice to the community. From then on all cyclists headed west had to take the hazardous El Monte Road route. Very recently a new bike/equestrian/pedestrian path has been constructed (at major expense to the Town and other agencies) just south of campus roads from El Monte to Moody but this should have been part of the original plan for repositioning the ring road.

In summary, I recommend that in the statement cited above, the pretense that there is no "existing residential community" be replaced by a statement that the Project will not divide the established community, if that is the case. I wish that the College had considered this issue in earlier projects.

Archaeology

It appears to me that the statements under Impact IV.D-2 (page IV.D-17) are incomplete where says "Several archaeological sites have been recorded upstream along Adobe Creek and the Santa Clara Valley is known for having buried archaeological resources" but neglects to mention that there is a major archaeological site less than a half mile downstream from the campus. Evidence of a native village was found between Adobe LE-4

Creek and Normandy Lane near O'Keefe Lane and there is a plaque identifying the site on the corner of Normandy and O'Keefe.

That site was well suited to habitation in that it was relatively flat and adjacent to a stream that flows year-around. There were similar sites on the Foothill campus but as far as I know there have been no archeological digs there and much of the creekside area has been paved over for parking, so nothing is likely to turn up unless there is further development there. A similar area on the Stanford University campus next to San Franciscito Creek has been found to contain many Native American artifacts. LE-4 (cont'd)

Transportation/Circulation

Beginning on page IV.F-1, the Plan focuses on motor vehicle transportation and largely ignores bicycle and pedestrian access. I believe that more attention should be given to encouraging alternative transportation schemes, which are likely to become more important in the future.

Having managed a local hotline for a number of years, I have received a number of complaints from Foothill College students about the hazards of riding along El Monte Road through the I-280 interchange, which involves crossing four fast on/off ramps whether going either north or south. Your report mentions that this is an "Extreme Caution" section but it has been that way for many years and has deterred many students from riding to the campus. I understand that there is a plan to do something about this problem but there apparently is no funding available. I recommend that the College press CalTrans to fix this.

The Plan almost completely ignores pedestrian access to the campus. I believe that there are five existing pedestrian access routes into the campus from the outside and there are several major walkways within the campus, including the new path from El Monte to Moody Roads and one from the bridge off Josefa Lane to the end of Crescent Lane as well as several other cross-campus routes. I believe the Plan should identify these routes and indicate that you plan to maintain them, if that is the case. I recommend that you also consider adding some pedestrian access routes. LE-5

As the Plan makes abundantly clear, you are not legally obligated to follow the General Plan of the Town of Los Altos Hills but I think that you should at least consider the Town's suggestions. The Town's Master Path Plan, as modified several years ago, proposes three additional pedestrian access routes to the campus: one off El Monte Road near the I-280 interchange, another from the end of Josefa Lane near I-280 and a third through the large culvert that takes Adobe Creek under I-280. The latter could be used only under low water conditions but would greatly shorten the access distance from my neighborhood. When my children were attending Foothill they often used this route, even though there was no proper path there, because it cut about a mile off their daily walk to and from classes.

The Town of Los Altos Hills stands ready to construct linking paths to accommodate these additional access routes, which would serve both the College and the nearby community.

LE-5
(cont'd)

In summary, please keep up the good work and try to be a good neighbor.

Best regards,

Les Earnest

LESTER D. EARNEST (LE)

Response to LE-1

This observation was qualitative in nature and based on initial reconnaissance of the Project vicinity. General Plan land use designations surrounding the project site are Residential.

Response to LE-2

The Project site has been developed as a community college campus for over 45 years. All Project components would be located within the existing Foothill College campus and would not extend outside the campus boundaries. Therefore, the Project would not remove any existing development in the Town of Los Altos Hills or replace any existing development with structures or features that would divide the existing community.

Response to LE-3

El Monte Road is under the jurisdiction of the Town of Los Altos Hills; therefore, the District has no jurisdiction to construct improvements for bicyclists. Appendix C of the Traffic Impact Analysis (located in Appendix F of the Draft EIR) shows the El Monte/Moody Road Bicycle /Pedestrian Path Project which consist of several improvements along the El Monte Road and Moody Road corridors. These improvements are currently under construction and not funded nor part of the proposed Project. The EIR analysis focused on the proposed plan including those elements that included pedestrian and bicycle access for the campus only.

Response to LE-4

As discussed on page IV.D-17 of the Draft EIR, the Project site contains no recorded Native American cultural resources, but several archaeological sites have been recorded upstream along Adobe Creek and the Santa Clara Valley is known for having buried archaeological resources. However, if any archaeological resources are uncovered, potential impacts to archaeological resources would be mitigated to less than significant with implementation of Mitigation Measures IV.D-2a and IV.D-2b.

Response to LE-5

The proposed Project includes various circulation improvements and pedestrian footbridges that would reduce traffic conflicts and improve pedestrian and bicycle safety. Section IV.F (Transportation/Circulation) of the Draft EIR includes a detailed description of these improvements. The footbridges would provide pedestrian connections between the parking lots and the campus pedestrian pathway. The proposed circulation for the campus is shown in the Foothill College Master Plan. See Response to LE-3 for further discussion of bicycle and pedestrian access near the campus.

September 16, 2008

FOOTHILL COLLEGE MASTER PLAN DRAFT EIR
PUBLIC MEETING

7:00 PM – Foothill College Toyon Room

Attendees:

Public:	James McLay
	David Milgram
	Lucille Milgram
College:	Judy Miner
	Shirley Treanor Barker
	Peter Murray
District:	Charles Allen
	Art Heinrich
Gilbane Maas:	Casey Michaelis
CJ & Assoc.:	Katrina Hart Hollach

Art reviewed first Powerpoint slides, introduced attendees.

Katrina reviewed following slides.

Judy and Shirley discussed overall vision for student enrollment.

Meeting was opened to questions or comments.

Mr. McLay lives on Crescent, just to west of Physical Sciences & Engineering Center; Milgrams live farther south. Both pointed out location on projected college plan.

Some complaints were voiced: Early morning noise has recently come from Forum construction project (Art and Casey will talk to contractor), and from motorcycle. Area near common property line is littered.

Noise from College and improvements was voiced as a concern, especially from vehicles. All residents requested trees be planted along college's west property line – extending further south than building site – as a sound and visual barrier.

PSEC building design was discussed. Peter noted that building is in SD and emphasis is on interior functional issues; exterior design is very preliminary. Art described general massing of 2-story lab wing and single-story buildings where existing buildings are located, at request of McLay. Construction duration was estimated at 20 months+, including rework of parking lot 4. In response to McLay question, Peter and Shirley noted that chemicals are used in labs in very small quantities and that disposal and disposal procedures are very stringent. Shirley committed to meeting with neighbors

again when architectural plans firm up. Shirley mentioned that would like to have architect visit McLay's & Milgram's residence to get better perspective.

Potential pedestrian bridge at PSEC project was discussed. Bridge would provide increased safety for crossing the loop road as well as ADA access. Location and final determination of need is still being reviewed.

In response to question about whether security would increase with increasing student enrollment, Shirley mentioned that are always trying to create a safe environment on campus but unfortunately have to balance with budgetary constraints.

In response to question Charles noted that future Foothill College expansion isn't in planning at this time. Immediate plans for expansion include new facility in Palo Alto/Mt. View area.

Mrs. Milgram mentioned concern about curves in loop road near parking lots 7 & 8 and the pedestrian crosswalk. Charles said he would look into issue.

A suggestion was made to close the Loop Road at night to minimize noise. District will investigate possibility.

Response to Public Meeting Comments

As stated in Response to DM-2, the Project's construction noise would be less than significant with implementation of Mitigation Measures IV.E-1a through IV.E-1h on pages IV.E-16 and IV.E-17 in Section IV.E (Noise) of the Draft EIR. Specifically, Mitigation Measure IV.E-1a would restrict construction activities to the hours of 7:30 A.M. to 6:00 P.M. Monday through Saturday.

As stated in the transcript, the District will be meeting with interested residents to discuss the design of the new PSEC building.

Regarding pedestrian safety on the campus, the Facilities Master Plan includes campus-wide circulation improvements such as guard rails, crossings, curbs, and bicycle and pedestrian paths along the Loop Road. The Loop Road would also be repaired and resurfaced and new lighting would be installed for safety. In addition, various pedestrian footbridges would be constructed between the parking lots and the campus pedestrian pathways. Pedestrian safety would continue to be maintained and vehicular access would continue to be facilitated in a safe and efficient manner.

None of the comments at the Public Meeting raised issues related to the adequacy of the analysis in the Draft EIR, but were more related to ongoing concerns regarding campus operations.

IV. REVISIONS TO THE DRAFT EIR

This section presents corrections and clarifications that have been made to the text of the Draft EIR. These changes include revisions resulting from specific responses to comments and staff-initiated text changes to correct non-substantive errors. The text revisions are organized by section and page number as they appear in the Draft EIR. Text deleted from the Draft EIR is shown in ~~strikethrough~~, and new text is underlined.

SECTION III (PROJECT DESCRIPTION)

As noted in Response to SCCDEH-1, the text in Table III-6 on page III-22 of the Draft EIR has been revised in the Final EIR as follows:

Table III-1
Project Approvals

Agency/Provider	Permit/Approval
Foothill-De Anza Community College District	• Certify Addendum EIR
Division of the State Architect (DSA)	• Approval of buildings, handicap accessibility, fire, and life safety
City of Los Altos	• Approval for sewer
Santa Clara Valley Fire Department	• Approval of fire suppression systems
Santa Clara Valley Water District	• Water Supply
Purissima Hills Water District	• Approval for new water hook-ups
California Transportation Department	• Approval for proximity to I-280
Regional Water Quality Control Board	• Approval of National Pollutant Discharge Elimination System (NPDES) General Permit
	• Storm Water Pollution Prevention Plan (SWPP)
County of Santa Clara Department of Environmental Health	• Approval of renovations to snack shack and swim pool area storage
Source: Foothill-De Anza College District, 2008.	

SECTION IV.F (TRANSPORTATION/CIRCULATION)

As noted in Response to CT-1, the text in Table IV.F-4 on page IV.F-12 of the Draft EIR has been revised in the Final EIR as follows:

Table IV.F-1
Freeway Segment LOS Thresholds

Level of Service	Density	Speed (miles/hr)	Description of Traffic Condition
A	Density ≤11.0	67.0 ≤ speed	Free flow operations
B	11.0 < density ≤ 18.0	66.5 ≤ speed < 67.0	Reasonably free-flow, and

Table IV.F-1
Freeway Segment LOS Thresholds

Level of Service	Density	Speed (miles/hr)	Description of Traffic Condition
			free-flow speeds are maintained
C	18.0 < density ≤ 26.0	66.0 ≤ speed < 66.5	Flow with speeds and or near the free-flow speed
D	26.0 < density ≤ 46.0	46.0 ≤ speed < ~~46.0~~66.0	Level at which speed begin to decline with increasing flow
E	46.0 < density ≤ 58.0	35.0 ≤ speed < 46.0	Operation at capacity
F	58.0 < density	Speed < 35.0	Breakdowns in vehicular flow

Source: Santa Clara County Congestion Management Program – Traffic LOS Analysis Guidelines, December 1, 2006
** Density based on passenger cars per mile per lane (pcpmpl).*

As noted in Response to CT-2, the text in Tables IV.F-9 and IV.F-10 on page IV.F-20 of the Draft EIR has been revised in the Final EIR as follows:

Table IV.F-2
Existing Freeway LOS Summary – A.M. Peak

Freeway	Segment		Direction	Miles	Lanes	Max Density	LOS (Density)	Speed	Flow
	From	To							
I-280	Page Mill Rd	La Barranca Rd	~~EB~~NB	1.76	4	25	C	66	6,600
I-280	La Barranca Rd	El Monte Rd	~~EB~~NB	1.60	4	18	B	67	4,820
I-280	El Monte Rd	Magdalena Ave	~~EB~~NB	0.95	4	22	C	66	5,810
I-280	Magdalena Ave	El Monte Rd	~~WB~~SB	0.95	4	35	D	62	8,680
I-280	El Monte Rd	La Barranca Rd	~~WB~~SB	1.60	4	39	D	57	8,890
I-280	La Barranca Rd	Page Mill Rd	~~WB~~SB	1.76	4	31	D	65	8,060

Source: Santa Clara County Congestion Management Program. 2005 Monitoring & Conformance Report. Table 4.10

Table IV.F-3
Existing Freeway LOS Summary – P.M. Peak

Freeway	Segment		Direction	Miles	Lanes	Max Density	LOS (Density)	Speed	Flow
	From	To							
I-280	Page Mill Rd	La Barranca Rd	~~EB~~NB	1.76	4	66	F	29	7,660
I-280	La Barranca Rd	El Monte Rd	~~EB~~NB	1.60	4	82	F	20	6,560
I-280	El Monte Rd	Magdalena Ave	~~EB~~NB	0.95	4	91	F	17	6,190
I-280	Magdalena Ave	El Monte Rd	~~WB~~SB	0.95	4	23	C	66	6,070
I-280	El Monte Rd	La Barranca Rd	~~WB~~SB	1.60	4	22	C	66	5,810
I-280	La Barranca Rd	Page Mill Rd	~~WB~~SB	1.76	4	26	C	66	6,860

Source: Santa Clara County Congestion Management Program. 2005 Monitoring & Conformance Report. Table 4.11.

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V. MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program [MMP], §15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). The Foothill De Anza Community College District is the Lead Agency and the project sponsor for the Foothill College Master Plan project and is therefore responsible for enforcing and monitoring most of the mitigation measures in this mitigation monitoring program.

The Draft EIR was prepared to address the potential environmental impacts of the proposed project. Where appropriate, this document identified project design features or recommended mitigation measures to avoid or to mitigate identified potential impacts to a level where no significant impact on the environment would occur. This MMP is designed to monitor implementation of the mitigation measures identified for the project in the Initial Study and DEIR. The required mitigation measures are listed and categorized by impact area, with an accompanying identification of the following:

- Monitoring/Implementing Phase, the phase of the project during which the mitigation measure shall be implemented and monitored:
  - Pre-Construction, including the design phase
  - Construction
  - Occupancy (post-construction)
- Implementing Party, the party responsible for implementing the mitigation measure.
- The Enforcement Agency, the agency with the power to enforce the mitigation measure.
- The Monitoring Agency, the agency to which reports involving feasibility, compliance, implementation and development are made.

The MMP for the Foothill College Facilities Master Plan project will be in place throughout all phases of the project. The project sponsor (Foothill De Anza Community College District) shall be responsible for implementing all mitigation measures unless otherwise noted. The District's existing planning, engineering, review and inspection processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

AESTHETICS

Required Mitigation Measures

MM IV.A-AES.1

Prior to the installation of lighting fixtures, the District shall revise the existing Lighting Plan or prepare a new Lighting Plan for the Project site. While the design of exterior lighting standards shall be sympathetic to the scale, materials, and design of the 1961 campus light fixtures, typical lighting should include low mounted, downward casting and shielded lights that do not cause spillover onto adjacent properties. Low intensity, indirect light sources shall be encouraged. No flood lights shall be utilized.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

GEOLOGY AND SOILS

Required Mitigation Measures

Mitigation Measure IV.A-GEO.1

All structures shall be designed and constructed in accordance with the earthquake resistant provisions of the California Building Code. California Building Code site seismic parameters necessary for design shall be based on a site specific geotechnical investigation.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Division of State Architect
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-GEO.1

The District shall conduct a site-specific geotechnical investigation prior to construction of each building project. The investigations would provide detailed geotechnical recommendations for the conditions of a particular development site. The geotechnical investigation would consider the potential for liquefaction hazards, in particular for projects within the current or historic Adobe Creek floodplain and the Purissima Creek. The District would implement all feasible measures identified in the geotechnical investigation to avoid or minimize liquefaction potential. The individual project design and construction would incorporate and implement all of the feasible recommendations in the site-specific geotechnical investigations. These recommendations could typically include some or all of the following:

a. All grading and earthwork for each project would be performed under the observation of the geotechnical consultant.

c. Surface runoff would be collected near the top of the new slopes by means of drainage swales, area drains or berms, which collect and direct water into approved drainage facilities.

f. The geotechnical consultant would provide soil engineering observation and testing services during the grading and foundation installation phases of the new construction.

Monitoring/Implementing Phase	Pre-Construction, Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Division of State Architect
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-GEO.2b

Typical options to address liquefiable soils shall consist of the following: a) remove and replace potentially liquefiable soils with engineered fill; b) densify potentially liquefiable soils with an in-situ ground improvement technique such as deep dynamic compaction, vibro-compaction, vibro-replacement, compaction grouting, or other similar methods; c) support the proposed structures on a pile foundation system, which extends below the zone of potential liquefaction; d) strengthen foundations (e.g., post-tensioned slab, reinforced mat or grid foundation, or other similar system) to resist excessive differential settlement associated with seismically-induced liquefaction; and, e) support the proposed structures on an engineered fill pad in order to reduce differential settlement resulting from seismically-induced liquefaction and post-seismic pore pressure dissipation. The required mitigation for design shall be based on a site specific geotechnical investigation.

Monitoring/Implementing Phase	Pre-Construction, Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Division of State Architect
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-GEO.3

Landslide risk will depend on the precise location and type of the planned development as well as the extent of earthwork needed to provide desired finished grades. The required mitigation for design shall be based on a site specific geotechnical investigation, which may include recommendations for setbacks from any potentially unstable slope.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Division of State Architect

Monitoring Agency Foothill De Anza Community College District

Mitigation Measure IV.A-GEO.4

Ground-disturbing activity shall require the consideration of erosion control measures such that minimal erosion and sedimentation is allowed outside the building footprint and construction area. Prior to development of the proposed Project, the District would develop an erosion control plan. During each individual project, construction personnel would implement all relevant and feasible measures of the plan during earthmoving and other construction activities. The plan would include, but not be limited to, the following measures:

a. To the extent feasible, restricting earthmoving activities to the dry season and providing erosion protection measures for each project prior to the onset of winter rains.

b. Minimizing the amount of soil exposed at any one time (through scheduling, prompt completion of grading, and use of staged stabilization).

c. Preserving existing vegetation to the extent feasible (through marking and protection).

d. Designating soil stockpile areas on the construction plans and covering and protecting soil stockpiles by a plastic membrane during the rainy season.

e. Revegetating disturbed areas, utilizing such measures as planting of native grasses, plants and shrubs and the installation of jute netting and hydroseeding in areas of more difficult revegetation.

f. Implementing the dust control mitigation measures Section IV.B (Air Quality).

Monitoring/Implementing Phase Pre-Construction, Construction
Implementing Party Foothill De Anza Community College District/Prime Contractor
Enforcement Agency RWQCB, Foothill De Anza Community College District
Monitoring Agency Foothill De Anza Community College District

Mitigation Measure IV.A-GEO.5

Expansive soils risks will depend on the precise location and type of the planned development as well as the types of underlying soils and the extent of earthwork needed to provide desired finished grades. The required mitigation shall consist of one or a combination of:

a. Careful moisture conditioning and compaction control during site preparation and placement of engineered fills;

b. Removal and replacement with non-expansive fill; or

c. Chemical treatment with lime to lower the expansion potential and/or decrease the moisture content. Landscape and irrigation controls shall also be required.

The final recommendations for design shall be based on a site-specific geotechnical investigation.

Monitoring/Implementing Phase	Pre-Construction, Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Division of State Architect
Monitoring Agency	Foothill De Anza Community College District

HAZARDS AND HAZARDOUS MATERIALS

Required Mitigation Measures

Mitigation Measure IV.A-HAZ.1a

A specification produced by a California Certified Asbestos Consultant for the abatement of the ACM, ACCM and RACM shall be prepared and should be the basis for selecting contractors to perform the proposed abatement work.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	DTSC, Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HAZ.1b

A State of California licensed asbestos abatement contractor shall be retained to perform the asbestos abatement of the ACM, ACCM and RACM noted at the site. The general contractor for the renovation project may be a source for local licensed abatement contractors.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	DTSC
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HAZ.1c

Contractors performing work that disturbs ACM, ACCM and RACM at the site shall implement appropriate work practices in accordance with applicable California Occupational Safety & Health Administration (Cal-OSHA) worker exposure regulations as well as the regulatory requirements of the Asbestos Hazard Emergency Response Act.

Monitoring/Implementing Phase	Pre-Construction

Implementing Party	Foothill De Anza Community College District
Enforcement Agency	DTSC, Cal-OSHA
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HAZ.1d

A California DHS Certified Lead Project Designer shall prepare a specification for the abatement of the LBP identified in the LBP survey.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	DTSC
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HAZ.1e

A State of California licensed lead abatement contractor shall be retained to perform the abatement of the LBP. The general contractor for the renovation work can be a source for local licensed abatement contractors.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	DTSC
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HAZ.1f

Contractors performing work that disturbs painted components at the site shall implement appropriate work practices in accordance with applicable Cal-OSHA worker exposure regulations.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HAZ.1g

Any repainting or renovation activities shall be conducted in a cautious manner, using methods that minimize the disturbance of LBP. Practices used shall not cause airborne concentrations of lead to exceed the applicable OSHA Permissible Exposure Limit (PEL) for airborne lead. In particular, any cutting, torching, grinding, or dry sanding of the painted components covered by the LBP shall not be performed, as these activities could contribute to airborne lead concentrations above the applicable PEL.

Personal air monitoring of renovation workers could be conducted to assess airborne lead concentrations during work activities that disturb the LBP or lead containing paints.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Cal-OSHA
Monitoring Agency	Foothill De Anza Community College District

HYDROLOGY

Required Mitigation Measures

Mitigation Measure IV.A-HYD.1a

Prior to development of individual projects, the District shall be required to submit and oversee implementation of a Storm Water Pollution Prevention Plan (SWPPP) for the respective project or project components as they are constructed, in accordance with the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. The SWPPP shall detail the treatment measures and best management practices (BMPs) to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development. In addition, the SWPPP shall include construction-phase housekeeping measures for control of contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides. It shall also describe the post-construction BMPs used to reduce pollutant loadings in runoff and percolate once the site is occupied (e.g., grassy swales, wet ponds, and educational materials) and shall set forth the BMP monitoring and maintenance schedule and responsible entities during the construction and post-construction phases. The SFBRWQCB and District shall enforce compliance with the regulatory requirements of the General Permit.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	SFBRWQCB, Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HYD.1b

As individual projects are designed, the District would incorporate features (such as on-site detention) into the projects or elsewhere on the site to reduce future peak runoff flows leaving the site to or below existing levels. The College would consult with the Santa Clara Valley Water District regarding the District's requirements for runoff control. The College District would incorporate its runoff control features into any future College project that would result in an increase in peak runoff leaving the Project site.

For every project resulting in changes to the storm water collection system, the District shall include a system of source control, structural improvements, and treatment systems to protect long-term water quality. These measures to treat runoff shall be designed to meet the maximum extent practicable (MEP) treatment standard in the Clean Water Act consistent with the MEP standard as defined in the Santa Clara Valley Urban Runoff Pollution Prevention Program Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit. BMPs that shall be considered include:

1. Grass strips and grassy swales where feasible to reduce runoff and provide initial storm water treatment.

2. Storm drains will discharge to natural surfaces or swales where possible to avoid excessive concentration and channelization of storm water.

3. If necessary, small retention or detention basins will be considered to maximize the retention time for settling of fine particles.

To meet the MEP standard, treatment BMPs shall be constructed that incorporate, at a minimum, the following hydraulic sizing design criteria to treat stormwater runoff. This sizing shall consider local rainfall data to design appropriately sized BMPs.

Volume Hydraulic Design Basis: Treatment BMPs whose primary mode of action depends on volume capacity, such as detention/retention units or infiltration structures, shall be designed to treat stormwater runoff equal to:

1. The maximized stormwater quality capture volume for the area, based on historical rainfall records, determined using the formula and volume capture coefficients set forth in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCEManual of Practice No. 87, (1998), pages 175~178 (e.g., approximately the 85th percentile 24-hour storm runoff event); or

2. the volume of annual runoff required to achieve 80 percent or more capture, determined in accordance with the methodology set forth in Appendix D of the California Stormwater Best Management Practices Handbook, (1993), using local rainfall data.

Flow Hydraulic Design Basis: Treatment BMPs whose primary mode of action depends on flow capacity, such as swales, sand filters, or wetlands, shall be sized to treat:

1. 10 percent of the 50-year peak flow rate; or

2. the flow of runoff produced by a rain event equal to at least two times the 85th percentile hourly rainfall intensity for the applicable area, based on historical records of hourly rainfall depths; or

3. the flow of runoff resulting from a rain event equal to at least 0.2 inches per hour intensity.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	RWQCB
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HYD.1c

Alternatively, the District would prepare a Master Drainage Plan for the Project site. The Plan would incorporate the information on existing and anticipated future drainage patterns, existing drainage problems, and the existing storm drain system. The analysis of future drainage patterns would take into account the contribution of the remainder of the Adobe Creek watershed. The College would include drainage controls for all projects that result in an increase in impervious surfaces, to keep peak runoff rates at or below pre-project levels for the 100-year storm (or for a lesser design storm, if the Water District uses such a storm in its flood control planning for individual project sites). The College would consult with the Santa Clara Valley Water District (SCVWD) regarding the District's requirements for runoff control.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	SCVWD
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A-HYD.1d

Prior to any building activity along the northern or southern boundaries of the Project site, the District shall review the location to verify whether any structures are within the current FEMA 100 year flood plain. If they are, the District shall take action to revise the current FEMA FIRM to reflect existing elevations in the vicinity of the proposed building areas. This action shall include a detailed computerized flood hazard analysis in accordance with current standards set forth by FEMA. If the detailed analysis shows that the proposed development area is outside of the 100-year flood plain and floodway, the development could be constructed in the area proposed with no further mitigation. If the analysis does not show that the proposed development area is outside of the 100-year flood plain and floodway, appropriate flood plain management measures should be incorporated into the location and design of new buildings or roadways. The determination of the appropriate mitigation measures shall be made by a qualified civil engineer or hydrologist.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	RWQCB

Monitoring Agency	Foothill De Anza Community College District

PUBLIC SERVICES

Required Mitigation Measures

Mitigation Measure IV.A-PUB SERV.1

Fire sprinklers shall have a minimum flow of 1,500 gallons per minute at 20 pounds per square inch (psi).

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Santa Clara County Fire Department
Monitoring Agency	Foothill De Anza Community College District

UTILITIES AND PUBLIC SERVICES

Required Mitigation Measures

Mitigation Measure IV.A-UTIL.1a

The District shall consult with the City of Los Altos as projects are designed and prior to construction to determine if the District will need to purchase additional capacity to accommodate flows resulting from the Project.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	City of Los Altos

Mitigation Measure IV.A- UTIL.1b

Recommended water conservation features shall be installed, such as low-flow showerheads, toilets, and urinals, low-flow faucet aerators in sink faucets, and water-conserving clothes washers and dishwashers.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A- UTIL.1c

Drought-tolerant, low water consuming plant varieties shall be selected where feasible and appropriate.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.A- UTIL.1d

A landscape irrigation system that provides uniform irrigation coverage for each landscape zone to the maximum extent feasible, with sprinkler head patterns adjusted to minimize over spray onto walkways and streets, shall be designed and implemented.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

AIR QUALITY

Required Mitigation Measures

Mitigation Measure IV.B-1a

The following mitigation measures apply to activities associated with the proposed construction and are intended to reduce the temporary generation of fugitive dust to a less-than-significant level. The measures to reduce construction- related PM10 emissions reflect basic and optional dust control measures recommended by BAAQMD:

- All active construction areas shall be watered at least twice daily.
- All trucks hauling soil, sand, and other loose materials shall be covered with tarpaulins or other effective covers.
- All unpaved access roads, parking areas, and staging areas at the construction site shall be paved; otherwise, water or non-toxic soil stabilizers shall be applied to all unpaved access roads. In addition, paved access roads, parking areas, and staging areas shall be swept daily with a water sweeper. Streets shall be swept daily with a water sweeper in areas where visible soil material is carried onto adjacent public streets.
- The applicant shall hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded area inactive for ten days or more).
- The applicant shall enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

- The applicant shall limit traffic speeds on unpaved roads to 15 miles per hour.
- The applicant shall install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- The applicant shall replant vegetation in disturbed areas as quickly as possible.
- The applicant shall install wheel washers for all trucks leaving the sight and wash all truck wheel before they leave the site
- During periods when trucks are transporting soil to or from the site, dirt that may have been tracked off the site shall be removed daily from the street. The area to be cleaned is to extend to the limit of noticeable dirt tracked from the site or for a distance of 75 feet on each side of a vehicle entrance or exit, whichever is greater. If water is used to clean the street, then the quantity of water used shall not result in sediment being washed into the storm sewer catch basins. Street sweepings shall be disposed of as a waste along with waste soil in accordance with applicable regulations.
- The applicant shall terminate excavation and grading activities when winds exceed 25 mph or when fugitive dust emissions are visible for a distance of at least 100 feet from the origin of such emissions, and there is visible evidence of wind driven fugitive dust. Wind speed would be determined when an on-site anemometer registers at least two wind gusts in excess of 25 miles per hour within a consecutive 30-minute period.

Monitoring/Implementing Phase	Pre-Construction, Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Bay Area Air Quality Management District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.B-1b

Implementation of the following mitigation measures would reduce short-term exhaust emissions from construction-related equipment to a less-than-significant level:

- The idling time of all construction equipment used at the site shall not exceed five minutes.
- The applicant shall limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use.
- All equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications. Emissions from all off-road diesel powered equipment used on the Project site shall not exceed 40 percent opacity for more than three minutes in any hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall

be repaired immediately. A visual survey of all in-operation equipment shall be made at least weekly throughout the duration of the Project construction. A record of the inspection shall be maintained on-site. The BAAQMD and/or other officials may conduct periodic site inspections to determine compliance.

- The applicant shall require construction contractors to install particulate traps when appropriate on diesel engines.
- The applicant shall use the minimum practical engine size for construction equipment.
- Gasoline-powered equipment shall be equipped with catalytic converters, where feasible.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Bay Area Air Quality Management District
Monitoring Agency	Foothill De Anza Community College District

BIOLOGICAL RESOURCES

Required Mitigation Measures

Mitigation Measure IV.C-1a

If grading/construction/demolition-related activities are to occur within 300 feet of Adobe Creek or the Purissima Creek, a pre-construction/grading/demolition survey for red-legged frogs, tiger salamanders and western pond turtles shall be conducted by a qualified biologist. The survey area would include the creek and/or drainage as well as the grading/construction/demolition zone within 300 feet of the creek/drainage. If California red-legged frogs, California tiger salamander, or western pond turtles were to be observed within the surveyed creek/drainage, the District shall install temporary fencing adjacent to the riparian zone of the creek/drainage that is designated to prevent red-legged frogs, California tiger salamanders or western pond turtles from leaving the riparian zone and entering area where grading/construction would occur. The fencing would extend along the creek drainage for 1,000 feet above and below the construction zone, or to the Project site boundary. The fencing would be maintained and monitored by the District for the duration of the grading/construction period. If California tiger salamanders or western pond turtles are observed within the grading/construction zone, they shall be relocated by the monitoring biologist in coordination with CDFG, to a suitable area outside of the construction zone. Suitable areas would include nearby creeks and lakes with appropriate habitat (e.g., Adobe Creek, San Franciquito Creek, and Lake Lagunitas). If red-legged frogs are observed, grading/construction activities shall be postponed and the USFWS shall be consulted to determine the extent of potential impacts to individual frogs and to identify measures to avoid these impacts. The USFWS shall consider any direct or indirect impacts to individual frogs (including capture or translocation), to be a "take" under the FESA. Consultation with the USFWS will result in either a

determination of the need to obtain a permit to allow this "take" or in the identification of measures such as trapping and translocation of red-legged frogs to avoid harm to these animals.

Monitoring/Implementing Phase	Pre-Construction, Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	CDFG
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.C-1b

To prevent the take of nesting native bird species, all clearing and grubbing of the Project site shall take place from September through February. Winter site clearing shall ensure that nesting birds are not present and impacted. If construction is scheduled or ongoing near the perimeter of the grading footprint during bird nesting season (March 1 to September 15), qualified biologists shall survey the area within 200 feet (or up to 300 feet depending on topography or other factors and 500 feet for raptors) of the grading activity to determine if grading is disturbing nesting birds. If nesting activity is being compromised, construction shall be suspended in the vicinity of the nest until fledging is complete.

Monitoring/Implementing Phase	Pre-Construction, Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	CDFG
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.C-1c

Site development would potentially result in mortality of burrowing owls, should any be nesting on the site at the time of Project construction. Mitigation measures that protect burrowing owls from possible direct mortality or nest failure are warranted. Therefore, the Project Foothill De Anza Community College District shall implement the following measures to ensure that burrowing owl mortality from Project construction is avoided.

Pre-construction Survey

A pre-construction survey shall be conducted by a qualified biologist for Burrowing Owls within 30 days of the on-set of construction. This survey shall be conducted according to methods described in the Staff Report on Burrowing Owl Mitigation (CDFG 1995). All suitable habitats of the study area shall be covered during this survey.

Avoidance of Active Nest Burrows

If pre-construction surveys undertaken during the breeding season (February through August) locate active nest burrows within or near construction zones, these nests, and an appropriate buffer around them (as determined by a qualified biologist) shall remain off-limits to construction until the breeding season is

determined over. Setbacks from occupied nest burrows of 250 feet where construction would result in the loss of foraging habitat shall be required.

Relocation

During the non-breeding season (August 31 through January 1), resident owls may be relocated to alternative habitat. The relocation of resident owls shall be according to a relocation plan prepared by a qualified biologist. Passive relocation shall be the preferred method of relocation. This plan must provide for the owl's relocation to nearby lands possessing available nesting and foraging habitat.

Monitoring/Implementing Phase	Pre-Construction, Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	CDFG
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.C-1d

The District shall monitor construction activities to ensure that incidental construction impacts on riparian vegetation and special-status wildlife species are avoided or minimized. Responsibilities of the construction biological monitor include the following:

- Attend all pre-construction meetings to ensure that the timing and location of construction activities do not conflict with other mitigation requirements (i.e., seasonal surveys for nesting birds). Conduct meetings with the contractor and other key construction personnel describing the importance of restricting work to designated areas.

- Discuss procedure for minimizing harm/harassment of wildlife encountered during construction with appropriate construction personnel.

- Review/designate the construction area in the field with the contractor in accordance with the final grading plan. Haul roads, access roads, and on-site staging and storage areas shall be sited within grading areas to minimize degradation of creek and drainage habitat adjacent to these areas. If activities outside these limits are necessary, they shall be evaluated to ensure no special-status species or stream habitat will be affected.

- Conduct a field review of the staking (to be set by surveyor) designating the limits of all construction activity. Any construction activity areas immediately adjacent to riparian areas or other special-status resources (such as bird nests) may be flagged or temporarily fenced by the monitor, at his/her discretion

- Periodically visit the site during construction to coordinate and monitor compliance with the above provisions. The monitor would be present on the site during and grading and/or construction activity within or immediately adjacent to areas of suitable habitat for sensitive wildlife species along Adobe Creek and other on-site drainages. If special-status are observed, the monitor shall halt all activities potentially affecting the animals and take the appropriate action (i.e., translocate the animal, consult with USFWS if a red-legged frog) to ensure that no take of the animal will occur.

The implementation of Mitigation Measures IV.C-1a through IV.C-1d have been designed to protect plants and animals and their habitats and would reduce potential impacts related to candidate, sensitive, or special-status species to a less-than-significant level.

Monitoring/Implementing Phase	Pre-Construction, Construction, Occupancy
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	CDFG
Monitoring Agency	Foothill De Anza Community College District

CULTURAL RESOUCES

Required Mitigation Measures

Mitigation Measure IV.D-1a

The schematic plans of the Project are expected to evolve to a greater level of detail. As such, a qualified historic architect shall monitor the design, plans, and construction of the Project to ensure that the Project is compatible in height, scale, massing, design, materials, and color in accordance with the Secretary of the Interior's Standards and existing College architecture. To the extent feasible, landscaping features that contribute to the historic character of the potential district shall be maintained.

Monitoring/Implementing Phase	Pre-Construction, Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.D-1b

Trees that were part of the 1961 Campus Plan shall be retained rather than replaced whenever possible. When replacement is necessary, the trees shall be replaced in kind. Historic campus plans provide information on the original design intent. Similarly, in keeping with The Secretary of the Interior's Standards, site furniture from the 1961 Campus Plan shall be repaired rather than replaced. Any new site furniture shall be consistently uniform throughout the campus and designed such that they are

sympathetic to the simplified form, materials, and design of the 1961 campus site furniture, but not exact replications. Their designs shall refrain from historic interpretations.

Monitoring/Implementing Phase	Construction, Occupancy
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.D-1c

New signage and lighting fixtures shall be constructed that reflect the defined architectural vocabulary of the 1961 campus but do not exactly replicate 1961 features.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.D-2a

If buried cultural or paleontological materials (e.g., bone, brick, etc.) are exposed during construction, work shall be halted in the immediate vicinity of the find until a qualified archaeologist can assess their significance.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.D-2b

If the finds are determined to be significant, the archaeologist shall be permitted to remove the items in a professional manner for further laboratory evaluation.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.D-4

If human remains are unearthed during construction, no further disturbance shall occur until the Santa Clara County Medical Examiner-Coroner has made the necessary findings as to origin and disposition in

accordance with California Health and Safety Code Section 7050.5. If the remains are determined to be those of a Native American, the Native American Heritage Commission (NAHC) in Sacramento shall be contacted before the remains are removed in accordance with Section 21083.2 of the California Public Resources Code.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Santa Clara County Medical Examiner-Coroner/NAHC
Monitoring Agency	Foothill De Anza Community College District

NOISE

Required Mitigation Measures

Mitigation Measure IV.E-1a

The Project shall restrict construction and demolition activities to the hours of 7:30 A.M. to 6:00 P.M. Monday through Saturday.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.E-1b

Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.E-1c

The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized to the extent feasible. Examples include the use of drills, jackhammers, and pile drivers.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District

Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.E-1d

Noise-generating construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.E-1e

Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 150 feet from the active classroom and laboratory uses.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.E-1f

The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.E-1g

Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the Project site, if sensitive receptors are located at, or within, 100 feet.

Monitoring/Implementing Phase	Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District

Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.E-1h

Two weeks prior to the commencement of construction at any of the project sites, notification must be provided to students and faculty disclosing the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

Mitigation Measure IV.E-2a

The District shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment on the project site be located as far away from vibration-sensitive sites as possible. Contract specifications shall be included in the project construction documents, which shall be reviewed by the District prior to issuance of a grading permit.

Monitoring/Implementing Phase	Pre-Construction
Implementing Party	Foothill De Anza Community College District/Prime Contractor
Enforcement Agency	Foothill De Anza Community College District
Monitoring Agency	Foothill De Anza Community College District

APPENDIX A – GEOLOGIC EVALUATION FOR NATURALLY OCCURRING ASBESTOS

CLEARY CONSULTANTS, INC.
Geotechnical Engineers and Geologists

J. Michael Cleary, CEG, GE
Christophe A. Ciechanowski, GE
Grant F. Foster, GE

November 7, 2008
Project No. 558.110A
Ser. 2379

Mr. Art Heinrich, Director of Planning, Design and Construction
Foothill-De Anza Community College District
12345 El Monte Road
Los Altos Hills, CA 94022

RE: GEOLOGIC EVALUATION FOR PRESENCE OF NATURALLY OCCURRING ASBESTOS (NOA)
MEASURE C PROJECTS
FOOTHILL COMMUNITY COLLEGE
LOS ALTOS HILLS, CALIFORNIA

Dear Mr. Heinrich:

Introduction

As requested, we have performed a geologic evaluation for the presence of "naturally occurring asbestos (NOA)" at the Foothill Community College campus in Los Altos Hills, California. We understand that the State of California, Department of Toxic Substances Control (DTSC) has required that an evaluation for naturally occurring hazardous material be performed by a California Registered geologist, as stated in their Draft EIR review letter for the planned Measure C projects dated September 30, 2008. The DTSC further requires that school sites near ultramafic rock types (i.e. Franciscan Assemblage), which can contain serpentinite and asbestos, be evaluated.

Scope of Work

As indicated in the Independent Contractor Agreement, October 28, 2008, the scope of services for this study has included a review of published and unpublished geologic literature for Foothill College and Los Altos Hills area, a review of the boring logs and the logs of the exploratory trenches for previous investigations performed by our firm on the Foothill College Campus, a visual site assessment (as required by the DTSC), and preparation of this letter report summarizing our findings. The purpose of the trench and boring log review was to inventory the

Franciscan Assemblage bedrock types encountered in our search for the presence of serpentinite and naturally occurring asbestos. A list of references consulted during this study is included at the end of the text.

This report has been prepared for the specific use of the Foothill-De Anza Community College District and their consultants in accordance with generally accepted geotechnical engineering principles and practices. No other warranty, either expressed or implied, is made. In the event that any substantial changes in the nature of the Measure C projects are planned, the conclusions and recommendations of this report shall not be considered valid unless such changes are reviewed and the conclusions of this report modified or verified in writing. Any use or reliance of this report or the information herein by a third party shall be at such party's sole risk.

It should also be recognized that changes in the site conditions may occur with the passage of time due to environmental processes and/or acts of man, and that changes in building codes, the state of the practice or new information may require modifications in the recommendations presented herein. Accordingly, neither the client, nor any other party should rely on the information or conclusions contained in this report after three years from its date of issuance without the express written consent of Cleary Consultants, Inc.

Local Geology and Site Reconnaissance

Foothill Community College is located within the eastern foothills of the northwest trending Santa Cruz Mountain Range. In the site vicinity, the foothills are comprised largely of the late Pliocene to Pleistocene age Santa Clara Formation, the Miocene age Monterey Formation, and the Jurassic-Cretaceous age Franciscan Assemblage. Published geologic mapping (Brabb, 1993) indicates that portions of the campus are underlain by Jurassic-Cretaceous age Franciscan Assemblage bedrock consisting primarily of sandstone, greenstone and melange. Greenstone is an altered mafic igneous flow-rock that has been deposited in a marine sea-floor environment, followed by subduction and uplift to its present position; while melange consists of irregular mixtures of sheared shale, sandstone, greenstone and occasional chert.

The Geologic Map of Los Altos Hills (Cotton Shires Associates Inc., 2005) indicates they have mapped a local zone of serpentinite within the Franciscan Complex in the vicinity of Parking Lot 5. Based on a discussion with Ted Sayer of Cotton Shires, the mapping of the serpentinite unit was based on observed "float materials" during their reconnaissance level mapping study for the Town of Los Altos Hills in late 1970's and the location may not be accurate.

Serpentinite, which has been found to be locally associated with the Franciscan Complex in fault/shear zones, is a sheared serpentinized, or altered, ultramafic rock which is typically greenish-gray to bluish-green in color. The formation of chrysotile or amphibole asbestos can

occur in bodies of ultramafic (serpentine) rock under certain metamorphic conditions, with the majority usually being of the (white asbestos) chrysotile type considered to be less harmful. The less common amphibole asbestos can consist of more harmful crocidolite (blue asbestos). Not all serpentinite rock contains asbestos; if NOA is present, there is no health risk if it remains undisturbed and does not become airborne (USEPA).

A site reconnaissance was performed by our geologist during November, 2008, to look for evidence of serpentinite rock in outcrops, road cuts and other exposed areas across the Foothill College campus. Outcrops of weathered Franciscan Complex bedrock were observed near the campus entrance and on slopes on the west side of the site, however, serpentinite was not observed.

Exploratory Boring and Trench Log Review

Since 1988, we have performed approximately 60 geotechnical and engineering geologic investigations for proposed new construction at various locations on the Foothill College campus. During the course of these investigations, we have drilled a total of 147 soil borings in the Franciscan Complex, and excavated approximately 650 lineal feet of exploratory trenches in the vicinity of the Monta Vista Fault. The potentially active Monta Vista Fault trends in an east-west direction across the Foothill College campus from the stadium, across the east side of the new Campus Center to the west end of Parking Lot 3, as found during our 2001 fault investigation study for the Foothill College campus.

The vast majority of the bedrock encountered in the borings and trenches consisted of greenstone, sandstone and shale of the Franciscan Complex. Serpentinite was logged in an 18-foot long portion of an exploratory trench across the Monta Vista fault which was excavated on the "north slope" between the south side of the Loop Road and Building 3100. A layer of serpentinite was also logged at a depth of 12 to 20 feet in one boring drilled at the top of the north slope at the northeast corner of the Library Building.

In summary, serpentinite was encountered in one-half of one percent of the exploratory borings and approximately two and one-half percent of the total length of the exploratory trenches. The serpentinite was found to be locally isolated against the Monta Vista fault. Naturally occurring asbestos (NOA) was not observed in the trench or in the samples obtained from the one exploratory boring where serpentinite was encountered. Serpentinite was also not encountered in the exploratory borings drilled in the vicinity of the mapped serpentinite unit (Cotton Shires 2005) at Parking Lot 5.

Conclusions

The locations of the subsurface investigations we have performed at the Foothill College campus over a period of 20 years generally encompass the mapped areas of the Franciscan Complex. Serpentinite can be found locally within this unit in pod-like bodies up against fault shear zones; as previously described, very small areas of serpentinite were discovered near the Monta Vista fault. However, based on our site reconnaissance, review of "reasonably available" information and our inventory of all soil borings and trench excavations performed at the site, we believe it is unlikely that naturally occurring asbestos (NOA) is present at the site.

This report has been prepared for the specific use of the Foothill De Anza Community College District and its consultants in accordance with generally accepted geotechnical engineering principles and practices. No other warranty, either expressed or implied, is made.

If you have any questions concerning the findings included in this report, please call.

Very truly yours,

CLEARY CONSULTANTS, INC.

REGISTERED PROFESSIONAL ENGINEER GRANT FOSTER No. 2662 EXP. 6-30-09 GEOTECHNICAL STATE OF CALIFORNIA

Grant Foster
Geotechnical Engineer 2662

REGISTERED GEOLOGIST J.M. CLEARY No. 918 REGISTERED GEOLOGIST Exp 11/30/09 STATE OF CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER J.M. CLEARY No. 222 EXP. 9-30-09 GEOTECHNICAL STATE OF CALIFORNIA

J. Michael Cleary
Geotechnical Engineer 222
Engineering Geologist 352
Registered Geologist 918

GF/JMC:cm
Copies: Addressee (2)
Christopher A. Joseph and Associates (2) Attn: Katrina Hardt-Holoch

REGISTERED GEOLOGIST J. M. CLEARY No. 352 CERTIFIED Exp 11/30/09 ENGINEERING GEOLOGIST STATE OF CALIFORNIA

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APPENDIX B – TRAFFIC

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #3 College Loop Road & El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.41	0.00	0.40	0.81	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	1.1	0.0	1.2	0.0	4.4	0.0	4.3	1.4	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.4	0.0	0.4	0.2	0.0
HCM2KQueue:	0.0	0.0	0.0	1.4	0.0	1.5	0.0	4.8	0.0	4.8	1.5	0.0
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	0.0	0.0	1.7	0.0	1.8	0.0	5.8	0.0	5.7	1.8	0.0
85th%Factor:	1.60	1.60	1.60	1.59	1.60	1.59	1.60	1.56	1.60	1.56	1.58	1.60
HCM2k85thQ:	0.0	0.0	0.0	2.3	0.0	2.3	0.0	7.5	0.0	7.4	2.4	0.0
90th%Factor:	1.80	1.80	1.80	1.77	1.80	1.77	1.80	1.71	1.80	1.72	1.77	1.80
HCM2k90thQ:	0.0	0.0	0.0	2.5	0.0	2.6	0.0	8.3	0.0	8.2	2.7	0.0
95th%Factor:	2.10	2.10	2.10	2.05	2.10	2.05	2.10	1.96	2.10	1.96	2.05	2.10
HCM2k95thQ:	0.0	0.0	0.0	2.9	0.0	3.0	0.0	9.5	0.0	9.3	3.2	0.0
98th%Factor:	2.70	2.70	2.70	2.60	2.70	2.59	2.70	2.39	2.70	2.39	2.59	2.70
HCM2k98thQ:	0.0	0.0	0.0	3.7	0.0	3.8	0.0	11.6	0.0	11.4	4.0	0.0

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #3 College Loop Road & El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.00	0.27	0.00	0.20	0.47	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	7.4	0.0	7.4	0.0	5.7	0.0	4.3	2.8	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	0.9	0.0	0.9	0.0	0.9	0.0	0.9	0.2	0.0
HCM2KQueue:	0.0	0.0	0.0	8.3	0.0	8.3	0.0	6.6	0.0	5.2	3.1	0.0
70th%Factor:	1.20	1.20	1.20	1.18	1.20	1.18	1.20	1.18	1.20	1.19	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	9.8	0.0	9.8	0.0	7.8	0.0	6.1	3.7	0.0
85th%Factor:	1.60	1.60	1.60	1.53	1.60	1.53	1.60	1.54	1.60	1.55	1.57	1.60
HCM2k85thQ:	0.0	0.0	0.0	12.6	0.0	12.6	0.0	10.1	0.0	8.0	4.8	0.0
90th%Factor:	1.80	1.80	1.80	1.66	1.80	1.66	1.80	1.69	1.80	1.71	1.74	1.80
HCM2k90thQ:	0.0	0.0	0.0	13.7	0.0	13.8	0.0	11.1	0.0	8.8	5.4	0.0
95th%Factor:	2.10	2.10	2.10	1.88	2.10	1.88	2.10	1.92	2.10	1.95	2.01	2.10
HCM2k95thQ:	0.0	0.0	0.0	15.5	0.0	15.5	0.0	12.6	0.0	10.1	6.2	0.0
98th%Factor:	2.70	2.70	2.70	2.23	2.70	2.23	2.70	2.30	2.70	2.37	2.49	2.70
HCM2k98thQ:	0.0	0.0	0.0	18.4	0.0	18.4	0.0	15.1	0.0	12.3	7.7	0.0

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #3 College Loop Road & El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.34	0.00	0.32	0.66	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	6.3	0.0	6.5	0.0	8.6	0.0	8.1	4.1	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	1.2	0.0	1.3	0.0	1.3	0.0	1.3	0.4	0.0
HCM2KQueue:	0.0	0.0	0.0	7.5	0.0	7.8	0.0	9.9	0.0	9.5	4.5	0.0
70th%Factor:	1.20	1.20	1.20	1.18	1.20	1.18	1.20	1.18	1.20	1.18	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	8.9	0.0	9.2	0.0	11.7	0.0	11.2	5.3	0.0
85th%Factor:	1.60	1.60	1.60	1.53	1.60	1.53	1.60	1.52	1.60	1.52	1.56	1.60
HCM2k85thQ:	0.0	0.0	0.0	11.5	0.0	11.9	0.0	15.0	0.0	14.4	7.0	0.0
90th%Factor:	1.80	1.80	1.80	1.67	1.80	1.67	1.80	1.64	1.80	1.65	1.72	1.80
HCM2k90thQ:	0.0	0.0	0.0	12.6	0.0	13.0	0.0	16.3	0.0	15.6	7.7	0.0
95th%Factor:	2.10	2.10	2.10	1.90	2.10	1.89	2.10	1.85	2.10	1.85	1.97	2.10
HCM2k95thQ:	0.0	0.0	0.0	14.2	0.0	14.7	0.0	18.3	0.0	17.6	8.8	0.0
98th%Factor:	2.70	2.70	2.70	2.26	2.70	2.25	2.70	2.17	2.70	2.18	2.41	2.70
HCM2k98thQ:	0.0	0.0	0.0	17.0	0.0	17.5	0.0	21.5	0.0	20.7	10.8	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 College Loop Road & El Monte Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.38	0.00	0.36	0.74	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	2.4	0.0	2.5	0.0	4.8	0.0	4.7	1.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	0.5	0.0	0.5	0.0	0.5	0.0	0.5	0.2	0.0
HCM2KQueue:	0.0	0.0	0.0	2.9	0.0	3.0	0.0	5.3	0.0	5.2	2.1	0.0
70th%Factor:	1.20	1.20	1.20	1.19	1.20	1.19	1.20	1.19	1.20	1.19	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	3.5	0.0	3.5	0.0	6.3	0.0	6.2	2.5	0.0
85th%Factor:	1.60	1.60	1.60	1.57	1.60	1.57	1.60	1.55	1.60	1.55	1.58	1.60
HCM2k85thQ:	0.0	0.0	0.0	4.6	0.0	4.7	0.0	8.2	0.0	8.0	3.3	0.0
90th%Factor:	1.80	1.80	1.80	1.75	1.80	1.74	1.80	1.71	1.80	1.71	1.76	1.80
HCM2k90thQ:	0.0	0.0	0.0	5.1	0.0	5.2	0.0	9.1	0.0	8.9	3.7	0.0
95th%Factor:	2.10	2.10	2.10	2.01	2.10	2.01	2.10	1.95	2.10	1.95	2.03	2.10
HCM2k95thQ:	0.0	0.0	0.0	5.9	0.0	6.0	0.0	10.3	0.0	10.1	4.2	0.0
98th%Factor:	2.70	2.70	2.70	2.50	2.70	2.50	2.70	2.36	2.70	2.37	2.55	2.70
HCM2k98thQ:	0.0	0.0	0.0	7.3	0.0	7.4	0.0	12.6	0.0	12.3	5.3	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #3 College Loop Road & El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.24	0.00	0.18	0.41	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	9.7	0.0	9.7	0.0	6.1	0.0	4.8	3.4	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	1.2	0.0	1.2	0.0	1.2	0.0	1.2	0.3	0.0
HCM2KQueue:	0.0	0.0	0.0	10.9	0.0	11.0	0.0	7.3	0.0	6.0	3.7	0.0
70th%Factor:	1.20	1.20	1.20	1.18	1.20	1.18	1.20	1.18	1.20	1.19	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	12.9	0.0	12.9	0.0	8.7	0.0	7.1	4.4	0.0
85th%Factor:	1.60	1.60	1.60	1.51	1.60	1.51	1.60	1.53	1.60	1.55	1.57	1.60
HCM2k85thQ:	0.0	0.0	0.0	16.5	0.0	16.5	0.0	11.3	0.0	9.2	5.8	0.0
90th%Factor:	1.80	1.80	1.80	1.63	1.80	1.63	1.80	1.68	1.80	1.70	1.73	1.80
HCM2k90thQ:	0.0	0.0	0.0	17.9	0.0	17.9	0.0	12.3	0.0	10.1	6.4	0.0
95th%Factor:	2.10	2.10	2.10	1.83	2.10	1.83	2.10	1.90	2.10	1.93	1.99	2.10
HCM2k95thQ:	0.0	0.0	0.0	20.0	0.0	20.0	0.0	13.9	0.0	11.5	7.4	0.0
98th%Factor:	2.70	2.70	2.70	2.13	2.70	2.13	2.70	2.27	2.70	2.33	2.45	2.70
HCM2k98thQ:	0.0	0.0	0.0	23.3	0.0	23.4	0.0	16.7	0.0	13.9	9.1	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #3 College Loop Road & El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.00	0.31	0.00	0.31	0.62	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	8.0	0.0	8.2	0.0	9.1	0.0	8.9	4.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	1.6	0.0	1.7	0.0	1.7	0.0	1.7	0.5	0.0
HCM2KQueue:	0.0	0.0	0.0	9.6	0.0	9.9	0.0	10.8	0.0	10.6	5.4	0.0
70th%Factor:	1.20	1.20	1.20	1.18	1.20	1.18	1.20	1.18	1.20	1.18	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	11.3	0.0	11.6	0.0	12.7	0.0	12.4	6.4	0.0
85th%Factor:	1.60	1.60	1.60	1.52	1.60	1.52	1.60	1.51	1.60	1.51	1.55	1.60
HCM2k85thQ:	0.0	0.0	0.0	14.6	0.0	15.0	0.0	16.2	0.0	15.9	8.3	0.0
90th%Factor:	1.80	1.80	1.80	1.65	1.80	1.64	1.80	1.63	1.80	1.64	1.71	1.80
HCM2k90thQ:	0.0	0.0	0.0	15.8	0.0	16.2	0.0	17.6	0.0	17.3	9.1	0.0
95th%Factor:	2.10	2.10	2.10	1.85	2.10	1.85	2.10	1.83	2.10	1.83	1.95	2.10
HCM2k95thQ:	0.0	0.0	0.0	17.8	0.0	18.2	0.0	19.7	0.0	19.4	10.4	0.0
98th%Factor:	2.70	2.70	2.70	2.18	2.70	2.17	2.70	2.14	2.70	2.14	2.36	2.70
HCM2k98thQ:	0.0	0.0	0.0	20.9	0.0	21.4	0.0	23.0	0.0	22.6	12.6	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
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Intersection #3 College Loop Road & El Monte Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.10	0.00	0.10	0.00	0.41	0.00	0.40	0.81	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	1.2	0.0	1.3	0.0	4.9	0.0	4.8	1.5	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	0.3	0.0	0.4	0.0	0.5	0.0	0.5	0.2	0.0
HCM2KQueue:	0.0	0.0	0.0	1.6	0.0	1.6	0.0	5.4	0.0	5.3	1.7	0.0
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.20	1.19	1.20	1.20
HCM2k70thQ:	0.0	0.0	0.0	1.9	0.0	1.9	0.0	6.4	0.0	6.3	2.0	0.0
85th%Factor:	1.60	1.60	1.60	1.58	1.60	1.58	1.60	1.55	1.60	1.55	1.58	1.60
HCM2k85thQ:	0.0	0.0	0.0	2.5	0.0	2.6	0.0	8.4	0.0	8.2	2.7	0.0
90th%Factor:	1.80	1.80	1.80	1.77	1.80	1.77	1.80	1.71	1.80	1.71	1.77	1.80
HCM2k90thQ:	0.0	0.0	0.0	2.8	0.0	2.9	0.0	9.2	0.0	9.1	3.0	0.0
95th%Factor:	2.10	2.10	2.10	2.05	2.10	2.05	2.10	1.94	2.10	1.95	2.05	2.10
HCM2k95thQ:	0.0	0.0	0.0	3.2	0.0	3.3	0.0	10.5	0.0	10.3	3.5	0.0
98th%Factor:	2.70	2.70	2.70	2.59	2.70	2.58	2.70	2.36	2.70	2.36	2.58	2.70
HCM2k98thQ:	0.0	0.0	0.0	4.1	0.0	4.2	0.0	12.8	0.0	12.6	4.4	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
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Intersection #3 College Loop Road & El Monte Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.44	0.00	0.27	0.00	0.20	0.47	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	8.3	0.0	8.3	0.0	6.3	0.0	4.8	3.1	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	1.0	0.0	1.1	0.0	1.0	0.0	1.0	0.3	0.0
HCM2KQueue:	0.0	0.0	0.0	9.3	0.0	9.4	0.0	7.4	0.0	5.8	3.4	0.0
70th%Factor:	1.20	1.20	1.20	1.18	1.20	1.18	1.20	1.18	1.20	1.19	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	11.0	0.0	11.0	0.0	8.7	0.0	6.9	4.1	0.0
85th%Factor:	1.60	1.60	1.60	1.52	1.60	1.52	1.60	1.53	1.60	1.55	1.57	1.60
HCM2k85thQ:	0.0	0.0	0.0	14.2	0.0	14.2	0.0	11.3	0.0	9.0	5.4	0.0
90th%Factor:	1.80	1.80	1.80	1.65	1.80	1.65	1.80	1.68	1.80	1.70	1.74	1.80
HCM2k90thQ:	0.0	0.0	0.0	15.4	0.0	15.5	0.0	12.4	0.0	9.9	5.9	0.0
95th%Factor:	2.10	2.10	2.10	1.86	2.10	1.86	2.10	1.90	2.10	1.93	2.00	2.10
HCM2k95thQ:	0.0	0.0	0.0	17.4	0.0	17.4	0.0	14.0	0.0	11.2	6.8	0.0
98th%Factor:	2.70	2.70	2.70	2.19	2.70	2.19	2.70	2.27	2.70	2.34	2.47	2.70
HCM2k98thQ:	0.0	0.0	0.0	20.4	0.0	20.5	0.0	16.7	0.0	13.6	8.4	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #3 College Loop Road & El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.34	0.00	0.32	0.66	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	6.3	0.0	6.5	0.0	8.6	0.0	8.1	4.1	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	1.2	0.0	1.3	0.0	1.3	0.0	1.3	0.4	0.0
HCM2KQueue:	0.0	0.0	0.0	7.5	0.0	7.8	0.0	9.9	0.0	9.5	4.5	0.0
70th%Factor:	1.20	1.20	1.20	1.18	1.20	1.18	1.20	1.18	1.20	1.18	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	8.9	0.0	9.2	0.0	11.7	0.0	11.2	5.3	0.0
85th%Factor:	1.60	1.60	1.60	1.53	1.60	1.53	1.60	1.52	1.60	1.52	1.56	1.60
HCM2k85thQ:	0.0	0.0	0.0	11.5	0.0	11.9	0.0	15.0	0.0	14.4	7.0	0.0
90th%Factor:	1.80	1.80	1.80	1.67	1.80	1.67	1.80	1.64	1.80	1.65	1.72	1.80
HCM2k90thQ:	0.0	0.0	0.0	12.6	0.0	13.0	0.0	16.3	0.0	15.6	7.7	0.0
95th%Factor:	2.10	2.10	2.10	1.90	2.10	1.89	2.10	1.85	2.10	1.85	1.97	2.10
HCM2k95thQ:	0.0	0.0	0.0	14.2	0.0	14.7	0.0	18.3	0.0	17.6	8.8	0.0
98th%Factor:	2.70	2.70	2.70	2.26	2.70	2.25	2.70	2.17	2.70	2.18	2.41	2.70
HCM2k98thQ:	0.0	0.0	0.0	17.0	0.0	17.5	0.0	21.5	0.0	20.7	10.8	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #3 College Loop Road & El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.38	0.00	0.37	0.75	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	2.6	0.0	2.6	0.0	5.3	0.0	5.2	2.0	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	0.5	0.0	0.6	0.0	0.6	0.0	0.6	0.2	0.0
HCM2KQueue:	0.0	0.0	0.0	3.1	0.0	3.2	0.0	5.9	0.0	5.7	2.2	0.0
70th%Factor:	1.20	1.20	1.20	1.19	1.20	1.19	1.20	1.19	1.20	1.19	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	3.7	0.0	3.8	0.0	7.0	0.0	6.8	2.7	0.0
85th%Factor:	1.60	1.60	1.60	1.57	1.60	1.57	1.60	1.55	1.60	1.55	1.58	1.60
HCM2k85thQ:	0.0	0.0	0.0	4.9	0.0	5.0	0.0	9.1	0.0	8.9	3.5	0.0
90th%Factor:	1.80	1.80	1.80	1.74	1.80	1.74	1.80	1.70	1.80	1.70	1.76	1.80
HCM2k90thQ:	0.0	0.0	0.0	5.4	0.0	5.5	0.0	10.0	0.0	9.7	3.9	0.0
95th%Factor:	2.10	2.10	2.10	2.00	2.10	2.00	2.10	1.93	2.10	1.94	2.03	2.10
HCM2k95thQ:	0.0	0.0	0.0	6.2	0.0	6.3	0.0	11.4	0.0	11.1	4.6	0.0
98th%Factor:	2.70	2.70	2.70	2.49	2.70	2.48	2.70	2.34	2.70	2.34	2.54	2.70
HCM2k98thQ:	0.0	0.0	0.0	7.7	0.0	7.9	0.0	13.7	0.0	13.4	5.7	0.0

MD

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #3 College Loop Road & El Monte Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.49	0.00	0.49	0.00	0.24	0.00	0.18	0.42	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	10.8	0.0	10.8	0.0	6.8	0.0	5.2	3.7	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	1.5	0.0	1.5	0.0	1.4	0.0	1.4	0.3	0.0
HCM2KQueue:	0.0	0.0	0.0	12.3	0.0	12.3	0.0	8.2	0.0	6.7	4.1	0.0
70th%Factor:	1.20	1.20	1.20	1.17	1.20	1.17	1.20	1.18	1.20	1.18	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	14.4	0.0	14.4	0.0	9.7	0.0	7.9	4.8	0.0
85th%Factor:	1.60	1.60	1.60	1.50	1.60	1.50	1.60	1.53	1.60	1.54	1.56	1.60
HCM2k85thQ:	0.0	0.0	0.0	18.4	0.0	18.4	0.0	12.6	0.0	10.2	6.3	0.0
90th%Factor:	1.80	1.80	1.80	1.62	1.80	1.62	1.80	1.67	1.80	1.69	1.73	1.80
HCM2k90thQ:	0.0	0.0	0.0	19.8	0.0	19.9	0.0	13.7	0.0	11.2	7.0	0.0
95th%Factor:	2.10	2.10	2.10	1.80	2.10	1.80	2.10	1.88	2.10	1.91	1.98	2.10
HCM2k95thQ:	0.0	0.0	0.0	22.1	0.0	22.2	0.0	15.5	0.0	12.7	8.0	0.0
98th%Factor:	2.70	2.70	2.70	2.09	2.70	2.09	2.70	2.23	2.70	2.30	2.43	2.70
HCM2k98thQ:	0.0	0.0	0.0	25.6	0.0	25.7	0.0	18.4	0.0	15.3	9.9	0.0

PM

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #3 College Loop Road & El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.32	0.00	0.31	0.63	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.0	0.0	0.0	8.8	0.0	9.0	0.0	10.1	0.0	9.9	5.4	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.0	2.0	0.0	2.2	0.0	2.1	0.0	2.1	0.5	0.0
HCM2KQueue:	0.0	0.0	0.0	10.9	0.0	11.2	0.0	12.2	0.0	11.9	5.9	0.0
70th%Factor:	1.20	1.20	1.20	1.18	1.20	1.18	1.20	1.17	1.20	1.17	1.19	1.20
HCM2k70thQ:	0.0	0.0	0.0	12.8	0.0	13.2	0.0	14.3	0.0	14.0	7.0	0.0
85th%Factor:	1.60	1.60	1.60	1.51	1.60	1.51	1.60	1.50	1.60	1.50	1.55	1.60
HCM2k85thQ:	0.0	0.0	0.0	16.4	0.0	16.9	0.0	18.3	0.0	17.9	9.1	0.0
90th%Factor:	1.80	1.80	1.80	1.63	1.80	1.63	1.80	1.62	1.80	1.62	1.70	1.80
HCM2k90thQ:	0.0	0.0	0.0	17.7	0.0	18.2	0.0	19.7	0.0	19.3	10.0	0.0
95th%Factor:	2.10	2.10	2.10	1.83	2.10	1.82	2.10	1.80	2.10	1.81	1.93	2.10
HCM2k95thQ:	0.0	0.0	0.0	19.9	0.0	20.4	0.0	22.0	0.0	21.6	11.4	0.0
98th%Factor:	2.70	2.70	2.70	2.13	2.70	2.12	2.70	2.09	2.70	2.10	2.34	2.70
HCM2k98thQ:	0.0	0.0	0.0	23.2	0.0	23.8	0.0	25.5	0.0	25.1	13.7	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.44	0.44	0.31	0.76	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.0	2.7	0.0	0.0	0.0	0.0	2.7	2.7	1.5	6.1	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.7	0.0
HCM2KQueue:	0.1	0.0	3.4	0.0	0.0	0.0	0.0	2.9	2.9	1.6	6.9	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.19	1.20	1.18	1.20
HCM2k70thQ:	0.1	0.0	4.0	0.0	0.0	0.0	0.0	3.5	3.5	1.9	8.1	0.0
85th%Factor:	1.60	1.60	1.57	1.60	1.60	1.60	1.60	1.57	1.57	1.58	1.54	1.60
HCM2k85thQ:	0.1	0.0	5.3	0.0	0.0	0.0	0.0	4.6	4.6	2.6	10.6	0.0
90th%Factor:	1.80	1.80	1.74	1.80	1.80	1.80	1.80	1.75	1.75	1.77	1.68	1.80
HCM2k90thQ:	0.1	0.0	5.9	0.0	0.0	0.0	0.0	5.1	5.1	2.9	11.6	0.0
95th%Factor:	2.10	2.10	2.00	2.10	2.10	2.10	2.10	2.01	2.01	2.05	1.91	2.10
HCM2k95thQ:	0.2	0.0	6.8	0.0	0.0	0.0	0.0	5.9	5.9	3.3	13.1	0.0
98th%Factor:	2.69	2.70	2.47	2.70	2.70	2.70	2.70	2.50	2.50	2.58	2.29	2.70
HCM2k98thQ:	0.2	0.0	8.4	0.0	0.0	0.0	0.0	7.3	7.3	4.2	15.7	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.69	0.69	0.12	0.81	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.0	1.1	0.0	0.0	0.0	0.0	5.0	5.0	1.8	1.7	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.2	0.0
HCM2KQueue:	0.1	0.0	1.4	0.0	0.0	0.0	0.0	5.5	5.5	2.3	1.9	0.0
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.19	1.19	1.20	1.20
HCM2k70thQ:	0.1	0.0	1.7	0.0	0.0	0.0	0.0	6.5	6.5	2.8	2.3	0.0
85th%Factor:	1.60	1.60	1.59	1.60	1.60	1.60	1.60	1.55	1.55	1.58	1.58	1.60
HCM2k85thQ:	0.1	0.0	2.2	0.0	0.0	0.0	0.0	8.5	8.5	3.7	3.0	0.0
90th%Factor:	1.80	1.80	1.77	1.80	1.80	1.80	1.80	1.70	1.70	1.76	1.76	1.80
HCM2k90thQ:	0.2	0.0	2.5	0.0	0.0	0.0	0.0	9.4	9.4	4.1	3.3	0.0
95th%Factor:	2.10	2.10	2.06	2.10	2.10	2.10	2.10	1.94	1.94	2.03	2.04	2.10
HCM2k95thQ:	0.2	0.0	2.8	0.0	0.0	0.0	0.0	10.7	10.7	4.7	3.9	0.0
98th%Factor:	2.69	2.70	2.60	2.70	2.70	2.70	2.70	2.35	2.35	2.54	2.56	2.70
HCM2k98thQ:	0.2	0.0	3.6	0.0	0.0	0.0	0.0	13.0	13.0	5.9	4.9	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.48	0.46	0.46	0.33	0.31	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	0.0	2.6	0.0	0.0	0.0	8.6	8.8	8.8	6.8	6.6	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.1	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0
HCM2KQueue:	0.3	0.0	3.6	0.0	0.0	0.0	9.5	9.9	9.9	7.9	7.6	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.18	1.18	1.18	1.18	1.18	1.20
HCM2k70thQ:	0.4	0.0	4.3	0.0	0.0	0.0	11.2	11.6	11.6	9.3	9.0	0.0
85th%Factor:	1.60	1.60	1.57	1.60	1.60	1.60	1.52	1.52	1.52	1.53	1.53	1.60
HCM2k85thQ:	0.5	0.0	5.6	0.0	0.0	0.0	14.5	15.0	15.0	12.0	11.6	0.0
90th%Factor:	1.79	1.80	1.73	1.80	1.80	1.80	1.65	1.64	1.64	1.67	1.67	1.80
HCM2k90thQ:	0.6	0.0	6.2	0.0	0.0	0.0	15.7	16.2	16.2	13.1	12.7	0.0
95th%Factor:	2.09	2.10	1.99	2.10	2.10	2.10	1.85	1.85	1.85	1.89	1.89	2.10
HCM2k95thQ:	0.7	0.0	7.1	0.0	0.0	0.0	17.6	18.2	18.2	14.8	14.4	0.0
98th%Factor:	2.68	2.70	2.46	2.70	2.70	2.70	2.18	2.17	2.17	2.25	2.26	2.70
HCM2k98thQ:	0.9	0.0	8.8	0.0	0.0	0.0	20.8	21.4	21.4	17.7	17.1	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.49	0.49	0.29	0.78	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.0	2.7	0.0	0.0	0.0	0.0	3.6	3.6	1.5	7.3	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.3	0.3	0.2	1.0	0.0
HCM2KQueue:	0.1	0.0	3.6	0.0	0.0	0.0	0.0	3.9	3.9	1.7	8.3	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.19	1.20	1.18	1.20
HCM2k70thQ:	0.1	0.0	4.3	0.0	0.0	0.0	0.0	4.7	4.7	2.0	9.8	0.0
85th%Factor:	1.60	1.60	1.57	1.60	1.60	1.60	1.60	1.56	1.56	1.58	1.53	1.60
HCM2k85thQ:	0.1	0.0	5.7	0.0	0.0	0.0	0.0	6.1	6.1	2.7	12.7	0.0
90th%Factor:	1.80	1.80	1.73	1.80	1.80	1.80	1.80	1.73	1.73	1.77	1.66	1.80
HCM2k90thQ:	0.2	0.0	6.3	0.0	0.0	0.0	0.0	6.8	6.8	3.0	13.8	0.0
95th%Factor:	2.10	2.10	1.99	2.10	2.10	2.10	2.10	1.98	1.98	2.05	1.88	2.10
HCM2k95thQ:	0.2	0.0	7.3	0.0	0.0	0.0	0.0	7.7	7.7	3.4	15.6	0.0
98th%Factor:	2.69	2.70	2.46	2.70	2.70	2.70	2.70	2.44	2.44	2.58	2.23	2.70
HCM2k98thQ:	0.2	0.0	9.0	0.0	0.0	0.0	0.0	9.5	9.5	4.3	18.5	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.72	0.72	0.09	0.81	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.0	1.1	0.0	0.0	0.0	0.0	6.6	6.6	1.9	2.0	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.7	0.7	0.7	0.3	0.0
HCM2KQueue:	0.1	0.0	1.4	0.0	0.0	0.0	0.0	7.4	7.4	2.6	2.3	0.0
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.18	1.18	1.19	1.19	1.20
HCM2k70thQ:	0.1	0.0	1.7	0.0	0.0	0.0	0.0	8.7	8.7	3.1	2.7	0.0
85th%Factor:	1.60	1.60	1.59	1.60	1.60	1.60	1.60	1.53	1.53	1.58	1.58	1.60
HCM2k85thQ:	0.1	0.0	2.2	0.0	0.0	0.0	0.0	11.3	11.3	4.1	3.6	0.0
90th%Factor:	1.80	1.80	1.77	1.80	1.80	1.80	1.80	1.68	1.68	1.75	1.76	1.80
HCM2k90thQ:	0.2	0.0	2.5	0.0	0.0	0.0	0.0	12.3	12.3	4.5	4.0	0.0
95th%Factor:	2.10	2.10	2.06	2.10	2.10	2.10	2.10	1.90	1.90	2.02	2.03	2.10
HCM2k95thQ:	0.2	0.0	2.8	0.0	0.0	0.0	0.0	14.0	14.0	5.2	4.6	0.0
98th%Factor:	2.69	2.70	2.60	2.70	2.70	2.70	2.70	2.27	2.27	2.52	2.54	2.70
HCM2k98thQ:	0.2	0.0	3.6	0.0	0.0	0.0	0.0	16.7	16.7	6.5	5.8	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.47	0.50	0.50	0.30	0.34	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	0.0	2.7	0.0	0.0	0.0	11.0	10.2	10.2	7.1	9.0	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.1	0.0	1.3	0.0	0.0	0.0	1.5	1.2	1.2	1.2	1.4	0.0
HCM2KQueue:	0.3	0.0	4.0	0.0	0.0	0.0	12.4	11.4	11.4	8.3	10.5	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.17	1.18	1.18	1.18	1.18	1.20
HCM2k70thQ:	0.4	0.0	4.7	0.0	0.0	0.0	14.6	13.4	13.4	9.8	12.3	0.0
85th%Factor:	1.60	1.60	1.56	1.60	1.60	1.60	1.50	1.51	1.51	1.53	1.51	1.60
HCM2k85thQ:	0.5	0.0	6.2	0.0	0.0	0.0	18.6	17.1	17.1	12.7	15.8	0.0
90th%Factor:	1.79	1.80	1.73	1.80	1.80	1.80	1.61	1.63	1.63	1.66	1.64	1.80
HCM2k90thQ:	0.6	0.0	6.9	0.0	0.0	0.0	20.1	18.5	18.5	13.8	17.1	0.0
95th%Factor:	2.09	2.10	1.98	2.10	2.10	2.10	1.80	1.82	1.82	1.88	1.84	2.10
HCM2k95thQ:	0.7	0.0	7.9	0.0	0.0	0.0	22.4	20.7	20.7	15.6	19.2	0.0
98th%Factor:	2.67	2.70	2.44	2.70	2.70	2.70	2.08	2.12	2.12	2.23	2.15	2.70
HCM2k98thQ:	0.9	0.0	9.7	0.0	0.0	0.0	25.9	24.1	24.1	18.5	22.4	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.44	0.44	0.31	0.76	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.0	2.9	0.0	0.0	0.0	0.0	3.0	3.0	1.6	7.0	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.3	0.3	0.2	0.9	0.0
HCM2KQueue:	0.1	0.0	3.8	0.0	0.0	0.0	0.0	3.2	3.2	1.8	7.9	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.19	1.20	1.18	1.20
HCM2k70thQ:	0.1	0.0	4.5	0.0	0.0	0.0	0.0	3.8	3.8	2.1	9.3	0.0
85th%Factor:	1.60	1.60	1.56	1.60	1.60	1.60	1.60	1.57	1.57	1.58	1.53	1.60
HCM2k85thQ:	0.1	0.0	5.9	0.0	0.0	0.0	0.0	5.1	5.1	2.8	12.1	0.0
90th%Factor:	1.80	1.80	1.73	1.80	1.80	1.80	1.80	1.74	1.74	1.77	1.67	1.80
HCM2k90thQ:	0.1	0.0	6.5	0.0	0.0	0.0	0.0	5.6	5.6	3.2	13.2	0.0
95th%Factor:	2.10	2.10	1.99	2.10	2.10	2.10	2.10	2.00	2.00	2.04	1.89	2.10
HCM2k95thQ:	0.2	0.0	7.5	0.0	0.0	0.0	0.0	6.5	6.5	3.7	14.9	0.0
98th%Factor:	2.69	2.70	2.45	2.70	2.70	2.70	2.70	2.48	2.48	2.57	2.24	2.70
HCM2k98thQ:	0.2	0.0	9.2	0.0	0.0	0.0	0.0	8.0	8.0	4.6	17.7	0.0

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2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.69	0.69	0.12	0.81	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.0	1.2	0.0	0.0	0.0	0.0	5.7	5.7	2.0	1.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.6	0.6	0.6	0.2	0.0
HCM2KQueue:	0.1	0.0	1.5	0.0	0.0	0.0	0.0	6.2	6.2	2.6	2.1	0.0
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.19	1.19	1.19	1.19	1.20
HCM2k70thQ:	0.1	0.0	1.8	0.0	0.0	0.0	0.0	7.4	7.4	3.1	2.5	0.0
85th%Factor:	1.60	1.60	1.59	1.60	1.60	1.60	1.60	1.54	1.54	1.58	1.58	1.60
HCM2k85thQ:	0.1	0.0	2.4	0.0	0.0	0.0	0.0	9.6	9.6	4.1	3.3	0.0
90th%Factor:	1.80	1.80	1.77	1.80	1.80	1.80	1.80	1.69	1.69	1.75	1.76	1.80
HCM2k90thQ:	0.2	0.0	2.7	0.0	0.0	0.0	0.0	10.6	10.6	4.6	3.7	0.0
95th%Factor:	2.10	2.10	2.05	2.10	2.10	2.10	2.10	1.92	1.92	2.02	2.03	2.10
HCM2k95thQ:	0.2	0.0	3.1	0.0	0.0	0.0	0.0	12.0	12.0	5.3	4.3	0.0
98th%Factor:	2.69	2.70	2.59	2.70	2.70	2.70	2.70	2.32	2.32	2.52	2.55	2.70
HCM2k98thQ:	0.2	0.0	4.0	0.0	0.0	0.0	0.0	14.5	14.5	6.6	5.4	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.46	0.46	0.33	0.79	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	0.0	2.6	0.0	0.0	0.0	0.0	8.8	8.8	6.8	2.0	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.1	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	1.0	0.2	0.0
HCM2KQueue:	0.3	0.0	3.6	0.0	0.0	0.0	0.0	9.8	9.8	7.8	2.3	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.18	1.18	1.18	1.19	1.20
HCM2k70thQ:	0.4	0.0	4.3	0.0	0.0	0.0	0.0	11.6	11.6	9.3	2.7	0.0
85th%Factor:	1.60	1.60	1.57	1.60	1.60	1.60	1.60	1.52	1.52	1.53	1.58	1.60
HCM2k85thQ:	0.5	0.0	5.6	0.0	0.0	0.0	0.0	14.9	14.9	12.0	3.6	0.0
90th%Factor:	1.79	1.80	1.73	1.80	1.80	1.80	1.80	1.64	1.64	1.67	1.76	1.80
HCM2k90thQ:	0.6	0.0	6.2	0.0	0.0	0.0	0.0	16.2	16.2	13.1	4.0	0.0
95th%Factor:	2.09	2.10	1.99	2.10	2.10	2.10	2.10	1.85	1.85	1.89	2.03	2.10
HCM2k95thQ:	0.7	0.0	7.1	0.0	0.0	0.0	0.0	18.2	18.2	14.8	4.6	0.0
98th%Factor:	2.68	2.70	2.46	2.70	2.70	2.70	2.70	2.17	2.17	2.25	2.54	2.70
HCM2k98thQ:	0.9	0.0	8.8	0.0	0.0	0.0	0.0	21.3	21.3	17.6	5.8	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #4 Stonebrook Road & S. El Monte Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.50	0.50	0.28	0.78	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.0	3.0	0.0	0.0	0.0	0.0	3.8	3.8	1.7	8.4	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.3	0.3	0.2	1.1	0.0
HCM2KQueue:	0.1	0.0	4.1	0.0	0.0	0.0	0.0	4.1	4.1	1.9	9.5	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.20	1.19	1.19	1.20	1.18	1.20
HCM2k70thQ:	0.1	0.0	4.8	0.0	0.0	0.0	0.0	4.9	4.9	2.3	11.2	0.0
85th%Factor:	1.60	1.60	1.56	1.60	1.60	1.60	1.60	1.56	1.56	1.58	1.52	1.60
HCM2k85thQ:	0.1	0.0	6.3	0.0	0.0	0.0	0.0	6.4	6.4	3.0	14.5	0.0
90th%Factor:	1.80	1.80	1.73	1.80	1.80	1.80	1.80	1.73	1.73	1.76	1.65	1.80
HCM2k90thQ:	0.2	0.0	7.0	0.0	0.0	0.0	0.0	7.1	7.1	3.3	15.7	0.0
95th%Factor:	2.10	2.10	1.98	2.10	2.10	2.10	2.10	1.98	1.98	2.04	1.85	2.10
HCM2k95thQ:	0.2	0.0	8.0	0.0	0.0	0.0	0.0	8.2	8.2	3.9	17.7	0.0
98th%Factor:	2.69	2.70	2.43	2.70	2.70	2.70	2.70	2.43	2.43	2.56	2.18	2.70
HCM2k98thQ:	0.2	0.0	9.9	0.0	0.0	0.0	0.0	10.0	10.0	4.8	20.8	0.0

MD

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #4 Stonebrook Road & S. El Monte Road

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.72	0.72	0.09	0.81	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.1	0.0	1.2	0.0	0.0	0.0	0.0	7.4	7.4	2.1	2.2	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.8	0.8	0.8	0.3	0.0
HCM2KQueue:	0.1	0.0	1.5	0.0	0.0	0.0	0.0	8.2	8.2	2.9	2.5	0.0
70th%Factor:	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.18	1.18	1.19	1.19	1.20
HCM2k70thQ:	0.1	0.0	1.8	0.0	0.0	0.0	0.0	9.7	9.7	3.4	3.0	0.0
85th%Factor:	1.60	1.60	1.59	1.60	1.60	1.60	1.60	1.53	1.53	1.57	1.58	1.60
HCM2k85thQ:	0.1	0.0	2.4	0.0	0.0	0.0	0.0	12.6	12.6	4.5	3.9	0.0
90th%Factor:	1.80	1.80	1.77	1.80	1.80	1.80	1.80	1.66	1.66	1.75	1.75	1.80
HCM2k90thQ:	0.2	0.0	2.7	0.0	0.0	0.0	0.0	13.7	13.7	5.0	4.4	0.0
95th%Factor:	2.10	2.10	2.05	2.10	2.10	2.10	2.10	1.88	1.88	2.01	2.02	2.10
HCM2k95thQ:	0.2	0.0	3.1	0.0	0.0	0.0	0.0	15.5	15.5	5.8	5.1	0.0
98th%Factor:	2.69	2.70	2.59	2.70	2.70	2.70	2.70	2.23	2.23	2.50	2.52	2.70
HCM2k98thQ:	0.2	0.0	4.0	0.0	0.0	0.0	0.0	18.4	18.4	7.2	6.3	0.0

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Intersection #4 Stonebrook Road & S. El Monte Road

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.47	0.50	0.50	0.30	0.34	0.00
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	0.3	0.0	2.9	0.0	0.0	0.0	12.2	11.4	11.4	7.9	9.9	0.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Q2:	0.1	0.0	1.5	0.0	0.0	0.0	1.8	1.5	1.5	1.5	1.8	0.0
HCM2KQueue:	0.4	0.0	4.5	0.0	0.0	0.0	14.0	12.9	12.9	9.3	11.6	0.0
70th%Factor:	1.20	1.20	1.19	1.20	1.20	1.20	1.17	1.17	1.17	1.18	1.17	1.20
HCM2k70thQ:	0.4	0.0	5.3	0.0	0.0	0.0	16.4	15.1	15.1	11.0	13.6	0.0
85th%Factor:	1.60	1.60	1.56	1.60	1.60	1.60	1.49	1.50	1.50	1.52	1.50	1.60
HCM2k85thQ:	0.6	0.0	7.0	0.0	0.0	0.0	20.8	19.3	19.3	14.2	17.5	0.0
90th%Factor:	1.79	1.80	1.72	1.80	1.80	1.80	1.60	1.61	1.61	1.65	1.62	1.80
HCM2k90thQ:	0.7	0.0	7.7	0.0	0.0	0.0	22.4	20.8	20.8	15.4	18.9	0.0
95th%Factor:	2.09	2.10	1.97	2.10	2.10	2.10	1.78	1.79	1.79	1.86	1.81	2.10
HCM2k95thQ:	0.8	0.0	8.8	0.0	0.0	0.0	24.9	23.2	23.2	17.4	21.1	0.0
98th%Factor:	2.67	2.70	2.41	2.70	2.70	2.70	2.04	2.07	2.07	2.19	2.11	2.70
HCM2k98thQ:	1.0	0.0	10.8	0.0	0.0	0.0	28.6	26.7	26.7	20.4	24.5	0.0

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.42	0.50	0.10	0.44	0.68	0.23	0.33	0.41	0.08	0.18	0.28
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	5.1	28.0	2.3	7.2	5.6	16.5	19.4	28.2	24.9	1.0	14.8	13.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	2.0	3.5	0.1	2.6	0.3	1.3	5.6	6.3	2.8	0.2	5.0	1.4
HCM2KQueue:	7.2	31.5	2.4	9.8	5.8	17.9	25.0	34.5	27.7	1.2	19.8	14.4
70th%Factor:	1.18	1.15	1.19	1.18	1.19	1.16	1.15	1.14	1.15	1.20	1.16	1.17
HCM2k70thQ:	8.5	36.1	2.9	11.6	6.9	20.8	28.9	39.4	31.8	1.4	23.0	16.8
85th%Factor:	1.54	1.41	1.58	1.52	1.55	1.47	1.43	1.39	1.42	1.59	1.46	1.49
HCM2k85thQ:	11.0	44.2	3.8	14.9	9.0	26.2	35.8	48.1	39.3	1.9	28.8	21.3
90th%Factor:	1.68	1.48	1.75	1.64	1.70	1.56	1.51	1.47	1.50	1.78	1.55	1.60
HCM2k90thQ:	12.0	46.7	4.3	16.2	9.9	27.9	37.9	50.8	41.5	2.1	30.7	22.9
95th%Factor:	1.90	1.60	2.02	1.85	1.93	1.72	1.65	1.59	1.63	2.06	1.70	1.77
HCM2k95thQ:	13.6	50.5	4.9	18.2	11.3	30.8	41.3	54.8	45.1	2.5	33.6	25.4
98th%Factor:	2.28	1.79	2.53	2.17	2.34	1.95	1.85	1.77	1.82	2.61	1.92	2.03
HCM2k98thQ:	16.3	56.3	6.2	21.3	13.7	34.9	46.2	61.1	50.3	3.1	38.0	29.2

FOOTHILL COLLEGE EIR
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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.36	0.44	0.16	0.44	0.73	0.29	0.33	0.41	0.08	0.12	0.28
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	2.9	12.6	1.4	4.5	5.7	8.7	12.3	12.6	11.1	1.3	5.9	4.8
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.7	0.9	0.1	0.5	0.3	0.6	1.2	1.0	0.7	0.2	1.1	0.3
HCM2KQueue:	3.6	13.5	1.5	5.0	6.0	9.4	13.5	13.6	11.8	1.5	7.0	5.1
70th%Factor:	1.19	1.17	1.20	1.19	1.19	1.18	1.17	1.17	1.17	1.20	1.18	1.19
HCM2k70thQ:	4.2	15.8	1.8	6.0	7.1	11.0	15.8	15.9	13.8	1.8	8.3	6.0
85th%Factor:	1.57	1.49	1.59	1.55	1.55	1.52	1.49	1.49	1.50	1.59	1.54	1.55
HCM2k85thQ:	5.6	20.2	2.4	7.8	9.3	14.2	20.2	20.2	17.7	2.4	10.8	7.9
90th%Factor:	1.73	1.60	1.77	1.71	1.70	1.65	1.60	1.60	1.62	1.77	1.68	1.71
HCM2k90thQ:	6.2	21.7	2.7	8.6	10.2	15.5	21.7	21.7	19.1	2.7	11.8	8.7
95th%Factor:	1.99	1.78	2.05	1.95	1.93	1.86	1.78	1.78	1.81	2.05	1.91	1.95
HCM2k95thQ:	7.1	24.1	3.1	9.9	11.6	17.4	24.1	24.2	21.4	3.1	13.3	9.9
98th%Factor:	2.46	2.05	2.59	2.38	2.33	2.19	2.05	2.05	2.10	2.59	2.28	2.38
HCM2k98thQ:	8.8	27.8	3.9	12.0	14.0	20.5	27.8	27.8	24.8	3.9	16.0	12.1

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.31	0.44	0.21	0.44	0.64	0.20	0.29	0.37	0.12	0.21	0.42
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	4.7	10.7	1.2	7.4	23.6	27.6	11.9	15.0	13.4	1.8	13.5	9.9
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	1.7	0.8	0.1	0.8	2.1	2.9	2.2	1.6	1.0	0.2	2.2	0.6
HCM2KQueue:	6.4	11.5	1.3	8.2	25.7	30.5	14.1	16.7	14.4	2.0	15.8	10.5
70th%Factor:	1.19	1.18	1.20	1.18	1.15	1.15	1.17	1.17	1.17	1.20	1.17	1.18
HCM2k70thQ:	7.6	13.5	1.5	9.7	29.6	34.9	16.5	19.4	16.8	2.4	18.4	12.4
85th%Factor:	1.54	1.50	1.59	1.53	1.43	1.41	1.49	1.47	1.49	1.58	1.48	1.51
HCM2k85thQ:	9.9	17.3	2.0	12.5	36.7	42.9	21.0	24.5	21.3	3.2	23.3	15.9
90th%Factor:	1.69	1.63	1.78	1.67	1.51	1.49	1.60	1.57	1.60	1.76	1.58	1.64
HCM2k90thQ:	10.9	18.7	2.3	13.7	38.8	45.3	22.6	26.2	22.9	3.5	24.9	17.2
95th%Factor:	1.92	1.82	2.06	1.88	1.64	1.61	1.77	1.74	1.77	2.04	1.75	1.83
HCM2k95thQ:	12.3	20.9	2.6	15.4	42.2	49.1	25.1	28.9	25.4	4.1	27.6	19.3
98th%Factor:	2.31	2.11	2.61	2.23	1.84	1.80	2.04	1.98	2.03	2.56	2.00	2.15
HCM2k98thQ:	14.8	24.3	3.3	18.3	47.2	54.7	28.8	32.9	29.2	5.1	31.5	22.5

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.09	0.43	0.50	0.10	0.44	0.68	0.23	0.33	0.41	0.08	0.17	0.27
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	7.4	27.7	2.3	7.2	5.6	18.6	20.3	30.1	26.3	1.0	14.9	13.0
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	4.0	3.3	0.1	2.5	0.3	1.6	6.4	8.2	3.1	0.2	5.6	1.4
HCM2KQueue:	11.5	31.0	2.4	9.7	5.8	20.1	26.7	38.3	29.4	1.2	20.5	14.5
70th%Factor:	1.18	1.15	1.19	1.18	1.19	1.16	1.15	1.14	1.15	1.20	1.16	1.17
HCM2k70thQ:	13.5	35.6	2.9	11.5	6.9	23.4	30.7	43.6	33.8	1.4	23.8	16.9
85th%Factor:	1.50	1.41	1.58	1.52	1.55	1.45	1.42	1.38	1.41	1.59	1.45	1.49
HCM2k85thQ:	17.3	43.6	3.8	14.8	9.0	29.3	38.0	53.0	41.5	1.9	29.8	21.5
90th%Factor:	1.63	1.48	1.75	1.65	1.70	1.55	1.51	1.46	1.49	1.78	1.54	1.59
HCM2k90thQ:	18.7	46.1	4.3	16.0	9.9	31.1	40.2	55.9	43.9	2.1	31.6	23.1
95th%Factor:	1.82	1.61	2.02	1.85	1.93	1.70	1.64	1.57	1.62	2.06	1.69	1.77
HCM2k95thQ:	20.9	49.9	4.9	18.0	11.3	34.2	43.7	60.2	47.6	2.5	34.7	25.6
98th%Factor:	2.11	1.79	2.53	2.17	2.34	1.91	1.83	1.75	1.80	2.61	1.91	2.03
HCM2k98thQ:	24.3	55.6	6.1	21.2	13.7	38.5	48.8	67.1	53.1	3.2	39.1	29.4

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.36	0.44	0.16	0.44	0.74	0.30	0.33	0.41	0.08	0.11	0.28
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.7	12.6	1.4	4.5	5.7	8.9	13.5	15.2	13.4	1.3	5.9	4.8
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	1.1	0.9	0.1	0.5	0.3	0.7	1.4	1.4	0.9	0.2	1.3	0.3
HCM2KQueue:	4.8	13.5	1.5	5.0	6.0	9.6	14.9	16.6	14.3	1.5	7.2	5.1
70th%Factor:	1.19	1.17	1.20	1.19	1.19	1.18	1.17	1.17	1.17	1.20	1.18	1.19
HCM2k70thQ:	5.7	15.8	1.8	6.0	7.1	11.3	17.4	19.3	16.8	1.8	8.5	6.1
85th%Factor:	1.56	1.49	1.59	1.55	1.55	1.52	1.48	1.47	1.49	1.59	1.54	1.55
HCM2k85thQ:	7.4	20.2	2.4	7.8	9.3	14.6	22.1	24.4	21.3	2.4	11.1	8.0
90th%Factor:	1.71	1.60	1.77	1.71	1.70	1.65	1.59	1.57	1.60	1.77	1.68	1.71
HCM2k90thQ:	8.2	21.7	2.7	8.6	10.2	15.8	23.7	26.1	22.9	2.7	12.1	8.8
95th%Factor:	1.96	1.78	2.05	1.95	1.93	1.85	1.76	1.74	1.77	2.05	1.90	1.95
HCM2k95thQ:	9.4	24.1	3.1	9.9	11.6	17.8	26.3	28.9	25.4	3.1	13.7	10.0
98th%Factor:	2.39	2.05	2.59	2.38	2.33	2.18	2.02	1.98	2.03	2.59	2.27	2.37
HCM2k98thQ:	11.4	27.8	3.9	12.0	14.0	20.9	30.1	32.8	29.1	3.9	16.4	12.2

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.10	0.32	0.43	0.22	0.44	0.64	0.19	0.28	0.38	0.11	0.20	0.42
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	6.5	10.5	1.2	7.4	23.6	30.4	12.9	16.9	14.6	1.8	13.8	10.1
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	2.3	0.8	0.1	0.7	2.1	3.5	2.7	2.2	1.1	0.3	2.7	0.6
HCM2KQueue:	8.9	11.3	1.3	8.1	25.7	33.9	15.6	19.1	15.7	2.1	16.5	10.7
70th%Factor:	1.18	1.18	1.20	1.18	1.15	1.14	1.17	1.16	1.17	1.19	1.17	1.18
HCM2k70thQ:	10.5	13.3	1.5	9.6	29.6	38.8	18.2	22.2	18.4	2.5	19.3	12.5
85th%Factor:	1.52	1.51	1.59	1.53	1.43	1.40	1.48	1.46	1.48	1.58	1.47	1.51
HCM2k85thQ:	13.5	17.0	2.0	12.4	36.7	47.4	23.0	27.8	23.2	3.3	24.4	16.1
90th%Factor:	1.66	1.63	1.78	1.67	1.51	1.47	1.58	1.55	1.58	1.76	1.57	1.63
HCM2k90thQ:	14.7	18.4	2.3	13.5	38.8	50.0	24.7	29.7	24.9	3.6	26.1	17.4
95th%Factor:	1.87	1.82	2.06	1.88	1.64	1.59	1.75	1.71	1.75	2.03	1.74	1.83
HCM2k95thQ:	16.6	20.5	2.6	15.2	42.2	54.0	27.3	32.6	27.5	4.2	28.8	19.5
98th%Factor:	2.21	2.12	2.61	2.24	1.84	1.77	2.00	1.93	2.00	2.55	1.98	2.14
HCM2k98thQ:	19.6	23.9	3.4	18.1	47.2	60.2	31.2	36.8	31.4	5.3	32.8	22.8

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.42	0.50	0.10	0.44	0.68	0.23	0.33	0.41	0.08	0.18	0.28
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	5.7	32.3	2.6	8.0	6.2	19.3	21.7	31.9	28.2	1.1	16.4	14.5
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	2.5	5.1	0.1	3.3	0.3	1.6	8.1	9.2	3.7	0.2	7.0	1.7
HCM2KQueue:	8.2	37.4	2.7	11.3	6.5	20.9	29.9	41.1	31.9	1.3	23.4	16.2
70th%Factor:	1.18	1.14	1.19	1.18	1.19	1.16	1.15	1.14	1.14	1.20	1.16	1.17
HCM2k70thQ:	9.7	42.6	3.2	13.3	7.7	24.3	34.3	46.7	36.6	1.6	27.1	18.9
85th%Factor:	1.53	1.39	1.57	1.51	1.54	1.45	1.41	1.38	1.40	1.59	1.44	1.47
HCM2k85thQ:	12.5	51.9	4.2	17.0	10.0	30.3	42.1	56.5	44.8	2.1	33.7	23.9
90th%Factor:	1.67	1.46	1.75	1.63	1.69	1.54	1.49	1.45	1.48	1.77	1.52	1.58
HCM2k90thQ:	13.6	54.7	4.7	18.4	10.9	32.3	44.5	59.6	47.3	2.4	35.7	25.6
95th%Factor:	1.88	1.58	2.02	1.82	1.92	1.69	1.61	1.56	1.60	2.06	1.66	1.74
HCM2k95thQ:	15.4	58.9	5.4	20.6	12.4	35.3	48.2	64.1	51.2	2.7	39.0	28.3
98th%Factor:	2.23	1.76	2.51	2.12	2.31	1.90	1.80	1.74	1.79	2.60	1.86	1.99
HCM2k98thQ:	18.3	65.7	6.8	24.0	15.0	39.8	53.8	71.6	57.0	3.4	43.7	32.2

FOOTHILL COLLEGE EIR
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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #7 Foothill Expressway & El Monte Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.37	0.45	0.15	0.44	0.73	0.29	0.33	0.41	0.08	0.12	0.27
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	3.2	13.9	1.5	5.1	6.3	9.9	13.7	14.0	12.4	1.4	6.4	5.3
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	0.8	1.0	0.1	0.7	0.3	0.8	1.5	1.2	0.8	0.3	1.4	0.4
HCM2KQueue:	4.0	14.9	1.6	5.7	6.7	10.7	15.2	15.2	13.2	1.7	7.8	5.7
70th%Factor:	1.19	1.17	1.20	1.19	1.18	1.18	1.17	1.17	1.17	1.20	1.18	1.19
HCM2k70thQ:	4.7	17.4	1.9	6.8	7.9	12.6	17.8	17.8	15.5	2.0	9.3	6.8
85th%Factor:	1.56	1.48	1.58	1.55	1.54	1.51	1.48	1.48	1.49	1.58	1.53	1.55
HCM2k85thQ:	6.2	22.1	2.6	8.9	10.2	16.1	22.5	22.6	19.7	2.7	12.0	8.8
90th%Factor:	1.73	1.59	1.77	1.70	1.69	1.63	1.59	1.59	1.61	1.77	1.67	1.70
HCM2k90thQ:	6.9	23.7	2.9	9.7	11.2	17.5	24.1	24.2	21.2	3.0	13.1	9.7
95th%Factor:	1.98	1.76	2.05	1.94	1.91	1.83	1.76	1.76	1.79	2.05	1.89	1.94
HCM2k95thQ:	7.9	26.3	3.3	11.1	12.7	19.6	26.7	26.8	23.6	3.4	14.8	11.0
98th%Factor:	2.44	2.02	2.58	2.34	2.30	2.14	2.01	2.01	2.06	2.58	2.25	2.35
HCM2k98thQ:	9.7	30.1	4.2	13.4	15.3	22.9	30.6	30.6	27.2	4.3	17.6	13.3

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.31	0.44	0.21	0.44	0.64	0.20	0.29	0.37	0.12	0.21	0.42
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	4.7	10.7	1.2	7.4	23.6	27.6	11.9	15.0	13.4	1.8	13.5	9.9
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	1.7	0.8	0.1	0.8	2.1	2.9	2.2	1.6	1.0	0.2	2.2	0.6
HCM2KQueue:	6.4	11.5	1.3	8.2	25.7	30.5	14.1	16.7	14.4	2.0	15.8	10.5
70th%Factor:	1.19	1.18	1.20	1.18	1.15	1.15	1.17	1.17	1.17	1.20	1.17	1.18
HCM2k70thQ:	7.6	13.5	1.5	9.7	29.6	34.9	16.5	19.4	16.8	2.4	18.4	12.4
85th%Factor:	1.54	1.50	1.59	1.53	1.43	1.41	1.49	1.47	1.49	1.58	1.48	1.51
HCM2k85thQ:	9.9	17.3	2.0	12.5	36.7	42.9	21.0	24.5	21.3	3.2	23.3	15.9
90th%Factor:	1.69	1.63	1.78	1.67	1.51	1.49	1.60	1.57	1.60	1.76	1.58	1.64
HCM2k90thQ:	10.9	18.7	2.3	13.7	38.8	45.3	22.6	26.2	22.9	3.5	24.9	17.2
95th%Factor:	1.92	1.82	2.06	1.88	1.64	1.61	1.77	1.74	1.77	2.04	1.75	1.83
HCM2k95thQ:	12.3	20.9	2.6	15.4	42.2	49.1	25.1	28.9	25.4	4.1	27.6	19.3
98th%Factor:	2.31	2.11	2.61	2.23	1.84	1.80	2.04	1.98	2.03	2.56	2.00	2.15
HCM2k98thQ:	14.8	24.3	3.3	18.3	47.2	54.7	28.8	32.9	29.2	5.1	31.5	22.5

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.42	0.50	0.10	0.44	0.68	0.23	0.33	0.41	0.08	0.17	0.27
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	8.0	32.0	2.5	8.0	6.2	21.6	22.3	33.1	30.0	1.1	16.4	14.6
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	5.0	4.9	0.1	3.2	0.3	1.9	9.2	12.1	4.4	0.2	7.6	1.8
HCM2KQueue:	13.0	36.9	2.7	11.2	6.5	23.5	31.5	45.2	34.4	1.3	24.1	16.4
70th%Factor:	1.17	1.14	1.19	1.18	1.19	1.16	1.15	1.13	1.14	1.20	1.15	1.17
HCM2k70thQ:	15.2	42.1	3.2	13.2	7.7	27.2	36.1	51.1	39.3	1.6	27.8	19.1
85th%Factor:	1.49	1.39	1.57	1.51	1.54	1.44	1.40	1.37	1.40	1.59	1.43	1.47
HCM2k85thQ:	19.4	51.2	4.2	16.9	10.0	33.8	44.3	61.7	48.0	2.1	34.6	24.1
90th%Factor:	1.61	1.46	1.75	1.63	1.69	1.52	1.48	1.44	1.47	1.77	1.52	1.58
HCM2k90thQ:	20.9	54.0	4.7	18.3	10.9	35.8	46.7	65.1	50.6	2.4	36.6	25.8
95th%Factor:	1.79	1.58	2.02	1.82	1.92	1.66	1.60	1.55	1.59	2.06	1.66	1.74
HCM2k95thQ:	23.3	58.2	5.4	20.4	12.4	39.1	50.6	70.0	54.6	2.7	39.9	28.5
98th%Factor:	2.07	1.76	2.51	2.12	2.31	1.86	1.79	1.73	1.77	2.60	1.86	1.98
HCM2k98thQ:	26.9	64.9	6.7	23.8	15.0	43.8	56.4	78.2	60.9	3.4	44.7	32.5

MD

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

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Intersection #7 Foothill Expressway & El Monte Avenue

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.08	0.37	0.45	0.15	0.44	0.74	0.30	0.33	0.41	0.08	0.11	0.27
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	4.0	13.9	1.5	5.1	6.3	10.2	15.0	16.8	14.8	1.4	6.5	5.4
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	1.2	1.0	0.1	0.7	0.3	0.8	1.7	1.7	1.1	0.3	1.6	0.4
HCM2KQueue:	5.2	14.9	1.6	5.7	6.7	11.0	16.7	18.5	15.9	1.7	8.0	5.8
70th%Factor:	1.19	1.17	1.20	1.19	1.18	1.18	1.17	1.16	1.17	1.20	1.18	1.19
HCM2k70thQ:	6.2	17.4	1.9	6.8	7.9	12.9	19.5	21.5	18.5	2.0	9.5	6.8
85th%Factor:	1.55	1.48	1.58	1.55	1.54	1.51	1.47	1.46	1.48	1.58	1.53	1.55
HCM2k85thQ:	8.1	22.1	2.6	8.9	10.2	16.5	24.6	27.0	23.5	2.7	12.3	8.9
90th%Factor:	1.71	1.59	1.77	1.70	1.69	1.63	1.57	1.56	1.58	1.77	1.67	1.70
HCM2k90thQ:	9.0	23.7	2.9	9.7	11.2	17.9	26.3	28.8	25.1	3.0	13.4	9.8
95th%Factor:	1.95	1.76	2.05	1.94	1.91	1.83	1.74	1.72	1.75	2.05	1.88	1.94
HCM2k95thQ:	10.2	26.3	3.3	11.1	12.7	20.0	29.0	31.7	27.8	3.4	15.2	11.1
98th%Factor:	2.37	2.02	2.58	2.34	2.30	2.13	1.98	1.94	1.99	2.58	2.24	2.34
HCM2k98thQ:	12.4	30.1	4.2	13.4	15.3	23.3	33.0	35.9	31.7	4.3	18.0	13.5

PM

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Level Of Service Detailed Computation Report (HCM2000 Queue Method)
2000 HCM Operations Method
Base Volume Alternative

Intersection #7 Foothill Expressway & El Monte Avenue

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Green/Cycle:	0.09	0.32	0.43	0.22	0.44	0.64	0.19	0.29	0.39	0.10	0.20	0.42
ArrivalType:		3			3			3			3	
ProgFactor:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q1:	7.0	11.7	1.4	8.1	27.0	36.7	14.3	18.6	16.1	2.0	15.4	11.2
UpstreamVC:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
UpstreamAdj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
EarlyArrAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Q2:	2.9	0.9	0.1	0.9	2.9	5.2	3.6	2.6	1.3	0.3	3.6	0.7
HCM2KQueue:	9.9	12.6	1.4	9.0	29.8	41.9	17.8	21.2	17.4	2.3	19.0	11.9
70th%Factor:	1.18	1.17	1.20	1.18	1.15	1.14	1.16	1.16	1.16	1.19	1.16	1.17
HCM2k70thQ:	11.7	14.8	1.7	10.6	34.2	47.6	20.7	24.6	20.2	2.8	22.1	14.0
85th%Factor:	1.52	1.50	1.59	1.52	1.41	1.37	1.47	1.45	1.47	1.58	1.46	1.50
HCM2k85thQ:	15.0	18.9	2.3	13.7	42.1	57.6	26.1	30.7	25.5	3.7	27.8	17.9
90th%Factor:	1.64	1.61	1.77	1.65	1.49	1.45	1.56	1.54	1.57	1.76	1.55	1.62
HCM2k90thQ:	16.3	20.4	2.5	14.9	44.5	60.8	27.9	32.6	27.2	4.1	29.6	19.3
95th%Factor:	1.85	1.80	2.05	1.86	1.61	1.56	1.72	1.68	1.73	2.03	1.71	1.81
HCM2k95thQ:	18.3	22.7	2.9	16.8	48.2	65.4	30.7	35.7	30.0	4.7	32.5	21.6
98th%Factor:	2.17	2.08	2.60	2.20	1.80	1.74	1.95	1.90	1.96	2.54	1.93	2.10
HCM2k98thQ:	21.5	26.3	3.7	19.8	53.7	73.0	34.8	40.2	34.1	5.9	36.8	25.0

TABLE 1
FOOTHILL COLLEGE EIR TIA - WEEKDAY A.M. PEAK (TRAFFIC VOLUMES FORECASTS)

Int #	INTERSECTION NAME	MOVEMENT	EXISTING CONDITION			PROJECT TRIPS			PROJECT CONDITION		
			L	T	R	L	T	R	L	T	R
1	College Loop Road & Foothill College Road	NB	0	115	760		**30**	**187**	0	145	947
		SB	0	4	0				0	4	0
		EB	1	21	107			**112**	1	21	219
		WB	0	0	0				0	0	0
2	El Monte Road-Moody Road & Elena Road	NB	134	99	7			**4**	134	99	11
		SB	6	75	11				6	75	11
		EB	22	6	172				22	6	172
		WB	1	4	1	**7**			8	4	1
3	El Monte Road & Foothill College Entrance	NB	0	0	0				0	0	0
		SB	84	0	3	**112**			196	0	3
		EB	0	237	0		**7**		0	244	0
		WB	1	227	939		**4**	**217**	1	231	1,156
4	El Monte Road & Stonebrook Drive	NB	3	0	106				3	0	106
		SB	0	0	0				0	0	0
		EB	0	302	1		**119**		0	421	1
		WB	74	1,164	0		**221**		74	1,385	0
5	El Monte Road & 1-280 SB Ramps	NB	0	0	621				0	0	621
		SB	0	0	291			**44**	0	0	335
		EB	0	268	207		**71**	**48**	0	339	255
		WB	0	928	381		**177**		0	1,105	381
6	El Monte Road & I-280 NB Ramps	NB	0	0	433				0	0	433
		SB	0	0	582				0	0	582
		EB	0	661	94		**48**		0	709	94
		WB	0	725	358		**88**		0	813	358
7	El Monte Road & Foothill College Expressway	NB	105	1,217	88	**44**			149	1,217	88
		SB	148	345	629			**44**	148	345	673
		EB	769	574	7	**24**		**24**	793	574	31
		WB	22	392	178				22	392	178

PROPOSED CIRCULATION

FOOTHILL COLLEGE

2008

tBP