APPENDIX A

IS - NOP

DRAFT INITIAL STUDY

Foothill-De Anza College Facilities Master Plan

Prepared for:

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

Prepared By:

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

September 2007

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Notice of Preparation of an Environmental Impact Report
and
Notice of Scoping Meeting

Date: September 5, 2007

To: Responsible Agencies, Agencies with Jurisdiction by Law, Trustee Agencies, Involved Federal Agencies, and Agencies/People Requesting Notice

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

Re: **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Notice of Scoping Meeting for the Foothill College Facilities Master Plan Project**

The Foothill De Anza Community College District (Lead Agency) will prepare an EIR for the proposed Foothill College Facilities Master Plan Project. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested agencies are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

Project Location: Foothill College is located at 12345 El Monte Road, Los Altos Hills, in Santa Clara County. The campus is immediately southwest of Interstate 280 (I-280) and is bounded by El Monte Road to the south, Crescent Lane and Elena Road to the west, and Josefa Lane to the northwest. Local access is currently provided from El Monte Road and regional access is provided from I-280.

Project Characteristics: In June 2006 the voters approved a $490.8 million dollar District-wide bond (Measure C) to continue the renovation and replacement of aging facilities as well as upgrade technology on the campus. The District prepared the 2007 Foothill College Facilities Master Plan (Project), which provides direction of projects that would be funded under Measure C. The Project proposes construction, renovation, and site improvement projects on the Foothill College Campus (Project site).

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.

Circulation and parking improvements include relocation of the existing Loop Road to the outer edge of the campus, improvements to the PE Access Road, various circulation improvements to reduce traffic conflicts and improve pedestrian and bicycle safety, parking lot resurfacing, and the addition of approximately 400 parking spaces.

Site improvements include various utility, landscaping, signage, lighting, and site improvements and upgrades; renovation of sport facilities and campus buildings; and ongoing ADA improvements. Some new construction projects will provide the opportunity to replace or renovate existing spaces. Proposed renovations will support recommended program changes and/or accommodate the secondary effects that occur as a result of relocation into new facilities. All facilities would be developed within the existing campus boundaries.

The final design of each site and facility project will take place as projects are funded and detailed programming and design occurs. The anticipated implementation period for the Project is 2007-2015.

For a more detailed description of the proposed project and discussion of the environmental issues related to the proposed project, please refer to the Initial Study attached to this NOP.

EIR Sections: Based on the project description, public comments, and the Lead Agency's understanding of the environmental issues associated with the project, the following topics will be analyzed in detail in the EIR:

- Biological Resources
- Cultural Resources
- Noise
- Transportation/Traffic

Alternatives to be analyzed in the EIR will be defined based on their potential to reduce or eliminate significant environmental impacts associated with the proposed project. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" alternative as required by CEQA and an alternative site plan configuration.

NOP Notice: The Lead Agency solicits comments regarding the scope and content of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. In accordance with the time limits established by CEQA, please send your response at the earliest possible date, but no later than thirty days after receipt of this notice.

Please send your written/typed comments (including a name, telephone number, and contact information) to the following:

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

Notice of Scoping Meeting: Pursuant to California Public Resources Code §§21081.7, 21083.9, and 21092.2, the Lead Agency will conduct a public scoping meeting for the same purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

ALL INTERESTED PARTIES ARE INVITED TO ATTEND A PUBLIC SCOPING MEETING TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.

The public scoping meeting will be held on Tuesday, September 18, 2007 starting at 7:00 p.m. at the following location:

Foothill College
Appreciation Hall (Building 1500)
12345 El Monte Road, Los Altos Hills, CA 94022-4599

For additional information, please contact Charles Allen at (650) 949-6150.

X Charles Allen Date: September 5, 2007

Charles Allen
Executive Director of Facilities, Operations, and Construction Management

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

ENVIRONMENTAL CHECKLIST FORM

PROJECT NAME: 2007 Foothill College Facilities Master Plan
SITE ADDRESS: 12345 El Monte Road, Los Altos Hills, CA 94022-4599

LEAD AGENCY: Foothill-De Anza Community College District **PHONE:** (650) 949-6150
Name and address: Charles Allen, Executive Director of Facilities, Operations, and Construction Management
12345 El Monte Road, Los Altos Hills, CA 94022-4599

PROJECT LOCATION:

Foothill College (the College) is located in the Town of Los Altos Hills in Santa Clara County, approximately thirty-five miles south of San Francisco and twenty miles north of downtown San Jose, on the San Francisco peninsula. The campus is immediately southwest of Interstate 280 (I-280) and is bounded by El Monte Road to the south, Crescent Lane and Elena Road to the west, and Josefa Lane to the northwest. Local access is currently provided from El Monte Road and regional access is provided from I-280. Figure 1 illustrates the regional and project site location. An aerial photograph of the Project site is shown in Figure 2.

PROJECT SPONSOR: Foothill-De Anza Community College District (District)

EXISTING GENERAL PLAN DESIGNATION: Public Facility

EXISTING ZONING: R-1

PROJECT DESCRIPTION:

In June 2006 the voters approved a $490.8 million dollar District-wide bond (Measure C) to continue the renovation and replacement of aging facilities as well as to upgrade technology throughout the District. The District prepared the 2007 Foothill College Facilities Master Plan (Project), which provides direction for implementation of projects that would be funded under Measure C. The Project proposes construction, renovation, and site improvement projects on the Foothill College Campus (Project site). These construction, renovation, and improvements are needed 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. Total building square footage proposed by the Project is shown in Table 1: 2007 Facilities Master Plan Construction.

Circulation and parking improvements include relocation of the existing Loop Road to the outer edge of the campus, improvements to the PE Access Road, various circulation improvements and a footbridge connection to reduce traffic conflicts and improve pedestrian and bicycle safety, parking lot resurfacing, and the addition of approximately 400 parking spaces.

Site improvements include various utility, landscaping, signage, lighting, and site improvements and upgrades; renovation of sport facilities and campus buildings; and ongoing ADA improvements. Some new construction projects will provide the opportunity to replace or renovate existing spaces. Proposed renovations will support recommended program changes and/or accommodate the secondary effects that occur as a result of building

renovation and relocation into new facilities. All facilities would be developed within the existing campus boundaries. The 2007 Foothill College Facilities Master Plan is shown in Figure 3: Master Plan.

Specific grading plans would be developed as each project is designed. Drainage from the proposed facilities would be routed to connect to the existing drainage system. Water and wastewater lines for the proposed faculties would connect to the existing campus lines or to the City of Los Altos systems.

The final design of each site and facility project will take place as projects are funded and detailed programming and design occurs. The anticipated implementation period for the Project is 2007-2015.

Total building square footages on the Foothill College at the completion of the Project are shown in Table 2: Proposed Foothill College Building Square Footage.

Table 1: 2007 Facilities Master Plan Construction

Building Number	Building Name	Year Built	Assignable Square Feet (ASF)	Gross Square Feet (GSF)
Measure C Construction				
9000	North Slope Physical Science	10	37,040	56,985
	Fine Arts Print and Plant Service	—	4,328	5,511
Total 2007 Facilities Master Plan Construction			***41,368***	***62,496***
Source: Foothill De Anza Community College District, May 2007.				

The Project includes the following components:

Building Construction

- **North Slope Physical Science Complex.** Construction of a new approximately 57,000 square foot North Slope Complex to meet the instructional and support space requirements of chemistry, physics, and nanotechnology.

- **Scene Shop**. Construction of a new approximately 5,500 square foot Scene Shop.

Roadway Improvements

- **Loop Road Realignment and Safety Improvements.** Realignment of the existing Loop Road along the northwest perimeter of the campus. Realignment of the Loop Road would unify the campus by locating all buildings and most parking lots internal to the Loop Road and improve pedestrian safety. Guard rails, crossings, curbs, and pedestrian shoulder improvements would be constructed at points along the Loop Road. Repair and resurfacing of Loop Road and installation of new lighting for safety. Pursue development of improved bicycle safety for students.

- **PE Access Road Improvements.** Widen the approximately 12-foot wide PE Access Road to 20-feet wide and re-pave to safely accommodate vehicles.

Parking Lot Improvements

- **Parking Lot 1H.** Resurface and expand the existing 1.25 acre Lot 1H to 2 acres in size to add 140 additional parking spaces.

- **Parking Lot 4.** Resurfacing and expansion of the 2.25 acre Lot 4 to 4.5 acres in size to add 250 additional spaces.

- **Parking Lot 1 Pedestrian Connection/Footbridge.** Development of a pedestrian connection to span Loop Road near the entrance to Parking Lot 1 to provide pedestrian access from Lot 1 to Building 1000, replacing the existing street level crosswalk. Details and design of a proposed pedestrian connection/footbridge are undefined at this point; therefore, this component of the Project is only described here and will be subject to future analysis.

- **Parking Lot 6 Resurfacing.** Resurfacing of Parking Lot 6.

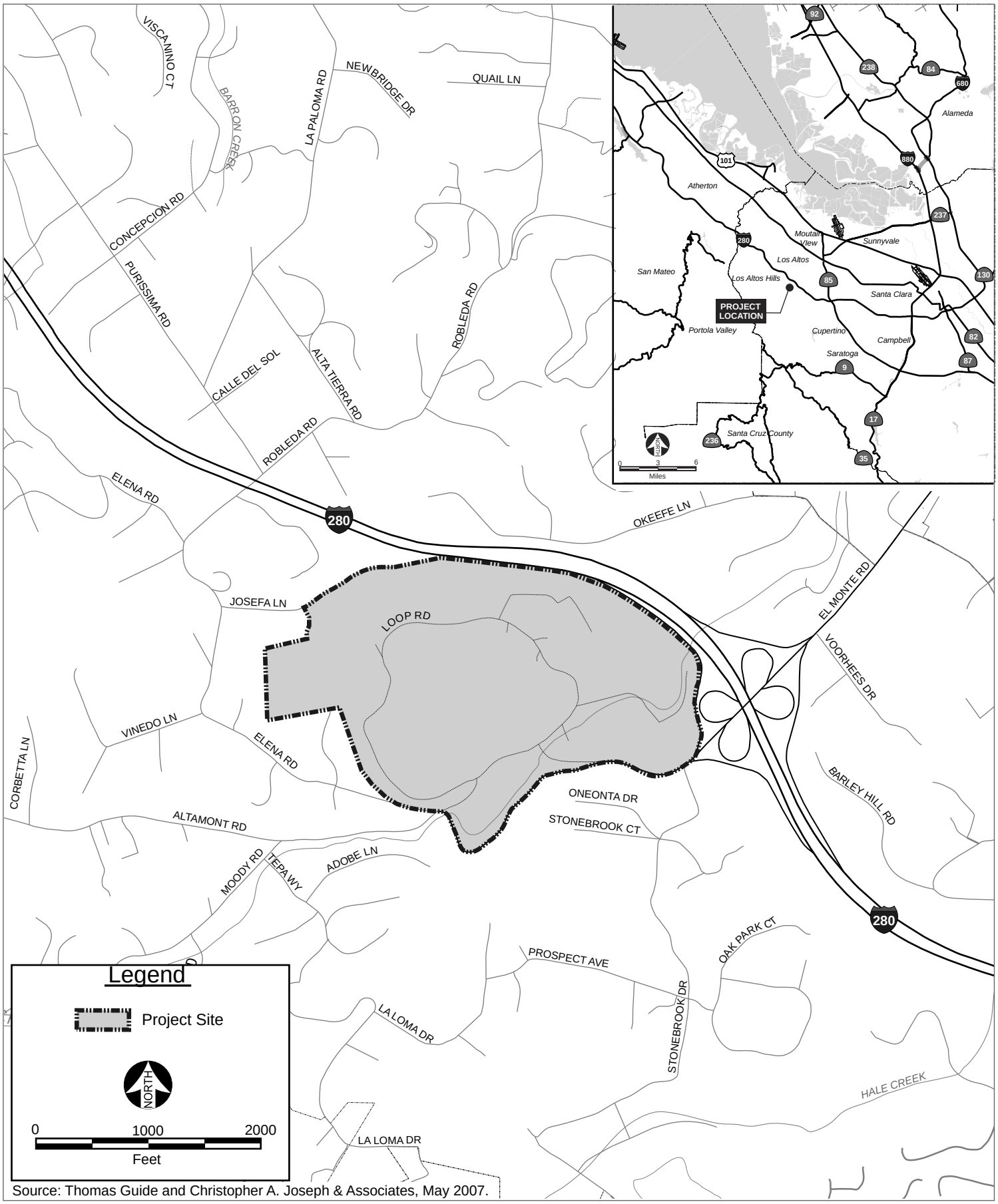
- **Parking Lot 2 and 3 Security Improvements.** Installation of planters and barriers to prevent illegal and unsafe use of lots. Re-slurry of surfaces and re-striping.

Site Improvements

- **Utility Improvements.** Improvements to main line irrigation system. Replacement of some storm drains around buildings campus-wide. Installation of bird barriers on buildings. Upgrades to fire alarm systems. Installation of photovoltaic arrays campus-wide. Installation of wireless infrastructure campus-wide. Upgrades to utilities campus-wide and minor repairs to campus fountains.

- **Campus-Wide Landscaping and Site Improvements.** Removal of some non-native Eucalyptus trees and preventative maintenance of existing campus oak trees. Culling of diseased trees, as required. Installation of new trees campus-wide as needed to replace diseased trees. Improvements to campus site furniture.

- **Signage, Wayfinding, and Lighting.** Installation of additional signage throughout the campus. Installation of pedestrian and exterior lighting.



Source: Thomas Guide and Christopher A. Joseph & Associates, May 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 1
Regional and Project Vicinity Map

Source: Google Earth, 2007.

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Figure 2
Project Site Aerial

Source: TBP/Architecture and Foothill College, 2007.

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Environmental Planning and Research

Figure 3
Foothill College Master Plan

- **Campus-Wide Parking and Circulation Improvements.** General improvements for vehicular and bicycle traffic, including potential changes to the lower Loop Road to allow two-way traffic from District buildings area to the Main Entrance and Main entrance roundabout improvements.

- **Campus-Wide Americans with Disabilities Act (ADA) Improvements.** Phase 2 of removal of architectural barriers to accommodate disabled users.

- **Soccer, Baseball and Softball Complex.** Renovation of the existing fields at the northwestern portion of the campus to include new artificial turf and construction of additional support facilities, including dugouts, restrooms, bleachers and a concession stand.

- **Tennis Court Improvements.** Resurface tennis courts and repair fences.

Renovation

- **TV Center (5800 Building).** Renovate existing Building 5800 for instructional support space. Minor renovations and improvements including roofs and interior renovations.

- **Japanese Cultural Center.** Minor renovations and improvements including roofs and interior renovations.

- **Stadium.** Reconstruction of the existing press box and support system on the opposite side of the field. Renovation of existing snack area to meet current codes and for ADA accessibility.

- **Swim Pool Area Storage.** Minor renovations to storage building.

- **Campus-Wide Building System and Infrastructure Upgrades.** Campus-widebuilding infrastructure upgrades began under Measure E, including upgrades to mechanical, electrical and plumbing systems.

SURROUNDING LAND USES:

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.

Table 2: Proposed Foothill College Building Square Footage

	Assignable Square Feet (ASF)	Gross Square Feet (GSF)
Existing and Approved Buildings		
Total Current Foothill College Buildings	304,340	431,684
Total Current District Buildings	50,646	65,339
Measure E Projects	90,949	138,562
Total Existing and Approved Building Square Footage	**445,935**	**635,585**
Total Project Buildings	*41,368*	*62,496*
Total Building Square Footage at the End of Project	**487,303**	**698,585**
Source: Foothill De Anza Community College District, May 2007.		

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:

- Division of the State Architect (DSA)
- California Transportation Department
- Regional Water Quality Control Board
- Santa Clara Valley Fire Department
- City of Los Altos Public Works Department
- Santa Clara Valley Water District
- Purissima Hills Water District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

[ ] Aesthetics	[ ] Agricultural Resources	[ ] Air Quality
[X] Biological Resources	[X] Cultural Resources	[ ] Geology/Soils
[ ] Hazards & Hazardous Mat.	[ ] Hydrology/Water Quality	[ ] Land Use/Planning
[ ] Mineral Resources	[X] Noise	[ ] Population/Housing
[ ] Public Services	[ ] Recreation	[X] Transportation/Traffic
[ ] Utilities/Service Systems	[X] Mandatory Findings of Significance	

DETERMINATION: On the basis of information found in this initial evaluation, it is found that:

[ ] The proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

[ ] Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

[ ] The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[X] The proposed project MAY have a significant effect(s) on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Evaluation of Environmental Impacts

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

2) All answers must take account of the whole action involved, including: off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration pursuant to Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Prepared by:

Katrina Hardt-Holoch

Signature Date September 5, 2007

Katrina Hardt-Holoch For: Charles Allen, Foothill College District
Print Name

ENVIRONMENTAL CHECKLIST

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. *Would the project:*				
a. Have a substantial adverse effect on a scenic vista?			X	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

Discussion:

a. ***Less Than Significant Impact.*** A significant impact may occur if the proposed Project would introduce incompatible visual elements within a field of view containing a scenic vista or substantially blocks a scenic vista. Circled by the Loop Road, the major buildings on the Project site are located on a hill and adjacent knoll. Views from within the Project site can be considered scenic, as they offer vast views of the neighboring hillsides and landscapes.

The Project would not create a significant impact on scenic vistas from within the Project site. All proposed buildings would be sited near existing buildings and would be similar in scale and character to existing facilities. The North Slope Physical Science Complex would be constructed on a slope opposite the existing 4000 Building. The North Slope Physical Science Complex as viewed from the upper Project site would not significantly affect scenic views of areas north of the Project site from the campus interior because it would be a similar scale and character to existing campus development. The one-story Scene Shop would not affect scenic views from the Project site because it would be located on the lower portion of the Project site where its presence would not substantially affect views of the southern scenic vistas. The realignment of the Loop Road would not substantially affect scenic views from within the Project site because the road is located at a significantly lower elevation and would blend in with existing and proposed parking lots. The expansion of parking lots 1H and 4 would incrementally increase the amount of paved surface visible from within the Project site, but would not affect views of the surrounding scenic hillsides and landscapes.

The Project would not create a significant impact on scenic vistas from the areas to the east, south, or west of the Project site as the Project site is generally not visible from vehicle corridors to the east, south, and west. Views of the Project site from Interstate 280 (I-280) are mostly screened from motorists view by existing roadside landscaping, are available for only brief flashes due to vehicle speed, and are therefore only minimally visible from I-280.[1] The North Slope Physical Science Center would be visible from I-280 for a short duration (less than one second at normal highway speeds). The Scene Shop would not be visible from I-280. As stated above, the Project site is already developed and additional development proposed by the project would be in similar scale and character. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

b. ***Less Than Significant Impact.*** A significant impact may occur only where scenic resources within a state scenic highway would be damaged or removed by the Project. I-280 is designated by Caltrans as a state scenic highway.[2] As previously discussed, portions of the Project site are visible from I-280. However, the

[1] *Christopher A. Joseph & Associates, Site Visit, May 17, 2007.*
[2] *California Department of Transportation, "The California Scenic Highway System: A List of Eligible and Officially Designated Routes," website: http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm, Accessed June 2, 2007.*

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

Project would not have a significant impact on views from I-280, as views are screened from motorists' view by existing roadside landscaping that contains minimal gaps, are available for only brief flashes due to vehicle speed, and are therefore only minimally visible from I-280.[3]

Areas of rock outcroppings are located at the campus entry.[4] However, no development is proposed in areas with rock outcroppings nor are those areas visible from I-280. No significant impact would occur to scenic resources within a state scenic highway and no additional analysis of this issue is warranted in the EIR.

c. ***Less Than Significant Impact***. A significant impact may occur if the Project would substantially degrade the visual elements on the Project site or introduce visual elements that would be incompatible with the character of the area surrounding the Project site. Implementation of the Master Plan would result in the infilling of new buildings and infrastructure on the existing Project site. This infill development would be designed to compliment and be compatible with the architectural style of the existing buildings. Buildings would be renovated with new furnishings and equipment to meet current codes, new uses, and ADA accessibility.

The improvements to circulation and parking, utility, landscaping, signage, and lighting would enhance the visual environment of the campus. Although the expansion of parking lots 1H and 4 would incrementally increase the amount of paved surface visible from within the Project site, this increase would be minimal and it would not substantially degrade the visual quality of the Project site. Implementation of the Project would result in the removal of some trees. Building and roadway realignment location is conceptual at this point, and it is not known which trees would be removed during construction activities.

Diseased trees may be removed as warranted. However, no mass removal of trees is anticipated and most likely only single trees would be removed at one time. Construction of the North Slope Physical Science Complex could potentially require the removal of some trees. These trees are primarily small in size and the exact location of this building is unknown at this time. The site of the proposed Scene Shop is currently a paved parking lot and construction of this building would not degrade a previously undeveloped area.

The Project would not significantly degrade the visual quality of the site and no additional analysis of this issue is warranted in the EIR. However, the potential for significant impacts related to tree removal will be evaluated in the Biological Resources section of the EIR and the potential for significant impacts to historic resources will be evaluated in the Cultural Resources section of the EIR.

d. ***Less Than Significant, With Mitigation Incorporated.*** A significant impact may occur if the Project would introduce substantial sources of light or glare on the Project site which would be incompatible with surrounding uses. Light standards in the parking lots, lighting on the outside of buildings, and lighting along pedestrian pathways comprise the existing lighting on the Project site. One or more of these kinds of lighting are present in most areas of the Project site. At night, light and glare may be caused by vehicle use. Light sources and intensity may shift in portions of the Project site due to new construction, renovation of buildings, and site improvements. Given the developed nature of the campus, these changes would not represent a new source of substantial light. However, the realignment of the Loop Road and expansion of Parking Lots 1H and 4 would require nighttime lighting that could potentially affect nighttime views in the area. This is considered to be a potentially significant impact that can be mitigated to a less than significant level via implementation of the mitigation measure listed below.

[3] *Christopher A. Joseph & Associates, Site Visit, May 17, 2007.*
[4] *Ibid.*

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigation Measure:

1. New outdoor lighting shall be directed on-site and designed and installed with shielding. 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. Measures included in the Lighting Plan shall include lighting hoods, directed lighting, and the treatment of new surfaces on new facilities (such as bare metallic surfaces and skylights with reflective surfaces) to minimize off-site spillover and glare from the Project site. To minimize impacts on the night sky, lighting guidelines from the International Dark-Sky Association shall be used.

II. AGRICULTURAL RESOURCES. *Would the project:*				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X

Discussion:

a. ***No Impact.*** A significant impact may occur if the Project would result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use. According to the Farmland Mapping and Monitoring Program (FMMP)[5], the Project site is designated as urban or built-up land and does not contain prime farmland, unique farmland, or farmland of statewide importance. Therefore, development of the proposed Project would not result in any impacts related to the conversion of important farmland. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

b. ***No Impact***. A significant impact may occur if the Project would result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to non-agricultural use. No lands on the Project site are zoned for agricultural use nor is the site subject to a Williamson Act Contract. Therefore, development of the proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. No significant impacts would occur and no additional analysis of this issue is warranted in the EIR.

c. ***No Impact.*** A significant impact may occur if the Project would result in the conversion of Farmland to another, non-agricultural use. As stated above, development of the proposed Project would not convert any Prime Farmland, Unique Farmland or Farmland of Statewide Importance to a non-agricultural use. Therefore, development of the proposed Project would not result in any impacts to agricultural resources as related to conversion of farmland to non-agricultural use. No significant impacts would occur and no additional analysis of this issue is warranted in the EIR.

III. AIR QUALITY. *Would the project:*				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	

[5] *California Division of Land Resource Protection, Farmland Mapping and Monitoring Program Overview, website: http://www.consrv.ca.gov/dlrp/FMMP/overview/survey_area_map.htm, Accessed June 2, 2007.*

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?		X		
e. Create objectionable odors affecting a substantial number of people?				X

Discussion:

a. ***Less Than Significant Impact.*** A significant impact may occur if the Project would not be consistent with the applicable air quality plan. In the case of projects proposed within the Bay Area, the applicable plan is the Air Quality Management Plan (AQMP) prepared by the Bay Area Air Management District (BAAQMD). The BAAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the BAQMD, a regional agency, works directly with the Association of Bay Area Governments (ABAG), County transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The BAAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The BAAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. Bay Area plans are prepared with the cooperation of the Metropolitan Transportation Commission (MTC), and the ABAG. Currently, there are three plans for the Bay Area. These are:

- The Ozone Attainment Plan for the 1-Hour National Ozone Standard (ABAG, 2001) developed to meet Federal ozone air quality planning requirements;
- The Bay Area 2000 Clean Air Plan (BAAQMD, 2000) developed to meet planning requirements related to the State ozone standard; and
- The 1996 Carbon Monoxide Redesignation Request and Maintenance Plan for Ten Federal Planning Areas, developed by the air districts with jurisdiction over the ten planning areas including the BAAQMD to ensure continued attainment of the Federal carbon monoxide standard. In June 1998, the EPA approved this plan and designated the ten areas as attainment. The maintenance plan was revised in October 1998.

The Bay Area 2001 Ozone Attainment Plan was prepared as a proposed revision to the Bay Area part of California's plan to achieve the national ozone standard. The plan was prepared in response to US EPA's partial approval and partial disapproval of the Bay Area's 1999 Ozone Attainment Plan and finding of failure to attain the national ambient air quality standard for ozone. The Revised Plan was adopted by the Boards of the co-lead agencies and approved by the ARB in 2001. On July 7, 2003, EPA signed a rulemaking proposing to approve the Plan. EPA also made an interim final determination that the Plan corrects deficiencies identified in the 1999 Plan. However, in April 2004, US EPA made a final finding that the Bay Area has attained the national 1-hour ozone standard. Because of this finding, the previous planning commitments in the 2001 Ozone Attainment Plan are no longer required. The region must submit to EPA a redesignation request and a maintenance plan to show that the region will continue to meet the 1-hour ozone standard. The recent designation of the Bay Area as nonattainment for the Federal 8-hour ozone standard

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now triggers the need for an attainment plan.

For State air quality planning purposes, the Bay Area is classified as a marginal non-attainment area for the national 8-hour ozone standard. The serious classification triggers various plan submittal requirements and transportation performance standards. One such requirement is that the Bay Area update the Clean Air Plan (CAP) every three years to reflect progress in meeting the air quality standards and to incorporate new information regarding the feasibility of control measures and new emission inventory data. The Bay Area's record of progress in implementing previous measures must also be reviewed. The most recent revision to the CAP was completed in 2000. The 2000 CAP applied control measures to stationary sources, mobile sources, and transportation control measures (TCMs).

Projects that are consistent with the projections of employment and population forecasts identified by ABAG are considered consistent with the Plans growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the Plan. The Plan also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation.

The construction, renovation, and site improvement projects proposed by the Project are not expected to result in a population increase in the surrounding area because the College generally draws its student population from local residents. Because the proposed Project is consistent with the Public Facility land use designation for the site, would not result in an increase in population and, therefore, would not exceed the Town of Los Altos Hills' population projections, impacts would be less than significant. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

b. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant may occur if Project-related emissions would exceed federal, State, or regional standards or thresholds, or where Project-related emissions would substantially contribute to an existing or projected air quality violation. Grading and construction of the Project site would result in the creation of a variety of air pollutant emissions, such as fugitive dust, carbon monoxide, nitrogen dioxide, and sulfur dioxide. Such emissions may exceed the air quality standards established by the BAAQMD. During operation of the Project, regional emissions would be generated by mobile and stationary sources. Mobile emissions would occur as a result of Project-related motor vehicles traveling to and from the Project site. Stationary source emissions would occur indirectly as a result of space and water heating systems, and various appliances. The Project will be required to comply with all applicable BAAQMD permitting requirements.

The Project would result in the addition of approximately 62,500 gross square feet of building space to the campus and realignment of the Loop Road. During the construction phase of development of the proposed Project, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use would generate emissions. In addition to construction vehicle emissions, fugitive dust would also be generated during grading and construction activities. Dust is generated when grading equipment breaks down surface materials. The resulting dust, which includes PM_{10}, is subsequently entrained into the air by wind and vehicle tires. Although much of this airborne dust would settle out on or near the project site, smaller particles would remain in the atmosphere, increasing existing particulate levels within the surrounding area. Sensitive receptors that could be affected by construction include the existing residential areas near the Project site.

Construction Emissions

According to the BAAQMD CEQA Guidelines, PM_{10} is the pollutant of greatest concern with respect to construction activities. Construction emissions of PM_{10} can vary greatly depending upon the level of activity,

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construction equipment, local soils, and weather conditions, among other factors. As a result, the BAAQMD CEQA Guidelines specifies, "[t]he District's approach to CEQA analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions." Therefore, the determination of significance with respect to construction emissions should be based on a consideration of the control measures to be implemented. If all the applicable control measures for PM_{10} indicated in the BAAQMD CEQA Guidelines would be implemented, then air pollutant emissions from construction activities would be considered less than significant. If a project would not implement all applicable control measures, construction emissions would be considered a potentially significant impact.

While the BAAQMD does not implement specific thresholds for construction emissions, without implementation of specific dust control measures, impacts related to construction emissions would be significant. Therefore, as recommended by the BAAQMD, Mitigation Measure 1 is recommended during construction activities. With inclusion of these mitigation measures, impacts would be less than significant with mitigation incorporated.

Operational Emissions

The BAAQMD recommends that an individual project's impacts involving direct and/or indirect operational emissions that exceed the following thresholds be considered significant:

- 80 pounds per day (ppd) of Reactive Organic Gases (ROG)
- 80 ppd of NOx
- 80 ppd of PM_{10}

Direct emissions are those that are emitted on a site and include stationary sources and on-site mobile equipment. Examples of land uses and activities that generate direct emissions are industrial operations and sources subject to an operating permit by the BAAQMD. Indirect emissions come from mobile sources that access the project site but generally emit off site. For many types of land-use development projects, the principal sources of air pollutant emissions are the motor vehicle trips generated by the project.

Operational emissions associated with the ultimate development and operation of the proposed project would result primarily from increased vehicular trips to and from the campus. The BAAQMD has guidelines to provide a simple indication of projects with the potential to have significant total emissions from project operations. These screening criteria are based on land use categories, the size of proposed uses in those categories, and their potential to generate trips.

The Project proposes the addition of approximately 62,500 gross square feet of community college uses. Community college uses generally generate approximately 18.4 vehicle trips per 1,000 square feet of building space, resulting in an approximately increase of 1,150 vehicle trips per day over existing conditions.[6] BAAQMD generally does not require a detailed air analysis for projects resulting in fewer than 2,000 vehicle trips per day.[7] Therefore, this increase is well below the BAAQMD thresholds for projects requiring a detailed air quality analysis. Therefore, the Project would not generate average daily direct and indirect emissions of ROG, NOx, or PM_{10} that would exceed BAAQMD-recommended thresholds and emissions associated with the proposed project would be less than significant. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

[6] *ITE Trip Generation Manual, 6th. 1997.*
[7] *BAAQMD CEQA Guidelines, December 1999.*

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

c. ***Less Than Significant Impact.*** A significant impact may occur if the Project would add a considerable cumulative contribution to a federal or State non-attainment pollutant. For State air quality planning purposes, the Bay Area is classified as a marginal non-attainment area for the national 8-hour ozone standard. With regard to determining the significance of the proposed project contribution, the BAAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the BAAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, this analysis assumes that individual development projects that generate construction or operational emissions that exceed the BAAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed above, daily emissions associated with project development and operation of the proposed project would generate operational emissions that do not exceed the BAAQMD's recommended thresholds. The construction-related and operational emissions associated with the proposed project would, therefore, not be cumulatively considerable. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

d. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the operation of the Project would exceed an Ambient Air Quality Standard at a sensitive receptor location. BAAQMD protocol utilizes localized carbon monoxide (CO) concentrations to determine pollutant concentration potential. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The BAAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.

In accordance with the BAAQMD CEQA Guidelines, the project does not require estimates for localized CO concentrations because it does not exceed the project size which triggers a CO analysis under BAAQMD Guidelines. Additionally, the Project would not generate traffic which decreases LOS to an extent that "hot spots" of CO are created at area intersections. Some residential uses are located proximate to the Project site, but are separated from the site by open space and stands of trees. Refer to Checklist Question b) above for a discussion of dust and construction impacts. Implementation of mitigation measures to reduce fugitive dust would reduce impacts from fugitive dust to less than significant. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations and this impact is less than significant. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

e. ***No Impact.*** A significant impact may occur if objectionable odors occur which would significantly affect a substantial number of people. The Project proposes the expansion and improvements to a community college campus and implementation of the Project would not result in the creation of objectionable odors that would affect a substantial amount of people as the proposed facilities would be similar in form and function to existing facilities, which do not currently generate objectionable odors. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Mitigation Measures:

1. The Project sponsors shall require that the following practices be implemented by including them in the contractor documents:

    a. Water all active construction areas at least twice daily.

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b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard. c. Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at the construction sites. d. Sweep (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site as needed. e. Sweep (with water sweepers) public streets adjacent to construction sites if visible soil material is carried onto the streets as needed. f. Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). g. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). f. Limit traffic speeds on unpaved roads to 15 miles per hour. g. Install sandbags or other erosion control measures to prevent silt runoff to public roadways. h. Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the construction site. i. Install wind breaks at the windward sides of the construction areas. j. Suspend excavation and grading activities when wind (as instantaneous gusts) exceeds 25 miles per hour.				
IV. BIOLOGICAL RESOURCES. *Would the proposal:*				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	X			
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

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

Discussion:

a. ***Potentially Significant Impact.*** A significant impact may occur if the Project would remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species by the State or federal regulatory agencies cited. Portions of the Project site are undeveloped and, although those areas have been previously disturbed, may support species identified as a candidate, sensitive, or special status species by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Thus, the proposed Project could result in potentially significant impacts related to candidate, sensitive, or special status species. The potential for significant impacts to species designated as candidate, sensitive, or special status will be evaluated in the EIR.

b. ***Potentially Significant Impact.*** A significant impact may occur if riparian habitat or any other sensitive natural community identified by the State and federal regulatory agencies cited would be adversely modified without adequate mitigation. The Project site is bordered to the south by Adobe Creek and to the north by the O'Keefe drainage ditch.[8] The Project would involve construction and roadway improvements near Adobe Creek and O'Keefe drainage ditch and, therefore, the Project could have an indirect impact on the neighboring riparian habitat. The U.S. Army Corps of Engineers (Corps) and the CDFG would have jurisdiction over the drainages on the Project site. The potential for significant impacts to riparian habitat or other sensitive natural community will be evaluated in the EIR.

c. ***Potentially Significant Impact.*** A significant impact may occur if federally protected wetlands as defined by Section 404 of the Clean Water Act would be modified or removed without adequate mitigation. As discussed above, the Project would involve construction and roadway improvements near Adobe Creek and O'Keefe drainage. The Corps and CDFG would likely have jurisdiction over the drainages on the Project site, which may be considered federally protected wetlands. The potential for significant impacts to federally protected wetlands will be evaluated in the EIR.

d. ***Potentially Significant Impact.*** A significant impact may occur if the Project would interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The Project site contains habitat of moderate to high biological value.[9] As discussed above, the Project site is bordered to the south by Adobe Creek and to the north by the O'Keefe drainage ditch. Therefore, the Project site may provide a migratory wildlife corridor or native wildlife nursery site that could be impacted by the proposed Project. The potential for significant impacts to migratory wildlife corridors and wildlife nursery sites will be evaluated in the EIR.

e. ***No Impact.*** A significant impact may occur if the Project would conflict with any local ordinances protecting biological resources. The College is part of the California Community College System and, therefore, local tree ordinances do not have apply to the Project site. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

f. ***No Impact.*** A significant impact may occur if the Project would be inconsistent with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved State

[8] *Christopher A. Joseph & Associates, Site Visit, May 17, 2007.*
[9] *Foothill College Projects Draft Environmental Impact Report, March 2002.*
[10] *Los Altos Hills General Plan, Conservation Element, April 26, 2007, website: http://www.losaltoshills.ca.gov/government/gpu-ConservationElement.pdf, Accessed June 7, 2007.*

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact
habitat conservation plan. The Project site is not a part of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or State habitat conservation plan.[10] No significant impact would occur and no additional analysis of this issue is warranted in the EIR.				
V. CULTURAL RESOURCES. *Would the project:*				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	X			
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d. Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion:

a. ***Potentially Significant Impact.*** Section 15064.5 of the State CEQA Guidelines defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A Project-related significant impact may occur if the Project would significantly impact an historical resource meeting one of the above definitions. The Project proposes a number of construction and renovation activities that could potentially impact an historic resource. The potential for significant impacts to historic resources will be evaluated in the EIR.

b. ***Less Than Significant, With Mitigation Incorporated.*** Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. A Project-related significant impact may occur if the Project would impact archaeological resources which fall under either of these categories. All proposed facilities would be constructed within the completely developed Project site. The Project site contains no recorded Native American cultural resources according to a cultural resource evaluation conducted in August 2000 by the Northwest Information Center (Sonoma State University).[11] Several archaeological sites have been recorded upstream along Adobe Creek and the Santa Clara Valley is known for having buried archaeological resources. Excavations could reveal unidentified cultural resources. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

c. ***Less Than Significant Impact, With Mitigation Incorporated.*** As shown in the regional geologic mapping of the Los Altos Hills area by Cotton and Associates (1978), the dominant rock type mapped in the Project vicinity is Jurassic-Cretaceous age Franciscan Assemblage. No paleontological assessment of the Project site has been conducted and, therefore, it must be assumed that unique paleontological resources may be present in the areas underlain by bedrock. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

[11] *2001 Foothill College Revised Facilities Master Plan and District Facilities Projects Initial Study, October 26, 2001.*

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

d. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if grading or excavation activities associated with the Project would disturb previously interred human remains. While there is no evidence that human remains are present on the Project site, there is still the potential that the construction phase of the Project could encounter human remains, which in turn could result in a potentially significant cultural resource impact. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

Mitigation Measures:

1. 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.
2. 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.
3. 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.

VI. GEOLOGY AND SOILS. *Would the project:*				
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.		X		
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?		X		
b. Result in substantial soil erosion or the loss of topsoil?		X		
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?		X		
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Discussion:

a. i) ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Project would be located within a state-designated Alquist-Priolo Zone or other designated fault zone,

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

and appropriate building practices are not employed. The potentially active Monta Vista fault traverses the Project site in an approximately east-west direction. Although the Monta Vista fault is not considered active by the State of California or designated as an Alquist-Priolo Zone, it is generally considered to be potentially active.[12] Final design and location of the proposed buildings has not be determined; therefore, geotechnical studies have not been undertaken for the Project. Preliminary locations of both buildings proposed by the Project would be constructed with at least a 50-foot setback from the fault and, therefore, outside of the area of concern. The Monta Vista fault would intersect with the realignment of Loop Road along the northwestern boundary of the Project site, in addition to the sections it already intersects with in other areas of the campus.[13] These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

ii) ***Less Than Significant Impact.*** A significant impact may occur if the Project would represent an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards. The San Francisco Bay Area is recognized by geologists and seismologists as one of the most active seismic regions in the United States. The significant earthquakes which occur in the Bay Area are associated with crustal movements along well-defined active fault zones which trend in a northwesterly direction. Potential sources of seismic shaking on the Project site include the potentially active Altamont, Berrocal, and Monta Vista faults.[14] As stated above, the Monta Vista fault is not considered active by the State of California or designated as an Alquist-Priolo Zone, though it is generally considered to be potentially active. A major earthquake on any of the faults in the San Francisco Bay Area would subject the Project site to seismic shaking. Final design and location of the proposed buildings has not be determined; therefore, geotechnical studies have not been undertaken for the Project. However, Project design and construction techniques would comply with the California Building Code's requirements for public school facilities, which are more stringent than those for general structures and should reduce potential impacts to a less-than-significant level. The Project would increase the number of students and employees on the campus. However, there would not be an increased risk on the Project site when compared to the risk to public safety or destruction of property present throughout the Bay Area. This risk has been found to be acceptable within the planning community and by regional governments. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

a.iii), c. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Project would be located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the Project. A significant impact may also occur if the Project would be built in an unstable area without proper site preparation or design features to provide adequate foundations for Project buildings, thus posing a hazard to life and property. Liquefaction is the loss of soil strength that can occur in loose, saturated sand during seismic shaking. As loose granular soils are shaken, their tendency to densify leads to the development of positive pore pressures. If the intensity or duration of the shaking is sufficient, the build up in pore pressure can produce a significant loss of soil shear strength. Lurching is the phenomena where strong seismic shaking causes cracking, wrenching and chaotic displacement of the ground surface in soft, weak soils. It is typically associated with liquefaction and, therefore, occurs mostly in loose, cohesionless soils. Sandy or muddy water may erupt from cracks producing sand boils. Final design and location of the proposed buildings, parking lot expansions, and Loop Road has not be determined; therefore,

[12] *Foothill College Projects Draft Environmental Impact Report, March 2002.*
[13] *Email correspondence with Grant Foster, General Engineer, Cleary Consultants, July 2, 2007.*
[14] *2001 Foothill College Revised Facilities Master Plan and District Facilities Projects Initial Study, October 26, 2001.*

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geotechnical studies have not been undertaken for the Project. According to the Master Plan and discussions with the District, the realignment of Loop Road in the northern section of the Project site could be constructed within or near the 100-year floodplain for O'Keefe drainage. Sections of the Project site are underlain by sands that could be prone to liquefaction during moderate to strong ground shaking.[15] However, alluvial materials found on the north side of the Project site in the vicinity of O'Keefe drainage have a low susceptibility to liquefaction.[16] These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

Lateral spreading is generally caused by liquefaction of soils on gentle slopes, resulting in predominately horizontal displacement and lateral extension of the soil mass accompanied by shear and tensile cracking of the ground surface. Lateral spreading can also occur on nearly flat-lying terrain where horizontal displacement takes place towards an unsupported slope face such as a steep stream bank. Final design and location of the proposed buildings, parking lot expansions, and Loop Road has not been determined; therefore, geotechnical studies have not been undertaken for the Project. As discussed above, portions of the Project site are underlain by sands susceptible to liquefaction and therefore lateral spreading. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

Subsidence is the settling of the ground surface due to the compaction of underlying unconsolidated sediment. It is most common in uncompacted soils, thick unconsolidated alluvial material and improperly-constructed artificial fill. Subsidence is typically associated with the rapid removal of large volumes of groundwater or oil. It is also a secondary hazard associated with seismic activity, as ground shaking may cause the settling of loose, unconsolidated grains. No unusual water extractions or other practices would occur as a part of the Project. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Collapsible soils occur when the void spaces of loose granular soils (i.e. sandy silts, and sands) are saturated and consequently lose their shear strength when the pore pressures dissipate. Saturated conditions in collapsible soils can cause differential settlements after loading of foundations built over these materials. Final design and location of the proposed buildings, parking lot expansions, and Loop Road has not been determined; therefore, geotechnical studies have not been undertaken for the Project. The sections of the Project site that are vulnerable to liquefaction are underlain by lenses of loose sands and slightly silty sands that vary in depth and thickness.[17] These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

Seiches are caused when earthquake ground motions cause water to oscillate from one side to the other of a closed or partially closed body of water such as a lake, bay or channel. Tsunamis, or seismic tidal waves, are caused by off-shore earthquakes which can trigger large, destructive sea waves. The Project

[15] 2001 Foothill College Revised Facilities Master Plan and District Facilities Projects Initial Study, October 26, 2001. Original Source: Cleary Consultants, New Firehouse at Foothill Community College Geotechnical Investigation, July 1991.
[16] Foothill College Projects Draft Environmental Impact Report, March 2002.
[17] 2001 Foothill College Revised Facilities Master Plan and District Facilities Projects Initial Study, October 26, 2001. Original Source: Cleary Consultants, New Firehouse at Foothill Community College Geotechnical Investigation, July 1991.
[18] Foothill College Projects Draft Environmental Impact Report, March 2002.
[19] Ibid.
[20] Ibid.

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site is not located sufficiently close to the Pacific Ocean, San Francisco Bay, or Felt Lake (see discussion under Hydrology and Water Quality, below.) Therefore, development of the proposed Project would not result in a potential seismic hazard from seiches or tsunamis. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

iv) ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant adverse impact may occur if the Project would be located in a hillside area with soil conditions that would suggest high potential for sliding. As described in the discussion under I. Aesthetics, a majority of the campus is located on a hill and adjacent knoll that is circled by Loop Road. The North Slope Physical Science Complex would be constructed on a slope opposite the existing 4000 Building. Final design and location of the proposed buildings has not been determined; therefore, geotechnical studies have not been undertaken for the Project. Natural and graded slopes with observed gradients of 2:1 (horizontal to vertical) or flatter in most areas are generally performing satisfactorily, geologic site reconnaissance did not identify evidence of deep-seated soil movement or other landslide movement, and no landslide hazards within the Project site were identified by the geotechnical consultant.[18] Nonetheless, these are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

b. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Project would expose large areas to the erosional effects of wind or water for a protracted period of time. Erosion is defined as a combination of processes in which the materials of the earth's surface are loosened, dissolved, or worn away, and transported from one place to another by natural agents. There are two types of soil erosion, wind erosion and water erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the construction of facilities when vegetative cover is removed and impervious surfaces are installed. There is moderate potential for soil erosion for most of the Project site's soils.[19] As discussed above, the North Slope Physical Science Complex would be constructed on a slope opposite the existing 4000 Building. Other project components, including those associated with the Loop Road realignment and construction of other buildings would also require grading activities on developed and undeveloped land. However, final design and location of the proposed buildings, parking lot expansions, and Loop Road has not been determined; therefore, geotechnical studies have not been undertaken for the Project. Soil deposition could occur at the storm drainage channels on the Project site as well as in Adobe Creek and O'Keefe drainage before being transported and deposited downstream. Project-related activities near these surface waters could intensify local erosion and bank slippage.[20] These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

d. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for Project buildings, thus posing a hazard to life and property. Changes in soil moisture content can result from rainfall, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may cause unacceptable settlement or heave of structures, concrete slabs supported-on-grade, or pavements supported over these materials. Depending on the extent and location below finished subgrade, these soils could have a detrimental impact on the proposed construction. The Project is programmatic in scale and, therefore, no specific grading or drainage plans are available. Localized slope instabilities may be caused by the use of steep and/or large manufactured slopes or inadequate drainage. These are considered to be potentially significant impacts that can be

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

mitigated to less than significant levels via implementation of the mitigation measures listed below.

e. ***No Impact.*** A significant impact may occur if the Project would be located in an area not served by an existing sewer system. The City of Los Altos provides wastewater collection and treatment for the Project site and, therefore, alternative wastewater disposal systems would not be required as a result of Project implementation. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Mitigation Measures:

1. All structures shall be designed and constructed in accordance with the earthquake resistant provisions of the Division of the State Architect (DSA), latest adopted edition. DSA site seismic parameters necessary for design shall be based on a site specific geotechnical investigation.

2. The District would 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 O'Keefe drainage. 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.

    b. Future new construction would utilize cutslopes and fillslopes of 2:1 (horizontal to vertical) or flatter around the new building, road, and parking area sites; or alternatively, new slopes would be retained.

    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.

    d. Engineered fill that is placed for the project, including the construction of fillslopes, would be placed in thin lifts and mechanically compacted to the minimum standards presented in the geotechnical study for the Project component.

    e. Fillslopes greater than five feet high would be provided with a keyway at the base and fill placed on slopes greater than 6:1 (horizontal to vertical) would be continuously benched into firm soils.

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

3. 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

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

and post-seismic pore pressure dissipation. The required mitigation for design shall be based on a site specific geotechnical investigation.

4. 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.

5. 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 measure in III, Air Quality.

6. 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 d) 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.

VII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a				X

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact
result, would it create a significant hazard to the public or the environment?				
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

Discussion:

a. ***Less Than Significant Impact.*** A significant impact may occur if the Project would involve the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. A significant impact may also occur if the Project would potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions. The Project would utilize limited quantities of hazardous materials such as common cleaning and maintenance materials, which will be stored, used and disposed of in accordance with applicable regulations. The College would continue to follow County, State, and federal requirements to prevent exposure and ensure safe use, storage, and disposal. Based on the amount stored, nature of packaging, materials involved, and the proposed project's required compliance with applicable regulations, the risk of hazard through the routine transport, use, or disposal of hazardous materials is considered less than significant. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

b. ***Less Than Significant Impact, With Mitigation Incorporated.*** California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. According to the District, there are no known hazardous materials sites on the Project site. No significant impact would occur and no additional analysis of this issue is warranted in the EIR. The buildings proposed for renovation (D120 Building, 5800 Building, Japanese Cultural Center, Stadium, Swim Pool Area Storage) could contain Asbestos Containing Materials (ACM), Asbestos Containing Construction Materials (ACCM), Regulated Asbestos Containing Materials (RACM), and/or lead based paint (LBP). If asbestos or LBP is found, standard safety procedures would be implemented to prevent worker exposure. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

c. ***Less Than Significant Impact.*** The Project proposes the expansion of an existing college campus. However, the Project would not emit hazardous emissions or handle hazardous materials during construction or operation that cannot be mitigated. Any hazardous materials uncovered during renovation are addressed in b., above. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

d. ***No Impact.*** The Project is not located on a site included on a list of hazardous materials sites. Therefore, no significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

e. ***No Impact.*** A significant impact may occur if the Project would be located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The Project site is not located in an airport land use plan area or within two miles of a public airport. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

f. ***No Impact.*** A significant impact may occur if the Project would be in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project site is not located within the vicinity of a private airstrip, and therefore the Project would not result in a safety hazard for people residing or working in the Project area. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

g. ***No Impact.*** A significant impact may occur if the Project would interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. The Project would not involve changes to the existing surrounding arterial street network, including emergency routes. However, the Project proposes changes to circulation around the Project site, including the Loop Road realignment and safety improvements and PE Access Road improvements. The realignment and improvements would reduce traffic conflicts and improve pedestrian and bicycle safety by reducing congestion around the Project site's perimeter, thereby potentially improving emergency access. Therefore, direct impacts to emergency response planning will not be evaluated in the EIR. However, an increase in congestion on area streets, including streets used for emergency routes could be caused by the increase in enrollment and employment as a result of Project implementation. The potential for significant impacts related to emergency response planning indirectly through an increase in congestion will be evaluated in the Transportation section of the EIR.

h. ***Less Than Significant Impact.*** A significant impact may occur if the Project would be located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project site is located in a developed area of Los Altos and not within the vicinity of wildland areas. The Project does not propose the construction of buildings in areas containing flammable brush. According to the Town of Los Altos Hills General Plan, the Project site is not located within a High Fire Hazard Area.[21] Additionally, the Santa Clara County Fire Department El Monte Station is located adjacent to the Project site at 12355 El Monte Road. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Mitigation Measures:

1. 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.

2. 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.

3. 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.

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

[21] *2001 Foothill College Revised Facilities Master Plan and District Facilities Projects Initial Study, October 26, 2001.*

identified in the LBP survey.

5. 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.

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

7. 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.

8. Prior to any construction in the vicinity of the burned ash and debris, soil samples shall be taken and analyzed for contaminants such as metals, dioxins, semi-volatile organic compounds. If significant contamination is detected, the contaminated soils shall be remediated in accordance with all applicable rules, and regulations as required by federal and state regulations (e.g. the California EPA's Department of Toxic Substances Control).

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*				
a. Violate any water quality standards or waste discharge requirements?		X		
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		X		
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?		X		
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f. Otherwise substantially degrade water quality?		X		
g. Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?		X		

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?		X		
j. Inundation by seiche, tsunami, or mudflow?				X

Discussion:

a,f ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Project would discharge water which does not meet applicable water quality standards. As discussed above, the Project site is bordered to the south by Adobe Creek and to the north by the O'Keefe drainage ditch. Adobe Creek originates in the northeastern slopes of the Santa Cruz Mountains and ultimately flows into the San Francisco Bay through the Palo Alto Flood Basin. The O'Keefe drainage ditch is a seasonal earthen drainage that helps to treat pollutants in site runoff before the runoff flows into Adobe Creek east of I-280. Adobe Creek conveys runoff from the southerly half of the Project site and the O'Keefe drainage ditch conveys runoff from the northerly half of the Project site and nearby residential neighborhoods.[22] Operation of the proposed Project would not include activities which would result in point source discharges of contaminants to surface or subsurface waters. However, construction of the Project would require significant grading which would expose surface soils to erosion and potentially result in sediment discharges to surface water. Potential adverse effects of non-point source (i.e., diffuse) sediment discharges include increases in suspended sediment load of streams draining the Project. Increased sediment loads could possibly degrade habitat within the streams or cause sedimentation which may affect hydraulic conditions (e.g., flood capacity or erosion hazards). Without proper mitigation, the proposed Project could contribute to the degradation of existing surface water quality conditions, primarily due to: 1) potential erosion and sedimentation during the grading phase; 2) automobile/street-generated pollutants (i.e., oil and grease, tire wear, etc.); 3) fertilizers associated with landscaping; and 4) particulate matter from dirt and dust generated on the site. Final design and location of the proposed buildings, parking lot expansions, and Loop Road has not been determined; therefore, hydrological studies or plans have not been undertaken for the Project.Because the Adobe Creek Watershed falls within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB), stormwater runoff would be managed to adhere to the SFBRWQCB requirements and, if applicable, the National Pollution Discharge Elimination System (NPDES). These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

b. ***No Impact.*** A significant impact may occur if the Project would include deep excavations resulting in the potential to interfere with groundwater movement or involves withdrawal of groundwater or substantial paving of existing permeable surfaces important to groundwater recharge. The Project site is already mostly developed and the Project would be similar to existing uses. According to the Purissima Hills Water District, water for the Project site is supplied from the Hetch Hetchy reservoir.[23] As such, the proposed Project would not substantially deplete groundwater supplies or interfere with groundwater recharge. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

c. ***Less Than Significant Impact With Mitigation Incorporated.*** A significant impact may occur if the Project would involve a substantial alteration of drainage patterns that results in a substantial increase in erosion or siltation during construction or operation of the Project. The area proposed for construction of the Scene Shop is currently paved and used as a parking lot. Therefore, construction of this building would not result in the alternation of drainage patterns on the site. However, the areas proposed for construction of the North Slope Complex, parking lot expansions, and the realignment of Loop Road are currently not in use. Because

[22] *Foothill College Projects Draft Environmental Impact Report, March 2002.*
[23] *Phone conversation with Patrick Walter, General Manager, Purissima Hills Water District, June 7, 2007.*

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

most of the existing uses on the Project site would remain in their current locations, the position of the proposed buildings and individual projects would not substantially alter existing drainage patterns. Final design and location of the proposed buildings, parking lot expansions, and Loop Road has not been determined; therefore, hydrological studies or plans have not been undertaken for the Project. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

d. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Project would result in increased runoff volumes during construction or operation of the project that would result in flooding conditions affecting the Project site or nearby properties. Grading and construction activities may change the existing drainage patterns of the site. If not properly designed, the proposed Project could result in flooding during runoff conditions. Final design and location of the proposed buildings, parking lot expansions, and Loop Road has not been determined; therefore, hydrological studies or plans have not been undertaken for the Project. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

e. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the volume of stormwater runoff would increase to a level which exceeds the capacity of the stormwater system serving the Project site. The Project site collects stormwater via three systems: dry wells and rockbed dry wells, swales, and drop inlets. Dry wells collect water from building gutters and rainwater leaders, swales collect water from building rainwater leaders and from overland flow, and drop inlets collect water into an underground storm drain system. The primary storm drain system on the Project site consists of 4-, 6-, 8-, 10-, 12-, and 18-inch storm drain pipes.[24] In addition to the replacement of some storm drains around buildings campus-wide, the Project proposes the renovation of existing facilities as well as construction of new parking areas, roadways, utilities, and buildings. Implementation of the Project would result in an increased amount of impermeable surface on the Project site, which could result in an increase in stormwater runoff volumes. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

g. ***No Impact.*** A significant impact may occur if the Project would place housing within a 100-year flood zone. No housing is proposed as part of the Project. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

h.,i. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Project would be located within a 100-year flood zone, which would impede or redirect flood flows. Areas adjacent to Adobe Creek and O'Keefe drainage ditch, primarily along the northern and southern boundary of the project site, are within a 100-year flood hazard area.[25] Neither the North Slope Complex nor the Scene Shop would be constructed within a 100-year floodplain. However, the realignment of Loop Road may be constructed within the 100-year floodplain. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

j. ***No Impact.*** A significant impact may occur if the Project site would be sufficiently close to the ocean or other

[24] Foothill College Projects Draft Environmental Impact Report, March 2002.

[25] Federal Emergency Management Agency (FEMA), FEMA Flood Insurance Rate Map, Los Altos HIlls, San Mateo County, California, Community Panel Number 0603420002B, website: http://map1.msc.fema.gov/idms/IntraView.cgi?ROT=0&O_X=9115&O_Y=2966&O_ZM=0.078386&O_SX=870&O_SY=465&O_DPI=400&O_TH=65111580&O_EN=65120669&O_PG=1&O_MP=1&CT=0&DI=0&WD=14839&HT=10206&JX=1008&JY=525&MPT=0&MPS=0&ACT=0&KEY=65110042&ITEM=1&PICK_VIEW_CENTER.x=361&PICK_VIEW_CENTER.y=166&R1=VIN, Accessed June 28, 2007.

[26] Google Earth, 2007.

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

water body to be potentially at risk of the impacts of seismically-induced tidal phenomena (seiche and tsunami) or if the Project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. Seiches are standing waves created by seismically induced ground shaking (or volcanic eruptions or explosions) that occur in large, freestanding bodies of water. Tsunamis, or seismic tidal waves, are caused by off-shore earthquakes which can trigger large, destructive sea waves. The nearest enclosed body of water, Felt Lake, is located approximately four miles northwest of the Project site, San Francisco Bay is located approximately seven miles north of the Project site, and the Pacific Ocean is located approximately sixteen miles west of the Project site.[26] There would be no significant impact as a result of seiches or tsunamis because of the Project site is not located sufficiently close to these bodies of water. There would be no significant impact as a result of mudflow because a majority of the Project site is located on a hill. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Mitigation Measures:

1. 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.

2. Prior to development of individual projects, the District shall develop and oversee implementation of a spill prevention and control program to minimize the potential for and effects from spills of hazardous, toxic or petroleum substances during construction. The program shall include provisions for preventing, containing, and reporting spills of hazardous materials.

3. For every project resulting in changes to the storm water collection system, the district shall consider a system of source control, structural improvements, and treatment systems to protect long-term water quality. BMPs that should be considered include:

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

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

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

4. 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

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

that would result in an increase in peak runoff leaving the Project site.

5. 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 regarding the District's requirements for runoff control.

6. 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.

IX. LAND USE AND PLANNING. *Would the project:*				
a. Physically divide an established community?				X
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Discussion:

a. ***No Impact.*** A significant impact may occur if the Project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the 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 community. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

b. ***No Impact.*** Typically, a significant impact may occur if the Project would be inconsistent with the General Plan or zoning designations currently applicable to the Project site and would cause significant environmental impacts, which the General Plan and zoning ordinance were designed to avoid or mitigate. The College is part of the California Community College System and, therefore, the Town of Los Altos Hills General Plan does not have jurisdictional authority over the Project site. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

c. ***No Impact.*** A significant adverse impact may occur if the Project site would be located within an area

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact
governed by a habitat conservation plan or natural community conservation plan. As stated in the discussion under Biological Resources, the Project site is not a part of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or State habitat conservation plan. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.				
X. MINERAL RESOURCES. *Would the project:*				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
Discussion:				
a. ***No Impact.*** A significant impact may occur if the Project would be located in an area used or available for extraction of a regionally-important mineral resource and the Project converted an existing or potential future regionally-important mineral extraction use to another use, or if the Project affected access to a site used or was potentially available for regionally-important mineral resource extraction. The Town of Los Altos Hills General Plan does not designate the Project site as an area of mineral resource. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.				
b. ***No Impact.*** See response to X. (a.), above.				
XI. NOISE. *Would the project result in:*				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Discussion:				
a,c,d. ***Potentially Significant Impacts.*** A significant impact may occur if the Project would result in exposure of persons to or generation of noise levels in excess of established standards. A significant impact may also occur also if the Project would introduce a substantial temporary or permanent increase in ambient noise levels in the Project vicinity in excess of levels of levels existing without the Project. The major source of noise affecting the Project site and surrounding land uses is traffic on I-280, El Monte Road, and Elena Road, and operational noise (e.g., interior roadways, parking lots and building equipment)				

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from existing campus buildings. Construction of the project would increase noise levels at existing on-site land uses over the entirety of the construction period. Noise generated during construction would differ depending on the construction phase and the type and amount of equipment used at the construction site.

Construction activities would include site grading and paving, removal of material, pouring foundations, construction of new structures, exterior and interior finishing, and the installation of equipment. The highest noise levels would be generated during site grading, with somewhat lower noise levels occurring during building construction and finishing. During the actual construction of the campus buildings, noise levels would be considerably less; however, the use of saws and impact tools can intermittently produce high maximum noise levels. Construction activities could, however, have the potential to result in short term significant noise impacts on existing campus buildings.

Implementation of the proposed Project could result in an increase in the number of students and employees at the Project site and, therefore, an increase in traffic on the surrounding road network. In addition, the Project proposes the construction of two new buildings resulting in an increase of approximately 62,500 gross square feet (approximately 41,000 assignable square feet) of space on the campus over current conditions. The Project also proposes expansion of Parking Lot 1H and 4, resulting in an increase of approximately 400 parking spaces. As discussed above, traffic, building equipment, and parking lots are some of the major sources of noise affecting the Project site and surrounding land uses. The potential for significant impacts related to noise level increase and applicable standards will be evaluated in the EIR.

b. ***Potentially Significant Impact.*** A significant impact may occur if the Project would generate excessive vibration during construction or operation. During construction, heavy equipment and machinery would be used to demolish existing buildings, grade the Project site, install various infrastructure, and to construct the buildings. During operation, excessive vibration is not expected to occur. The potential for significant impacts related to construction groundborne vibration and noise levels will be evaluated in the EIR.

e,f. ***No Impact.*** A significant impact may occur if the Project site would be located within an airport land use plan or within two miles of a public airport. As stated in the discussion under Hazards and Hazardous Materials, the Project site is not located in an airport land use plan area nor within the vicinity of a private airstrip. Therefore, the Project would not result in a safety hazard for people residing or working in the Project area.[27] No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

XII. POPULATION AND HOUSING. *Would the project:*				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion:

a. ***Less Than Significant Impact.*** A significant impact may occur if the Project would locate new development such as homes, businesses or infrastructure, with the effect of substantially inducing growth that would otherwise not have occurred as rapidly or in as great a magnitude. Employment opportunities provided by construction of the proposed Project would not likely result in household relocation by construction workers to

[27] *2001 Foothill College Revised Facilities Master Plan and District Facilities Projects Initial Study, October 26, 2001.*

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the area. The construction industry differs from most other industry sectors in several important ways:

- Construction employment has no regular place of business. Rather, construction workers commute to job sites that may change several times a year.
- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons) and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

Construction workers would likely be drawn from the construction employment labor force already residing in the region. It is not likely that construction workers would relocate their place of residence as a consequence of working on the proposed project. Therefore, impacts on population and housing resulting from the construction of proposed Project would be less than significant. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Community college students typically attend colleges that are within an easy commute distance from their existing places of residence. Therefore, the proposed Project would not create a need for new housing units, the construction of which could cause an environmental impact. The proposed infrastructure improvements at the Project site would not induce growth because it would only serve the projected student and staff population. Therefore, development of the proposed Project would not indirectly induce substantial population growth and impacts related to population and housing would be less than significant. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

b. ***No Impact.*** A significant impact may occur if the Project would result in displacement of existing housing units, necessitating construction of replacement housing elsewhere. The Project site does not contain any residential land uses and the Project does not propose expansion of the campus beyond the existing site. As such, implementation of the proposed Project would not result in the displacement of housing and no additional analysis of this issue is warranted in the EIR.

c. ***No Impact.*** See response to XII. (b), above.

XIII. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire Protection?		X		
ii) Police Protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

Discussion:

a. i. ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Santa Clara County Fire Department (SCCFD) could not adequately serve the Project site based on the

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anticipated response time, access to the Project site, or fire/hydrant water availability. The SCCFD has a staff 265 full-time employees. The Project site is served by the SCCFD El Monte Fire Station located adjacent to the Project site at 12355 El Monte Road in the Town of Los Altos Hills.[28] The El Monte Fire Station has a staff of twelve people (four people on three separate shifts) and houses four people who staff a Truck company, a Rescue company, or a Wildland engine. Fire season staffing at El Monte Fire Station includes four more people per shift to staff a patrol unit. While the El Monte Fire Station would be the first to respond to an emergency at the Project site, any or all of the sixteen SCCFD stations in the County could also respond, depending on the nature of the emergency. The Los Altos Station is approximately two miles north of the Project site and the Loyola Station is located approximately two miles east of the Project site.[29]

Implementation of the proposed Project would result in the construction of additional campus facilities and improvement of existing facilities, which may increase demand for fire protection services at the Project site. However, the SCCFD has indicated that the proposed Project would not be expected to require additional fire facilities or staffing. The performance standards for the SCCFD include a response time goal of seven minutes 90 percent of the time and, for emergency medical services calls, a response time goal for a fire company with at least one paramedic to arrive in under seven minutes 90 percent of the time.[30] Should a fire or medical emergency occur at the Project site, the SCCFD estimates that the response time would be approximately four minutes, and would, therefore, satisfy the relevant response time goal.[31] As discussed above, located adjacent to the El Monte Fire Station, the Project site is within the desired service radius. The Project proposes to realign and improve Loop Road to improve pedestrian safety, widen PE Access Road, improve circulation at the Main Entrance, and install pedestrian and exterior lighting. These components of the Project would improve emergency access to the Project site and potentially reduce the risk of injury to pedestrians and, therefore, the need for medical response. With respect to fire flow and pressure, Purissima Hills Water District has indicated it receives 100 percent of its water from the San Francisco Public Utilities Commission (SFPUC) and is 25 to 35 percent over the SFPUC supply assurance. While this situation may affect irrigation water availability for landscaping purposes, it would not affect water pressure on campus with respect to fire hydrants.[32] The SCCFD has indicated that as a result of facilities upgrades, adequate fire flow and pressure are available at the Project site.[33] However, fire flow and pressure vary throughout the Project site due to topographical changes. This is considered to be a potentially significant impact that can be mitigated to a less than significant level via implementation of the mitigation measure listed below.

ii. ***Less Than Significant Impact.*** A significant impact may occur if the Foothill-De Anza Community College District Police Department (FHDA Police Department) could not adequately serve the proposed Project based on the anticipated response time and crime rate in the area. The Project site is served by the FHDA Police Department Foothill Campus Main Station located on the Project site at Carriage House, Building D100, 12345 El Monte Road. With a staff of seven sworn police officers, a police sergeant, an assistant director, and the Chief of Police, a community support coordinator, a police

[28] *Santa Clara County Fire Department, Additional Information, website: http://www.sccfd.org/information.html, Accessed July 25, 2007.*
[29] *Email correspondence with Steve Prziborowski, Chief, Santa Clara County Fire District, July 25, 2007.*
[30] *Ibid.*
[31] *Ibid.*
[32] *Email correspondence with Patrick Walter, General Manager, Purissima Hills Water District, June 14, 2007.*
[33] *Phone correspondence with Fred Amadkani, Water and Access Deputy, Santa Clara County Fire District, August 1, 2007.*

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records coordinator, a parking services coordinator and a special events coordinator, the FHDA Police Department serves both the Project site and De Anza Community College.[34] The Police Chief determines the level of service and future needs of the Project site through an annual needs assessment process. The needs assessment includes a statistical analysis of number of calls, number of officers, response time, as well as input from staff, students and the general public. The Police Chief and Vice-President of Educational Resources and Instruction of the College District finalize the determinations of future needs. Staff and equipment needs are determined by a number of variables, including level of service. The FHDA Police Department has determined that there should be at least one police officer per college per day and evening shift during the weekends, and one police officer serving both colleges on the weekend. The situation and proximity of the police officer to the location of the situation affect the response times at the Project site.[35]

Implementation of the proposed Project would result in the construction of additional campus facilities and improvement of existing facilities, which may increase demand for police protection services at the Project site. The FHDA Police Department has indicated that the proposed Project would not be expected to require additional police facilities. The FHDA Police Department is currently understaffed and additional staffing would be required to serve the Project.[36] However, the increase in staffing typically does not require construction of police facilities as officers are patrolling the majority of their time on duty. Due to the Foothill Campus Main Station's location on the Project site, the relatively small area of the Project site, and the use of patrol vehicles, response times to requests for police assistance are minimal. As discussed above, the improvements to circulation on the Project site could increase the efficiency and safety of traffic and pedestrians, potentially reducing the need for police assistance. The Project site has a history of relatively little criminal activity, with 57 crimes and 9 arrests reported in 2004.[37] As discussed above, pedestrian and exterior lighting would be installed throughout the Project site. Reducing the amount of unlit areas that could attract criminal activity on the Project site could potentially deter criminal activity and, therefore, the need for police assistance. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

iii. ***No Impact.*** A significant impact may occur if the Project would include substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the school district(s) responsible for serving the Project site. Public education within Los Altos Hills is administered by the Palo Alto Unified School District (PAUD), the Los Altos School District (LASD), and the Mountain View / Los Altos Union High School District (MVLA HSD). Students from the northern section of Los Altos Hills attend schools in the PAUD and students from the southern section of Los Altos Hills attend schools in the LASD and MVLA HSD.[38] The proposed Project would not be expected to generate an influx of new Project-related residents (students or employees) to any of the school districts previously mentioned. Therefore, the proposed Project would not require the construction of new school facilities. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

iv. ***No Impact.*** A significant impact may occur if the Project would include substantial employment or

[34] Foothill-De Anza District Police, Frequently Asked Questions, website: http://www.foothill.edu/police/us.html, Accessed June 7, 2007.
[35] Foothill College Projects Draft Environmental Impact Report, March 2002.
[36] Phone correspondence with Ron Levine, Chief of Police, Foothill-De Anza Community College District Police Department, June 22, 2007.
[37] Foothill College, Summary Reports, website: http://www.foothill.edu/services/studentright1.html, Accessed June 12, 2007.
[38] City of Los Altos Hills, School Districts, website: http://www.losaltoshills.ca.gov/government/support-agencies.html, Accessed June 7, 2007.

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population growth that generates a demand for park or recreational facilities, which would require the construction of new parks or result in non-attainment of goals related to the provision of parklands. Although the Project would increase the number of students and employees on the campus, it would not directly increase the number of residents in the area. Therefore, the proposed Project would not cause a significant impact with regard to the demand for recreational facilities or parks. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

v. ***No Impact.*** A significant impact may occur if the Project would generate a demand for other public facilities (such as libraries) that exceeds the available capacities. As stated in the discussion under Population and Housing, the proposed Project does not include any residential uses that could directly increase population within the surrounding area, thereby increasing the demands for library services. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Mitigation Measures:

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

XIV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion:

a. ***Less Than Significant Impact.*** A significant impact may occur if the Project would include substantial employment or population growth which could generate a demand for park or recreational facilities that exceeds the capacity of existing parks or recreational facilities and causes premature deterioration of the facilities. The Project would increase the number of students and employees on the campus. Rancho San Antonio County Park is the closest park to the campus (approximately one mile). However, it is unlikely that students and employees would use this park when similar facilities are already available on the Project site. The proposed Project would not cause a significant impact with regard to the demand for recreational facilities or parks, as evaluated in Checklist Question XIII, (a.iv). As the proposed Project's demand for park services is considered to be less than significant, Project impacts on maintenance of those facilities would likewise be less than significant. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

b. ***Less Than Significant Impact.*** A significant impact may occur if the Project would include the construction or expansion of recreational facilities, as such construction would have a significant impact on the environment. The Project proposes to renovate existing fields at the northwestern portion of the Project site to include new artificial turf and construction of additional support facilities, including dugouts, restrooms, bleachers, and a concession stand in addition to resurfacing the tennis courts and repairing fences. These facilities would replace existing facilities on the site or augment existing uses located in developed areas. Overall, the proposed on-site recreational facility improvements would serve to enhance the existing recreational facilities at the campus, but are not anticipated to attract substantial numbers of new users or spectators to the Project site. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

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XV. TRANSPORTATION/TRAFFIC. *Would the project:*				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity ratio on roads, or congestion at intersections)?	X			
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
e. Result in inadequate emergency access?	X			
f. Result in inadequate parking capacity?	X			
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	X			

Discussion:

a. ***Potentially Significant Impact.*** The Project may create a significant traffic impact if it would result in an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Implementation of the proposed Project would create new vehicle trips traveling to and from the Project site. The potential for significant impacts related to an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system will be evaluated in the EIR.

b. ***Potentially Significant Impact.*** The Project may result in a significant traffic impact if it would exceed, either individually or cumulatively, a level of service (LOS) standard established by the county congestion management agency for designated roads or highways. Implementation of the proposed Project and other reasonably-foreseeable development in the Project area would create new vehicle trips traveling to and from the Project site. The potential for significant impacts related to an exceedence, either individually or cumulatively, of an LOS standard established by the Santa Clara County Valley Transportation Authority for designated roads or highways will be evaluated in the EIR.

c. ***No Impact.*** A significant impact may occur if the Project would cause a change in air traffic patterns that could result in substantial safety risks. Due to the nature and scope of the proposed Project, implementation of the Project would not have the potential to result in a change in air traffic patterns at any airport in the area. The Project site is located approximately eleven miles east of San Jose International Airport and San Francisco International Airport is located approximately 22 miles southeast. Therefore, the Project site is not within the safety areas for any of the area airports. No impact is anticipated and no additional analysis of this issue is warranted in the EIR.

d. ***Potentially Significant Impact.*** A significant impact may occur if the Project would include new roadway design or introduce a new land use or Project features into an area with specific transportation requirements, characteristics, or project access or other features designed in such a way as to create hazardous conditions. The Project proposes to realign the Loop Road along the northwest perimeter of the Project site in order to improve pedestrian safety by locating all buildings and most parking lots internal to Loop Road. In addition, general improvements for vehicular and bicycle traffic may include changes to lower Loop Road to allow two-way traffic from District buildings to the Main Entrance, and roundabout improvements at the Main Entrance.

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The potential for significant impacts related to hazards due to a design feature will be evaluated in the EIR. However, the Project would not introduce incompatible uses (e.g., farm equipment). Therefore, no impact with respect to incompatible uses is anticipated and no additional analysis of this issue is warranted in the EIR.

e. ***Potentially Significant Impact.*** A significant impact may occur if the Project design would not provide emergency access or in any other way threatens the ability of emergency vehicles to access and serve the project site or adjacent uses. Implementation of the proposed Project and other reasonably-foreseeable development in the Project area would create new vehicle trips traveling to and from the Project site. The potential for significant impacts related to emergency access will be evaluated in the EIR.

f. ***Potentially Significant Impact.*** A significant impact may occur if the Project would result in inadequate parking capacity. Implementation of the proposed Project would create new vehicle trips traveling to and from the Project site and the Project proposes to add approximately 400 additional parking spaces. The potential for significant impacts related to parking capacity will be evaluated in the EIR.

g. ***Potentially Significant Impact.*** A significant impact may occur if the Project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site. The Project proposes various circulation and parking improvements to increase pedestrian and bicycle safety. The potential for significant impacts related to alternative transportation facilities will be evaluated in the EIR.

XVI. UTILITIES AND SERVICE SYSTEMS. *Would the project:*				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?		X		
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?				X

Discussion:

a. ***No Impact.*** A significant impact may occur if the Project would exceed wastewater treatment requirements of the Regional Water Quality Control Board. This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing

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information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements. The San Francisco Regional Water Quality Control Board (SFRWQCB) enforces wastewater treatment and discharge requirements for properties in the Project area. The City of Los Altos provides sewer service to the already-developed Project site.[39] Uses proposed by the Project would be similar to existing uses on the Project site and, therefore, no uses are proposed (e.g., industrial uses) that would generate wastewater in exceedence of RWQCB treatment requirements. No significant impact is anticipated and no additional analysis of this issue is warranted in the EIR.

b,d ***Less Than Significant Impact, With Mitigation Incorporated.*** A significant impact may occur if the Project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. A significant impact may also occur if the proposed Project would increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. Implementation of the proposed Project would result in the construction of additional campus facilities which would increase the amount of sewage generated at the Project site. The Project site's main sanitary sewer generally flows from north to south and from west to east and consists of four-, six-, and eight-inch clay pipes. A metering well located next to the Carriage House measures and monitors all sanitary sewer discharge from the main areas of the Project site.[40] As discussed above, the City of Los Altos provides wastewater collection services to the Project site via an eight-inch sanitary sewer main that runs along Moody Road and El Monte Road along the southern edge of the Project site. Wastewater is transported to the Palo Alto Regional Water Quality Control Plant (PARWQCP) located in the City of Palo Alto where it is treated according to the standards for wastewater quality set forth in the California Water Code.[41] The City of Los Altos has indicated that there are no deficiencies in the Project area's sewer systems and that the eight-inch sanitary sewer main has adequate capacity to handle the proposed Project. The City of Los Altos has been allotted a capacity of 3.6 million gallons per day (mgd) for treatment of wastewater at the PARWQC and is currently using 3.22 mgd; thus, 0.38 mgd of wastewater treatment capacity remains.[42] The District buys capacity rights based on a maximum flow rate from the City of Los Altos for flows to the PARWQCP. Treated water is discharged in the San Francisco Bay[43] or used as recycled water to irrigate parks and golf courses.[44] According to the City of Los Altos, the District may need to purchase remaining capacity from the City of Los Altos for the PARWQCP to serve the demands of the proposed Project. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

Implementation of the proposed Project would result in the construction of additional campus facilities which would increase the amount of potable water consumed at the Project site. As stated in the discussion under Hydrology and Water Quality, water from the Hetch Hetchy Reservoir and Sunol Valley Water Treatment Plant is provided to the Project site by Purissima Hills Water District (PHWD) from the Zone 3 distribution system pressurized by the Altamont Tank at approximately 790 feet above mean sea level. The PHWD is

[39] *Phone conversation with Larry Lind, Associate Civil Engineer, City of Los Altos, June 7, 2007.*
[40] *Foothill College Projects Draft Environmental Impact Report, March 2002.*
[41] *Ibid.*
[42] *Email correspondence with Larry Lind, Associate Civil Engineer, City of Los Altos, June 28, 2007.*
[43] *City of Palo Alto, Palo Alto Regional Water Quality Control Plant: Process Tour, website: http://www.city.palo-alto.ca.us/depts/pubworks/waterquality/tour/index.html, Accessed June 8, 2007.*
[44] *City of Palo Alto, Regional Water Quality Control Plant: Water Reuse Program, website: http://www.city.palo-alto.ca.us/waterreuse/, Accessed June 8, 2007.*

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located at 26375 Fremont Road, Los Altos Hills, and provides service to two-thirds of the Town of Los Altos Hills and service to the other one-third of the Town is provided by the California Water Service Company.[45] [46] The PHWD covers 8,600 acres with a population of approximately 6,075 residents.[47] Water for the Project site is supplied by an eight-inch cast iron main and a ten-inch ductile iron main. The eight-inch main extends from Josefa Lane south through the Project site to the intersection of Moody Road and Elena Road. The ten-inch main connects to the eight-inch main at the intersection of Moody Road and Elena Road and extends through campus along Loop Road to the El Monte and Stonebrook intersection. The Project site's potable water distribution system consists of three six-inch meters arranged in a loop within the Project site, which also distributes water to fire hydrants. The PHWD has indicated that there is a shortage of water in the Project area. However, the PHWD has indicated that the Zone 3 distribution system has adequate capacity to handle the proposed Project and the that the proposed Project would be adequately served by existing San Francisco Public Utilities Commission (SFPUC) water supplies and treatment facilities. As stated above, PHWD receives 100 percent of its water from the SFPUC and is 25 to 35 percent over the SFPUC supply assurance. During a drought irrigation water may not be available which may seriously impact landscapes.[48] This is considered to be a potentially significant impact that can be mitigated to a less than significant level via implementation of the mitigation measures listed below.

As discussed above, the PHWD has indicated that existing water supplies would be able to adequately serve the proposed Project. Therefore, no new or expanded water entitlements would be required. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

c. ***Less Than Significant Impact.*** A significant impact may occur if the volume of stormwater runoff from the Project site would increase to a level exceeding the capacity of the storm drain system serving the Project site. Implementation of the proposed Project would result in an increase in the amount of impermeable surfaces on the Project site. The Project proposes to construct two new buildings, realign the Loop Road, widen PE Access Road, expand Parking Lots 1H and 4, and install artificial turf at the soccer, baseball, and softball complex. One of the new buildings, the Scene Shop, would be constructed in an area that is currently covered by impervious surface that drains into the existing storm drainage system. The North Slope Complex would be located on a previously undeveloped area as would a small segment of the Loop Road and expansion of Parking Lot 1H and 4. In order to minimize the amount of runoff during project operation, the project would be required to incorporate a number of source control BMPs. These and other issues related to stormwater management on the site will be evaluated in the EIR under Hydrology.

e. ***Less Than Significant Impact.*** A significant impact may occur if the proposed Project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project site would be exceeded. As evaluated in Checklist Question XVI(b), the City of Los Altos has indicated that the District may need to purchase remaining capacity from the City of Los Altos to accommodate additional flows to the PARWQCP. These are considered to be potentially significant impacts that can be mitigated to less than significant levels via implementation of the mitigation measures listed below.

f. ***Less Than Significant Impact.*** A significant impact may occur if the proposed Project would increase solid

[45] Purissima Hills Water District, Overview, website: http://www.purissimawater.org/, Accessed July 18, 2007.
[46] Los Altos Hills, Utilities, website: http://www.losaltoshills.ca.gov/government/support-agencies.html, Accessed July 18, 2007.
[47] Purissima Hills Water District, Overview, website: http://www.purissimawater.org/, Accessed July 18, 2007.
[48] Email correspondence with Patrick Walter, General Manager, Purissima Hills Water District, June 14, 2007.
[49] Phone conversation with John Candau, Operations Manager, Los Altos Garbage Company, June 8, 2007.
[50] California Integrated Waste Management Board, Facility/Site Summary Details, website: http://www.ciwmb.ca.gov/SWIS/detail.asp?PG=DET&SITESCH=43-AN-0003&OUT=HTML, Accessed June 13, 2007.
[51] California Integrated Waste Management Board, Estimated Solid Waste Generation Rates for Institutions, website: http://www.ciwmb.ca.gov/WasteChar/WasteGenRates/Institution.htm, Accessed June 13, 2007.

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

waste generation to a degree that existing and projected landfill capacities would be insufficient to accommodate the additional solid waste. Implementation of the proposed Project would result in the construction of additional campus facilities which would increase the amount of solid waste generated at the Project site. Los Altos Garbage Company, the private hauler that provides solid waste collection and transportation services to the Project site, transports solid waste from the Project site to the Newby Island Landfill located at 1601 Dixon Landing Road in the City of Milpitas.[49] The Newby Island Landfill, which is expected to close in 2025, has a total remaining capacity of 18,274,953 cubic yards and an allowable daily capacity of 4,000.00 tons per day. The Project proposes the construction of two buildings providing approximately 55,000 square feet of building space.[50] According to the California Integrated Waste Management Board, the generation rate for education/school sources is 0.0013 tons/ square feet / year.[51] Therefore, the additional building space proposed by the Project is expected to produce approximately 97.5 tons of solid waste per year. The proposed Project would not be expected to exceed the capacity of or significantly impact the Newby Island Landfill. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

g. ***No Impact.*** A significant impact may occur if the Project would generate solid waste that is not disposed of in accordance with applicable regulations. Solid waste generated on-site would be required to be disposed of in accordance with all applicable federal and State regulations related to solid waste. No significant impact would occur and no additional analysis of this issue is warranted in the EIR.

Mitigation Measures:

1. 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.

2 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.

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

4. 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.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	X			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

Environmental Issue Area	Potentially Significant Impact	Less Than Significant Impact, With Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion:

a. ***Potentially Significant Impact.*** A significant impact would occur if the Project identifies potentially significant impacts for any of the above issues, as discussed in the preceding sections. The construction of the proposed Project could potentially degrade the quality of the environment. The EIR will provide analysis to assess the Project's potential to degrade the quality of the environment, including: 1) reduce fish or wildlife habitat; 2) cause fish or wildlife populations to drop below self-sustaining levels; 3) eliminate a plant or animal community; 4) reduce the number or restrict the range of a rare or endangered plant or animal species; 5) eliminate important examples or the major periods of California history or prehistory; 6) and any required mitigation measures.

b. ***Potentially Significant Impact.*** A significant impact would occur if the project, in combination with other related projects in the area of the Project site, would result in impacts that are less than significant when viewed separately, but significant when viewed together. The Project's incremental contribution to cumulative impacts, in conjunction with other past, current, and probable future projects in the Project area, will be analyzed in the EIR.

c. ***Potentially Significant Impact.*** A significant impact may occur if the Project has the potential to result in substantial environmental effects on human beings, as discussed in the preceding sections. Mitigation measures are recommended in this Initial Study which would reduce potentially significant impacts to less than significant levels. For all other issues, the EIR will analyze the significant impacts of the Project on human beings.

List of Preparers:

Christopher A. Joseph & Associates

Katrina Hardt, Project Manager
Jessica Viramontes, Assistant Environmental Planner
Sherrie Cruz, Senior Graphics Specialist

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APPENDIX B

NOP COMMENTS

Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting

Date: September 5, 2007

To: Responsible Agencies, Agencies with Jurisdiction by Law, Trustee Agencies, Involved Federal Agencies, and Agencies/People Requesting Notice

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

Re: **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Notice of Scoping Meeting for the Foothill College Facilities Master Plan Project**

The Foothill De Anza Community College District (Lead Agency) will prepare an EIR for the proposed Foothill College Facilities Master Plan Project. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested agencies are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

Project Location: Foothill College is located at 12345 El Monte Road, Los Altos Hills, in Santa Clara County. The campus is immediately southwest of Interstate 280 (I-280) and is bounded by El Monte Road to the south, Crescent Lane and Elena Road to the west, and Josefa Lane to the northwest. Local access is currently provided from El Monte Road and regional access is provided from I-280. Figure 1 illustrates the regional and project site location. An aerial photograph of the Project site is shown in Figure 2.

Project Characteristics: In June 2006 the voters approved a $490.8 million dollar District-wide bond (Measure C) to continue the renovation and replacement of aging facilities as well as upgrade technology on the campus. The District prepared the 2007 Foothill College Facilities Master Plan (Project), which provides direction of projects that would be funded under Measure C. The Project proposes construction, renovation, and site improvement projects on the Foothill College Campus (Project site).

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.

Circulation and parking improvements include relocation of the existing Loop Road to the outer edge of the campus, improvements to the PE Access Road, various circulation improvements to reduce traffic conflicts and improve pedestrian and bicycle safety, parking lot resurfacing, and the addition of approximately 400 parking spaces.

Site improvements include various utility, landscaping, signage, lighting, and site improvements and upgrades; renovation of sport facilities and campus buildings; and ongoing ADA improvements. Some new construction projects will provide the opportunity to replace or renovate existing spaces. Proposed renovations will support recommended program changes and/or accommodate the secondary effects that occur as a result of relocation into new facilities. All facilities would be developed within the existing campus boundaries. The proposed 2007 Foothill College Facilities Master Plan is shown in Figure 3: Master Plan.

The final design of each site and facility project will take place as projects are funded and detailed programming and design occurs. The anticipated implementation period for the Project is 2007-2015.

For a more detailed description of the proposed project and discussion of the environmental issues related to the proposed project, please refer to the Initial Study prepared for the Project posted on the Foothill De Anza College District website located at http://www.fhda.edu/. A copy of the Initial Study is also available at the District Offices, 12345 El Monte Road, Los Altos Hills, CA 94022-4599.

EIR Sections: Based on the project description, public comments, and the Lead Agency's understanding of the environmental issues associated with the project, the following topics will be analyzed in detail in the EIR:

- Biological Resources
- Cultural Resources
- Noise
- Transportation/Traffic

Alternatives to be analyzed in the EIR will be defined based on their potential to reduce or eliminate significant environmental impacts associated with the proposed project. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" alternative as required by CEQA and an alternative site plan configuration.

NOP Notice: The Lead Agency solicits comments regarding the scope and content of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. In accordance with the time limits established by CEQA, please send your response at the earliest possible date, but no later than thirty days after receipt of this notice.

Please send your written/typed comments (including a name, telephone number, and contact information) to the following:

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

Notice of Scoping Meeting: Pursuant to California Public Resources Code §§21081.7, 21083.9, and 21092.2, the Lead Agency will conduct a public scoping meeting for the same purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

ALL INTERESTED PARTIES ARE INVITED TO ATTEND A PUBLIC SCOPING MEETING TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.

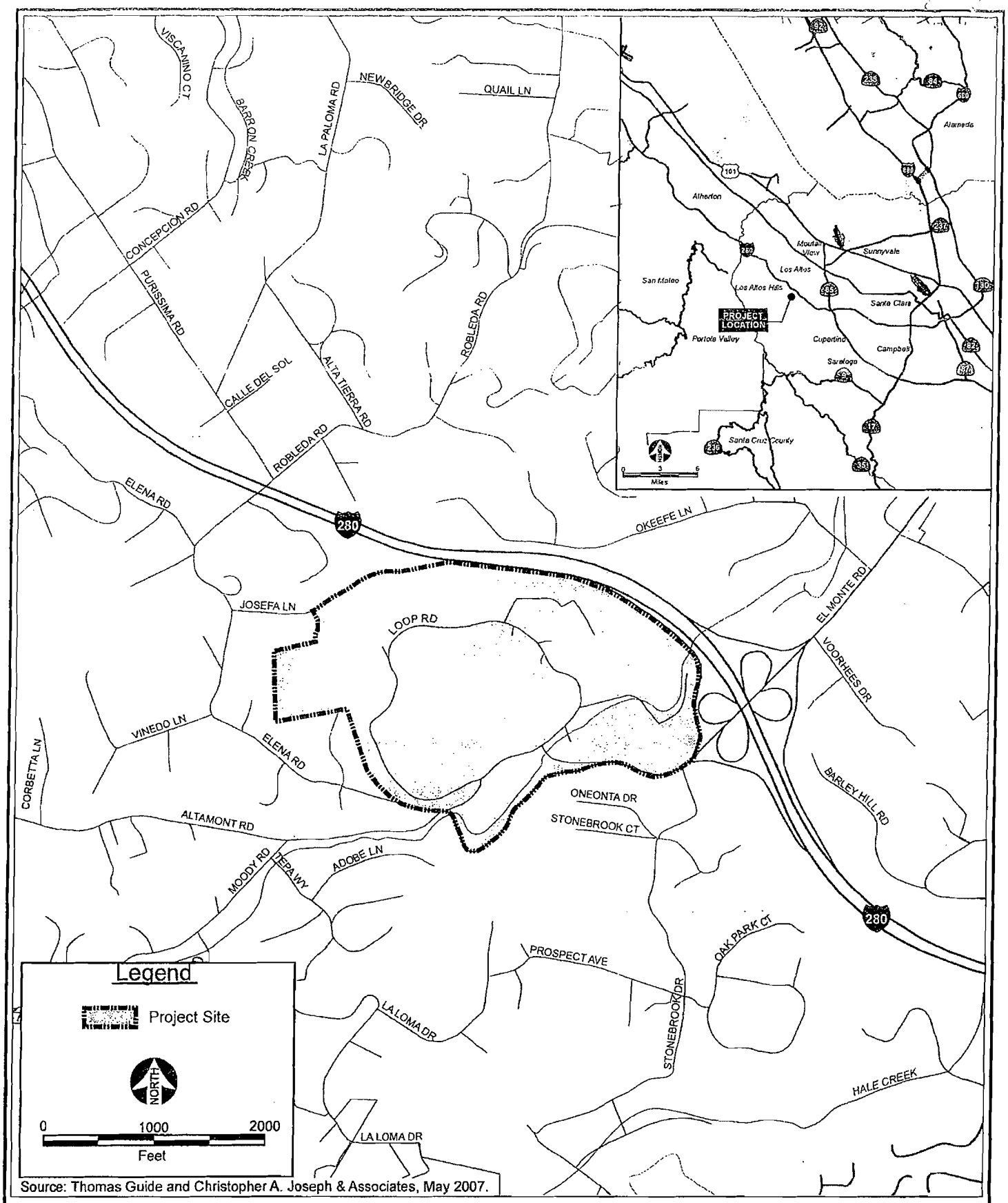
The public scoping meeting will be held on September 18, 2007 starting at 7:00 p.m. at the following location:

Foothill College
Appreciation Hall (Building 1500)
12345 El Monte Road, Los Altos Hills, CA 94022-4599

For additional information, please contact Charles Allen at (650) 949-6150.

x Charles Allen Date: September 5, 2007

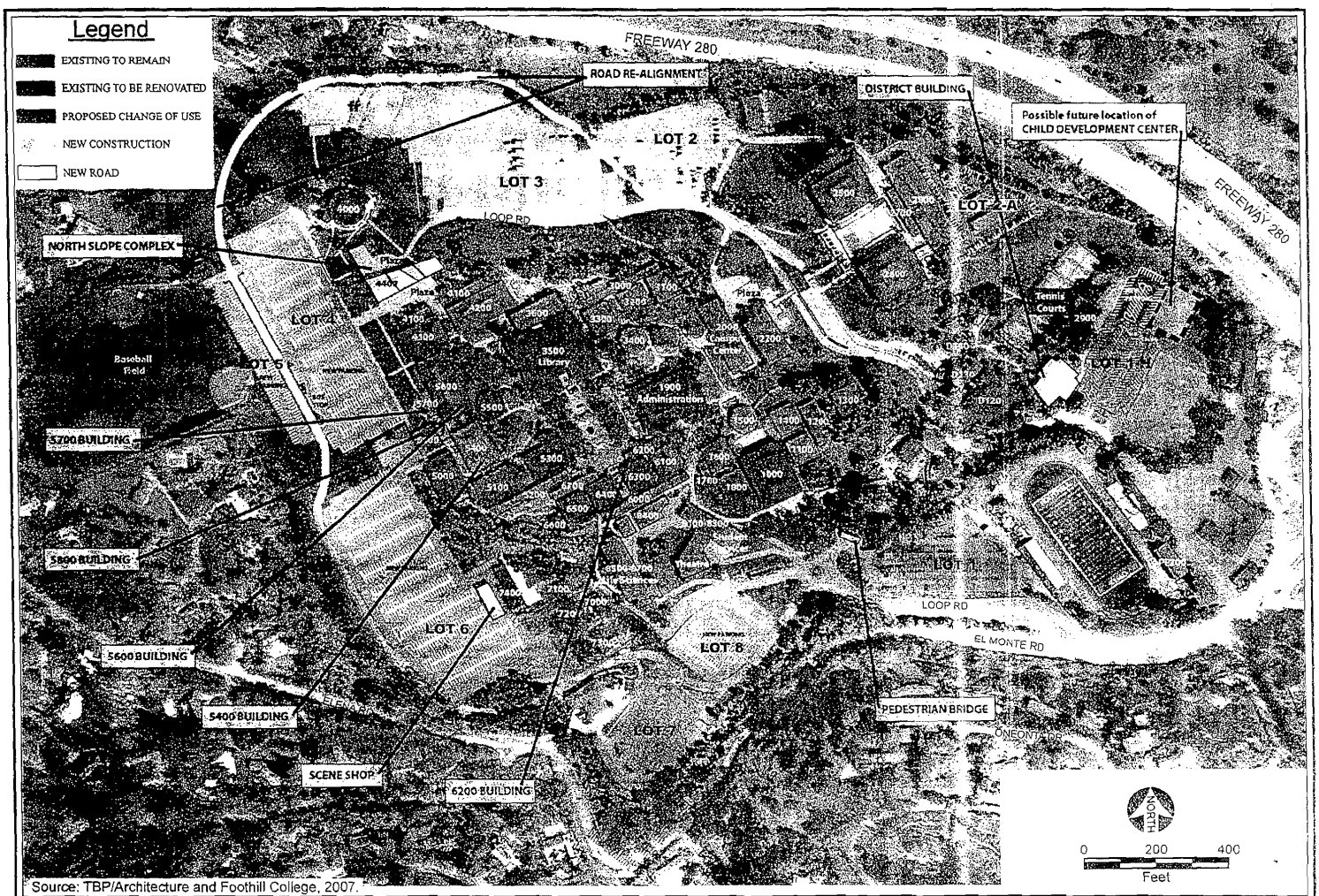
Charles Allen
Executive Director of Facilities, Operations, and Construction Management



Source: Thomas Guide and Christopher A. Joseph & Associates, May 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

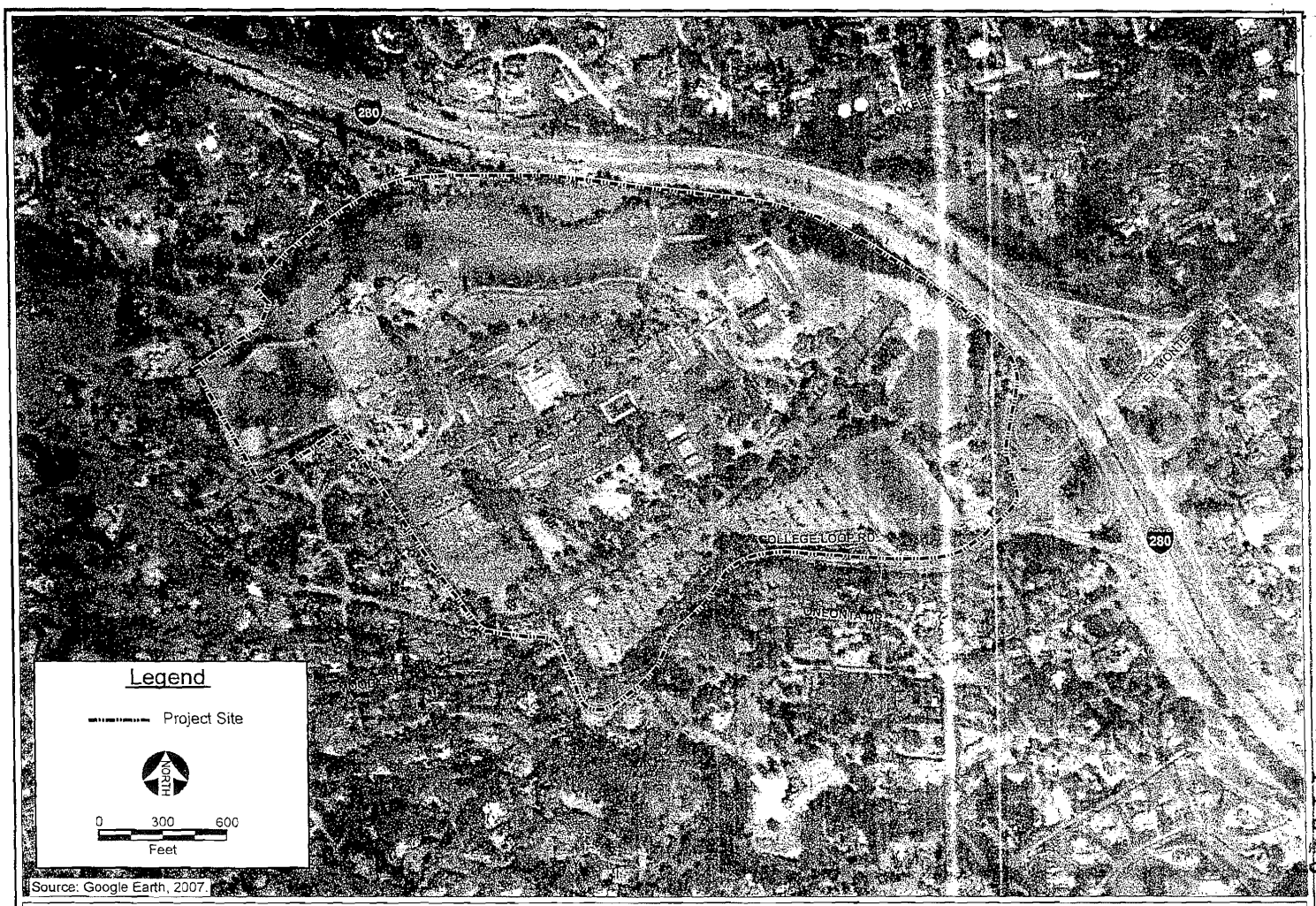
Figure 1
Regional and Project Vicinity Map



Source: TBP/Architecture and Foothill College, 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 3
Foothill College Master Plan.



Source: Google Earth, 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 2
Project Site Aerial

E-14346

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY 711

REC'D SEP 19 2007

Flex your power!
Be energy efficient!

September 13, 2007

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 Initial Study / Notice of Preparation (IS/NOP)

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

Our primary concern with the project is the potentially significant impact it may have to traffic volume and congestion. In order to address our concerns regarding the proposed development, we recommend a traffic impact analysis be prepared. The traffic impact analysis should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.

2. Current Average Daily Traffic (ADT), AM, and PM peak hour volumes on all significantly affected streets, highway segments, intersections and ramps.

3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus master plan, and 3) cumulative for the intersections in the master plan area.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.

5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.

6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We recommend you utilize Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* which can be accessed from the following webpage:
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

Encroachment Permit
Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

See the website link below for more information.
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Mr. Michael Condie, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

To request a copy of the Department's right-of-way maps call (510) 286-5257 and leave a message or send an e-mail to d4rwerec@dot.ca.gov.

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,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c. Scott Morgan (State Clearinghouse)

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director
700 Heinz Avenue
Berkeley, California 94710-2721

Arnold Schwarzenegger
Governor

September 17, 2007

Mr. Charles Allen
Foothill De Anza College
Facilities, Operations, and Construction Management
12345 El Monte Road
Los Altos Hills, California 94022-4599

Dear Mr. Allen:

Thank you for the opportunity to comment on the Notice of Preparation for the Foothill College Facilities Master Plan project [SCH# 2007091014]. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any required remediation activities which may be required to address any hazardous substances release.

The proposed project is a master plan that provides direction for implementation of projects including construction of new buildings, renovation of existing buildings and facilities and improvements to circulation, parking and other features. Section VII. Hazards and Hazardous Materials include soil sampling of burned ash and debris for metals, dioxins, and semi-volatile organic compounds as a mitigation measure; however, the discussion section does not describe the burned ash or debris. Because no discussion is included, it is difficult for DTSC to provide specific comments on this issue. The EIR should identify and describe all current and historical uses of the property and if any current or past activities (such as the source of the burned ash and debris) had the potential to use or release hazardous substances. Activities or uses that are identified should be investigated to determine if any releases have occurred and if remediation is necessary.

If remediation is needed, other sections of the EIR should also consider the potential impacts of remediation activities. For example, if soil excavation is necessary, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels

and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site.

DTSC and the Regional Water Quality Control Boards (Regional Boards) signed a Memorandum of Agreement, March 1, 2005 (MOA) aimed to avoid duplication of efforts among the agencies in the regulatory oversight of investigation and cleanup activities at brownfield sites. Under the MOA, anyone requesting oversight from DTSC or a Regional Board must submit an application to initiate the process to assign the appropriate oversight agency. The completed application and site information may be submitted to either DTSC or Regional Board office in your geographical area. The application is available at http://www.calepa.ca.gov/brownfields/MOA/application.pdf.

If you have any questions or would like to schedule a meeting, please contact Lynn Nakashima of my staff at (510) 540-3839. Thank you in advance for your cooperation in this matter.

Sincerely,

Barbara J. Cook, P.E., Chief
Northern California - Coastal Cleanup
Operations Branch

cc: Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, CA 95812-3044

Santa Clara Valley Water District SM

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

September 27, 2007

REC'D OCT 01 2007

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

Subject: Notice of Preparation of an Environmental Impact Report for Foothill College

Dear Mr. Allen:

The Santa Clara Valley Water District (District) staff has reviewed the Notice of Preparation of an Environmental Impact Report (EIR) for the Foothill College Facilities Master Plan received on September 6, 2007. Adobe Creek borders the southern portion of the project site and the District has an easement along portions of the creek. In accordance with District Ordinance 06-01, any work within District right of way is subject to review and issuance of a District permit prior to construction.

In development of the Master Plan for the site, we encourage the inclusion of setbacks, preservation, and restoration of riparian habitat along Adobe Creek. If opportunities are available, the Loop Road and parking lots should be modified to provide opportunities for stream protection.

At this time, we do not have any further comments. We look forward to reviewing and providing comments on the EIR when it becomes available. 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.

Sincerely,

Kathrin A. Turner
Assistant Engineer
Community Projects Review Unit

cc: S. Tippets, B. Goldie, K. Turner, File (2)

25233_49837kt09-27

LOS ALTOS HILLS
CALIFORNIA

REC'D OCT 02 2007

September 28, 2007

Foothill De Anza College
Facilities, Operations and Construction Management
12345 El Monte Road
Los Altos Hills, CA 94022-4599
ATTN: Charles Allen

Re: Comments on Draft Initial Study/NOP for Foothill-De Anza College Facilities Master Plan

Dear Mr. Allen:

This letter sets forth the Town of Los Altos Hills comments on the Draft Initial Study and Notice of Preparation (NOP) for the Foothill-De Anza College Facilities Master Plan (Plan). The Town has significant concerns about the adequacy of the Initial Study and the proposed scope of issues to be addressed in the environmental impact report (EIR) for the project. We request that the Initial Study be revised and the scope of impact areas included in the EIR expanded to address the issues raised in this letter. Foothill College is an important part of our community. It is critical that the impacts of the Plan be thoroughly analyzed and minimized, so that the Town and its residents will not be adversely affected by the Plan.

The Town agrees that an EIR clearly is required to address Plan impacts. Any other form of environmental review would be inadequate under CEQA. However, the scope of issues to address in the EIR is too narrow. As discussed in more detail below, the Plan presents additional potentially significant impacts that require further study and analysis in the EIR. Also, the analysis in the Initial Study to support the exclusion from the EIR of certain significant impacts based on identified mitigation measures is inadequate. These impacts and proposed mitigation measures also should be analyzed in the EIR, so that the public will have an opportunity to review and comment on the issue.

Below are our specific comments organized by section of the Initial Study.

Project Description – The Project Description does not include any detailed plans which are needed to evaluate the environmental impacts of the project. The 8.5 x 11 color diagram of the Plan is not adequate to identify and analyze environmental impacts. In particular, there are no detailed plans of the proposed loop road configuration. The EIR should contain detailed plans for the roadway improvements which show compliance with the Town's standards, since State

26379 Fremont Road
Los Altos Hills
California 94022
650/941-7222
Fax 650/941-3160

law requires that the Plan comply with these standards. Also, the EIR should analyze all improvements planned by the District within the Plan time horizon, so that all impacts of the expansion are analyzed. The impacts of the increase in student enrollment to 2,839 should be analyzed as part of the project.

The Project Description states that the new loop road will improve pedestrian and bicycle safety. However no evidence has been presented that shows the College has conducted a comprehensive professional analysis on how to improve pedestrian and bicyclist safety on the campus.

Aesthetics – The Plan has potentially significant aesthetic impacts which should be analyzed in the EIR. The analysis of these impacts in the Initial Study is inadequate. A visual analysis should be completed as part of the EIR, especially for the impacts of grading and expansion of parking lots, roadways and buildings. The project will have an impact to neighbors' views. Although no detailed plans were provided for review, it appears that significant grading and vegetation removal will be necessary to accommodate the expansion of Parking Lot 4. The expansion of Parking Lot 4 from 2.25 acres to 4.5 acres will substantially increase the visibility of the parking area to neighboring homes. Removal of the existing earthen berm will expose the view of the buildings and unsightly parking lot to the neighbors on Josefa Way. Also, there will be loss of natural landscaping for the neighbors on Crescent Lane. Therefore, the statement in the Initial Study that "The expansion of the parking lots 1H and 4 would incrementally increase the amount of paved surface visible from within the project site, but would not affect views of the surrounding scenic hillsides and landscapes" (see p.13, paragraph 2) is incorrect.

The impacts from artificial light sources and glare also should be analyzed in EIR. The Initial Study's analysis and mitigation is inadequate to address light from parking lots and roads. Additional lights will have to be installed for the expanded parking lot and loop road. The lights will be much closer to the existing homes to the northwest and west sides of campus. Glare from headlights also will impact nearby residences. Light and glare from the headlights of traveling vehicles will have an impact to the neighbors as traffic is routed to the outer edge of campus, directly adjacent to the homes on Josefa, Duval, and Crescent Lane.

Air Quality - Since a full traffic study is being performed in the EIR, air quality impacts also should be included in the EIR. The results of the traffic study will provide the basis for the analysis and conclusions on air quality. It is premature and incorrect for the Initial Study to conclude air quality impacts from operation emissions are less than significant without final traffic data. We believe that the Initial Study underestimates vehicle trips from the Plan because it does not include trips from increased student enrollment of 2,839. A full analysis of air quality impacts including greenhouse gasses from construction and operation of the project should be included in the EIR. Relocating the loop road closer to the adjacent residential properties will increase localized air pollution from increased traffic brought by the campus expansion. Trucks and busses on this road will increase levels of localized particulate matter and impact sensitive receptors.

Biology - Impacts on trees should be analyzed in EIR biology section. The Initial Study also inaccurately refers to certain creeks in the Town as drainage ditches. The Initial Study referred to "construction and roadway improvements near Adobe Creek and O'Keefe drainage ditch."

Purissima Creek is misidentified as a drainage ditch and should be corrected. The impacts of the construction and operation of the loop road (example, runoff) should be thoroughly analyzed. Detailed plans showing the distance of the proposed loop road to the creek should be included in the EIR. The plan should address required development setbacks from the creek bank. The EIR should study how polluted stormwater runoff from the new road and additional parking lots will be effectively treated prior to discharge into the Town's creeks and storm drain system. The EIR should consider implementation of a "Greenhouse Gas Reduction" program. Such a program should include a comprehensive tree planting plan and installation of vegetated swales along the loop road and parking lots as a means to mitigate greenhouse gas, treat polluted stormwater runoff and reduce the urban heat island effect.

Cultural Resources - The mitigation for archeology and paleontological impacts should be augmented to be consistent with CEQA standards.

Geology – Since geology impacts are identified as potentially significant and requiring mitigation, these impacts should be analyzed in the EIR. This is necessary because the Initial Study states that geotechnical studies for development in some sloped areas have not been performed because design and location of buildings have not been completed. Soils studies should be performed and included in the EIR rather than deferred to later. In particular, the soils issue for the roadway expansion identified in the Initial Study (page 25) should be further studied in the EIR. Since the project grading plans are subject to Town review and approval, the EIR should fully analyze the plans and their impacts. Otherwise, further environmental review may be required for the Town's approval process.

Hydrology and Water Quality - The project will result in increased levels of surface runoff and potentially exceed the capacity of the Town's storm drainage system. The campus drainage plan is subject to Town review and approval and drainage impact fees. The project's stormwater runoff should be quantified and the plans to address impacts should be analyzed in the EIR. The Project will result in increased runoff as compared to existing conditions, especially from the expanded parking areas. This increased runoff must be addressed, so that neighboring properties are not affected. Also, Purissima Creek again is misidentified as a drainage ditch in this section (see p. 32, paragraph 1). The EIR should study how polluted stormwater runoff from the new road and acres of new parking lots will be effectively treated prior to discharge into the Town's creeks and storm drain system.

Noise – The Town requests the opportunity to review and comment on the scope of the noise study to be performed for the project in the EIR. The Town wants to make sure that all potential noise impacts of the project are analyzed. Speeding and drag racing along the existing loop road late at night causes significant noise impacts on neighbors. This problem will get worse because the new road design will allow even faster speeds on longer straights and is located closer to the neighbors. Also, the removal of the existing earthen berm for the Parking Lot 4 expansion will expose residents on Josefa Way to increased noise levels.

Police Services - This potentially significant impact should be discussed in the EIR. The Initial Study says that the District police department is currently understaffed. The Initial Study does not adequately address how the District will serve the project expansion. The Town is concerned

with this issue because residents have complained about incidents of vandalism and disturbances from improper late night activities on campus. Our understanding is that Foothill College Police are on duty 18 hours a day with no campus police coverage during late night and early morning hours.

Traffic - The Town requests the opportunity to review and comment on the scope of the traffic study to be performed for the project in the EIR, especially the intersections to be studied. The traffic study should analyze all increase in trips from the expansion, including the additional 2,800+ vehicular trips per day from increased student enrollment. The traffic study should analyze possible traffic calming measures including a curvilinear alignment and a single lane road design in order to slow traffic down and improve pedestrian safety. The traffic section also should analyze the impacts of the project on pathway access, especially pathways to the college from adjoining streets and properties. The relocation of the loop road appears to eliminate the existing pathway connection between Josefa Way and Crescent Lane. There was no mention of the pathway and how it will be affected by the new loop road in the Initial Study. The Josefa pathway is a critical pathway link between surrounding residential uses and the campus and should be maintained and integrated into the new design.

Utilities – The EIR should include analysis of sufficiency of water to serve the project.

Alternatives - The Town requests that the District discuss with the Town the project alternatives to be analyzed in the Draft EIR to address significant impacts. In particular, the Town is interested in the evaluation of alternative roadway and parking lot configurations to reduce impacts on adjacent residents and the surrounding natural environment.

Other – The Initial Study (page 6) describes the Surrounding Land Uses as "rural residential uses to the west (and northwest) are sparsely developed with houses located on large lots." These properties are developed at the maximum density per the Town's General Plan and it is not correct to state that the lots are "sparsely developed".

We look forward to working with Foothill College in a collaborative and inclusive relationship to discover an alternative to the project that is benign to campus users and residential neighbors alike. If you have any questions about this letter, please call me at 650-947-2517.

Sincerely,

Debbie Pedro, AICP
Planning Director

SANTA CLARA
Valley Transportation Authority

FAX COVER SHEET

Please deliver fax to:

Charles Allen	Foothill-De Anza College	**Phone**	**Fax**
			(650) 948-5194

Subject: Development Review

Total pages including cover: 2

Original _____ will x will not follow by mail.

From: Roy Molseed
Santa Clara Valley Transportation Authority
Environmental Planning
3331 North First Street, Bldg. B
San Jose, CA 95134-1906

OFFICE PHONE (408) 321-5789 OFFICE FAX (408) 321-5787

Memo:

If you do not receive all the pages indicated above, or have any problems with this transmittal, please call (408) 321-5789.

SANTA CLARA
Valley Transportation Authority

October 1, 2007

REC'D OCT 02 2007

Foothill De Anza College
Facilities, Operations, and Construction Management
12345 El Monte Road, Los Altos Hills
Los Altos, CA 94022

Attention: Charles Allen

Subject: Foothill-De Anza College Facilities Master Plan

Dear Mr. Allen:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR for 62,000 square feet of additional building space at Foothill College at 12345 El Monte Road. We have no comments on the proposed project at this time.

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

California Regional Water Quality Control Board
San Francisco Bay Region

Linda S. Adams
Secretary for Environmental Protection

Internet Address: http://www.swrcb.ca.gov
1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300 ∃ FAX (510) 622-2460

Arnold Schwarzenegger
Governor

October 3, 2007
File No. 2188.05 (BKW)

Foothill De Anza College
Facilities, Operations, and Construction Management
Attn: Charles Allen
12345 El Monte Road
Los Altos Hills, CA 94022-4599

Re: Draft Initial Study, Foothill College Facilities Master Plan
SCH # 2007091014

Dear Mr. Allen:

Regional Water Quality Control Board (Water Board) staff have reviewed the *Initial Study, Foothill College Facilities Master Plan* (IS). The IS evaluated the potential environmental impacts that might reasonably be anticipated to result from the implementation of the proposed Foothill College Facilities Master Plan Project. Based on the results of the IS, an Environmental Impact Report (EIR) will be prepared for the Foothill College Facilities Master Plan Project. Water Board staff have the following comments for the preparation of the EIR.

Comment 1
Notice of Preparation, EIR Sections, page 2.
Water Board staff request that, "Hydromodification and Water Quality" be added to the topics that are to be analyzed in detail in the EIR. The reasons for this request are explained in comments 4 through 6.

Comment 2
Environmental Checklist, Other Agencies Whose Approval is Required, page 8.
Figure 3, *Foothill College Master Plan*, indicates that implementation of the Master Plan may impact riparian vegetation along Adobe Creek or O'Keefe Creek. Any activities that may impact riparian vegetation, including any vegetation contiguous with vegetation assemblages at the top of bank, will require a permit from the California Department of Fish and Game (CDFG). In addition, if any components of implementing the Master Plan (e.g., new stormwater outfalls or bank armoring) intrude below the ordinary high water mark (OHW) in Adobe Creek or O'Keefe Creek, permits will also be required from the U.S. Army Corps of Engineers (ACOE).

Comment 3
Section IV, Biological Resources, b and c., page 21.
Text in both of these paragraphs notes that the ACOE and CDFG would have jurisdiction over drainages on the Project site. In addition to these agencies, the Water Board also has jurisdiction over the drainages. The Water Board has regulatory authority over wetlands and waterways under both the federal Clean Water Act (CWA) and the State of

California's Porter-Cologne Water Quality Control Act (California Water Code, Division 7). Under the CWA, the Regional Water Quality Control Board has regulatory authority over actions in waters of the United States, through the issuance of water quality certifications (certifications) under Section 401 of the CWA, which are issued in combination with permits issued by the Corps under Section 404 of the CWA. When the Water Board issues Section 401 certifications, it simultaneously issues general Waste Discharge Requirements for the project, under the Porter-Cologne Water Quality Control Act. Activities in areas that are outside of the jurisdiction of the Corps (e.g., isolated wetlands, vernal pools, stream banks above the ordinary high water mark, intermittent streams, or ephemeral streams) are regulated as waters of the State by the Regional Water Quality Control Board, under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie in waters of the State that are outside of Corps jurisdiction may require the issuance of either individual or general waste discharge requirements (WDRs) from the Regional Water Quality Control Board

Comment 4

Section VIII, Hydrology and Water Quality, Mitigation Measure 1, page 34.

The EIR for the Project should present proposed post-construction Best Management Practices (BMPs) for the management of stormwater runoff from the Project site. Post-construction BMPs are required to provide treatment that meets the maximum extent practicable (MEP) treatment standard in the Clean Water Act. Treatment consistent with the MEP standard is defined in Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) Municipal stormwater Permit (Board Order No. 01-024; NPDES Permit, CAS0299718, as amended by Order Nos. 01-119 and 2005-0035), issued to the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). To meet the MEP standard, treatment BMPs are to be constructed that incorporate, at a minimum, the following hydraulic sizing design criteria to treat stormwater runoff. As appropriate for each criterion, local rainfall data are to be used or appropriately analyzed for the design of 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/ ASCE Manual 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% of the 50-year peak flow rate;
2. or 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.

Water Board staff strongly encourage the use of landscape-based stormwater treatment measures, such as bio-retention cells and vegetated swales, to manage runoff from project sites. Since landscape-based stormwater treatment measures require that some of the site surface area be set aside for their construction, the proper sizing and placement of these features should be evaluated early in the design process to facilitate incorporation of the features into the site landscaping. Water Board staff discourage the use of inlet filter devices for stormwater management. Filtration systems require a maintenance program that is adequate to maintain the functional integrity of the systems and to ensure that improperly maintained filtration devices do not themselves become sources of stormwater contaminants or fail to function. Water Board staff have observed problems with the use of inlet filter inserts, since these devices require high levels of maintenance and are easily clogged by leaves or other commonly occurring debris, rendering them ineffective. Research conducted by the California Department of Transportation has demonstrated that inlet filters can be clogged by a single storm event. The study found that these devices required maintenance before and after storm events as small as 0.1 inch of rain. In addition, trash, debris, and sediment in the catchment had a significant impact on the frequency of maintenance[1]. Therefore, adequate maintenance of inlet filters to provide MEP water quality treatment would be prohibitively expensive and impractically time consuming.

Water Board staff recommend that the project proponents refer to *Start at the Source*, a design guidance manual for storm water quality protection, for a fuller discussion of the selection of stormwater management practices. This manual provides innovative procedures for designing structures, parking lots, drainage systems, and landscaping to mitigate the impacts of stormwater runoff on receiving waters. This manual may be obtained from the SCVURPPP's website (www.scvurppp.org)] or by e-mailing a request to

[1] Othmer, Friedman, Borroum and Currier, November 2001, *Performance Evaluation of Structural BMPs: Drain Inlet Inserts (Fossil Filter™ and StreamGuard™) and Oil/Water Separator*, Sacramento, Caltrans.

the e-mail address in the last paragraph of this letter. Additional innovative techniques for incorporating structural stormwater best management practices (BMPs) into urban design, such as infiltration planter boxes, can be found in Portland, Oregon's *2002 Stormwater Management Manual*, which can be obtained at www.cleanrivers-pdx.org/tech_resources/2002_swmm.htm.

Water Board staff would also like to point at that, at the Project site, the use of continuous deflection separators (CDS units) are not considered appropriate as a sole treatment measure for post-construction stormwater treatment. CDS units belong to a class of treatment devices referred to as "hydrodynamic separators". Water Board staff discourage the use of hydrodynamic separators as the sole means of treating runoff at sites with significant areas of currently undeveloped open space. These devices are more appropriate at dense infill sites that lack adequate surface area for landscape-based treatment devices. At sites with available, unused surface area, such as the Project site, it is possible to design the Project to set aside sufficient surface area for appropriate stormwater treatment BMPs. Hydrodynamic separators are only appropriate if used in combination with BMPs that are capable of removing the fine particulate matter that is not amenable to removal by hydrodynamic separators, and in combination with filter media that permanently absorbs hydrocarbons.

In the EIR, sufficient design detail should be provided to ensure that the Project has set aside sufficient land area for appropriately sized treatment measures. In the EIR proposed mitigation measures should be presented in sufficient detail for readers of the California Environmental Quality Act (CEQA) document to evaluate the likelihood that the proposed remedy will actually reduce impacts to a less than significant level. CEQA requires that mitigation measures for each significant environmental effect be adequate, timely, and resolved by the lead agency. In an adequate CEQA document, mitigation measures must be feasible and fully enforceable through permit conditions, agreements, or other legally binding instruments (CEQA Guidelines Section 15126.4). Mitigation measures to be identified at some future time are not acceptable. It has been determined by court ruling that such mitigation measures would be improperly exempted from the process of public and governmental scrutiny which is required under the California Environmental Quality Act. Based on the information provided in the EIR, it should be possible to evaluate the adequacy of the proposed post-construction BMPs to reduce the post-construction stormwater impacts of the Project to a less than significant level.

Effective BMPs usually have an impact on the layout of the site, since an area equal to about four percent of the new impervious surface area must be set aside for the BMPs. Therefore, specific BMPs should be proposed in the EIR so that their effectiveness can be evaluated in the CEQA review process. Water Board staff have reviewed many CEQA documents that promised acceptable treatment for runoff. Unfortunately, in many of these cases, the designs that were eventually submitted to the Water Board along with permit

applications did not include acceptable BMPs. Therefore, it is important for specific BMPs to be included in the EIR so that the Water Board can comment on them as early in the design process as possible.

Comment 5

Section VIII, Hydrology and Water Quality, Mitigation Measure 3, page 34.

Mitigation Measure 3 refers to the use of grassy swales "where feasible". At sites with large amounts of undeveloped open space, such as the Project site, the Water Board presumes that the use of landscape-based stormwater BMPs is feasible. The Project proponent should be identifying land to set aside for stormwater treatment BMPs. Also, landscape-based treatment measures will help the Project to comply with the hydromodification requirements of the SCVURPPP NDPES permit (See comment 6).

Comment 6

Section VIII, Hydrology and Water Quality, Mitigation Measure 5, page 35.

Mitigation Measure 5 refers to matching pre- and post-project runoff rates for the 100-year storm. In order to comply with the hydromodification (HM) requirement of the SCVURPPP NPDES permit, the Project must match the pre- and post-project runoff flow rates and durations. This requires that the pre- and post-project hydrograph be matched using a continuous simulation model with 50-year continuous precipitation record, not just for the 100-year storm that is used for evaluating impacts on flood control capacity in the creek system (see http://ci7e.securesites.net/hmp_final_draft/hmp_sections/Chapter%205_rev%203-05.pdf). The IS notes on page 33 that hydrologic studies have not yet been performed because the final designs and locations of the new buildings and parking lots have not yet been determined. However, the size and relative locations of the structures and parking lots in the watershed should be known to a sufficient level of detail in the EIR to allow for an evaluation of the Project's impacts on the hydrograph in the receiving waters, and to determine the area needed for construction of HM control(s).

If you have any questions, please contact me at (510) 622-5680 or e-mail bwines@waterboards.ca.gov.

Sincerely,

Brian Wines
Water Resources Control Engineer

cc: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044
Santa Clara Valley Water Control District, Attn: Sue Tippets, Community Projects Review Unit 5750 Almaden Expressway, San Jose, Ca 95118-3686
CDFG, Bay Delta Region, Attn: Charles Armor, Acting Regional Manager, P.O. Box 47, Yountville CA 94599

25755 Josefa Ln
Los Altos Hills, CA 94022
September 10, 2007

Foothill De Anza College
Facilities, Operations, and Construction Management
ATTN: Charles Allen
12345 El Monte Road, Los Altos Hills, CA 94022-4599

Re: Measure C Project-transportation plan and input for the preparation of the EIR

Dear Sir,

We are particularly concerned regarding the greatly expanded Loop Road as shown in Figure 3 of the Foot Hill Master Plan. The routing shown which connects Lot 3 to Lot 4 will have a severe impact on our house. We will see every car which enters the campus; in the evening we will see the head and tail lights, we will hear the noise of the traffic and will get more pollution. The routing of the road will encourage higher speeds and with 400 new parking spaces, there would be more cars on the road.

We have several recommendations to address this concern:

1. The native landscape and topography provides a natural barrier to Josefa Lane and Duval if the routing of the road veered southward at the west end of LOT 3, and connected to the route between LOT 4 and 5 behind the ridge on the northwest side of what is now LOT 4.
2. Develop a transportation plan which does not require every car to make full loop around the campus. Why should someone who parks in LOT 1 need to circumnavigate the entire campus to get out? It seems like putting a return path from LOT 3 back to El Monte by LOT 1; and allowing similarly putting a loop connecting LOTS 4, 5, 6 and 7 would eliminate the need for the connecting route from LOT 3 to LOT4 which would eliminate the impact the residences of Josefa Lane and Duval.
3. Instead of a strategy of supporting **more** cars on campus, building **more** parking lots and **spending money** on transportation infrastructure (which removes money available to really improve the educational infrastructure which is the primary intent of Measure C), why not overtly plan to reduce the automobile traffic. This would minimize the overall severe congestion and pollution, and improve public safety for the students and neighborhood. For example, why not encourage students to car pool, bike ride and/or take public transit by say giving them a discount on tuition or preferences such as early enrollment. This is a better lesson in life than encouraging a transportation plan which is to drive everywhere alone. Such a plan may eliminate the need to spend money on the road and new parking facilities.
4. If the current routing is accepted, then what mitigation plans can be put in place to address the impact to the residences of Josefa and Duval? Freeways

put up sound barriers to protect neighbors; we recommend such a strategy be put in place. Similarly, lighting on parking lots and along the road should be chosen to minimize their impact neighbors.

We appreciate the chance to give this input to the EIR and hope that the concerns of this development can be addressed.

Sincerely,
William and Marcia McConnell

Marcia McConnell

William McConnell

September 16, 2007

To: Foothill – De Anza Community College District
Charles Allen, Executive Director of Facilities
Martha J. Kanter, Chancellor of Foothill-De Anza Community College
Judy Miner, President, Foothill College
Board of Trustees:
Betsy Bechtel,
Paul Fong
Laura Frier
Hal Plotkin
Bruce Swenson
Sarah Snow
Jordan Eldridge

From: Foothill College Neighbors across Josefa Lane to the Northwest

Re: Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting for the Foothill College Facilities Master Plan Project

In response to the referenced notice dated September 5, 2007, this letter is from Foothill College neighbors across Josefa Lane to the northwest and is intended to present our VERY STRONG OBJECTIONS to the realignment of the Loop Road along the northwest perimeter of the campus which has been presented in the 2007 Facilities Master Plan for the Foothill-De Anza Community College District. Obviously no input has been solicited from us and no consideration has been given to the environmental impact on we neighbors who are suddenly faced with the prospect of a high traffic road paralleling Josefa Lane. Frankly, your Notice of September 5, 2007 was quite a bombshell for us.

With 18000 enrolled students (ref page 15 of the Master Plan), one can only guess at how many cars a day are going to be traveling this road. It is probably 10000, maybe even 20000. We the neighbors are going to be bombarded with noise, dust, and exhaust as the thousands of cars (plus the daily buses, trucks and service vehicles) travel the loop road and climb the hill from the parking lot up to the top past the baseball field. And that does not even address the construction process which is another bombardment of noise, dust and exhaust.

Another major concern of we neighbors is the impact on our property values. With the sudden addition of an adjacent road carrying tens of thousands of cars, property values are going to plummet, and salability of these properties may become questionable. Are we to be compensated for that?

At the present time, parking lots 2 and 3 serve as a buffer between all the traffic and we neighbors to the northwest. Surely some arrangement (other than tearing up the recently

reconstructed parking lots 2 and 3) can be arrived at that will maintain this buffer zone and preserve the neighborhood environment. If pedestrian safety is an issue, a few more pedestrian bridges could be constructed and we suspect that the cost would be much less than this major road realignment and maybe even free up some funds to be used for other improvements.

We trust that these concerns will be addressed before any design proceeds. We look forward to working with you to provide a solution that will be equitable to all and hope that legal action will not be necessary.

Name	Address
Robert Meneely	26044 Duval Way
Pat Meneely	26044 Duval Way
[illegible]	26200 Joseta Lane
[illegible]	25825 Joseta lane
[illegible]	25825 Joseta lane
[illegible]	25779 Joseta Ln
[illegible]	26066 DUVAL WAY
[illegible]	26066 Duval Way
[illegible]	26088 Duval Way
Albert Jackson	26088 Duval Way
[illegible]	26200 Joseta Lane
[illegible]	26100 Duval Way
Mary Ann Malcolm	26045 DUVAL WAY
Mike Malcolm	26045 Duval Way
[illegible]	26100 Duval Way
[illegible]	25740 Joseta Ln
[illegible]	26101 Duval Way
[illegible]	26101 Duval Way
[illegible]	26075 Duval Way
[illegible]	25750 Joseta Lane

REC'D OCT 02 2007

25755 Joseph
Los Altos Hills CA 94022
~~Oct~~ Sept 29

Dear Mr Allen

In reviewing post EIR done by foothill, the CEQA requirements teach the aesthetics of the project ~~would~~ is part of the criteria, We ask that the aesthetics of the loop road be part of the EIR

Regards

Mary Bill McCarthy

DRAFT ENVIRONMENTAL IMPACT REPORT
SCOPING MEETING
COMMENT CARD

REC'D OCT 02 2007

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

Date: Tuesday, September 18, 2007 (7:00 to 9:00 PM)
Location: Foothill College
Appreciation Hall (Building 1500)
12345 El Monte Road, Los Altos Hills, CA 94022-4599
Project: Foothill College Master Plan Project

Comments may be submitted at the Scoping Meeting 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 5, 2007.

Name (Please Print): Frederick Mueller

Mailing Address: 26075 Duval Way, Los Altos Hills CA 94022

Resident, Business, Organization, etc.: Resident

Comment (s): There is one aspect of the proposed plan that I am strongly opposed to, the change to the loop road. Rerouting the loop road to the outer North edge of campus is expensive, disruptive and problematic for the neighbors and probably unnecessary. The increase in noise, pollution, dust and unsightlyness to the neighborhood will all contribute to lower property values. It will also mean a lower quality of life for the residents. I would like the EIR to consider all of above mentioned issues as well as the impact on the creek when looking at alternatives.

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.

Foothill De Anza College
Facilities, Operations, and Construction Management
ATTN: Charles Allen
12345 El Monte Road, Los Altos Hills, CA 94022-4599

REC'D OCT 02 2007

Sept 28, 2007

Dear Sirs:

This letter is in response to the Foothill-De Anza College Facilities Master Plan document prepared by Christopher Joseph & Associates dated Sept 2007.

We believe this project will have a significant adverse affect on the overall environment in this rural area as well as a very significant adverse affect on the houses along Crescent Lane (Los Altos Hills) that border the college. The specific issues that we are particularly concerned about are as follows:

Noise:

1. Parking lot expansion. As stated in the EIR the proposed changes will have significant noise issues. We are very concerned about the increase in car and bus related noise that will result from the expansion (2x) of parking lot 4 and the new development of parking lot 5 -- both of which border rural properties built along Crescent Lane. Based on our experience with the current parking lot 5, we know we can expect significant increases in car alarms, screeching tires, door slams, and Bus beeping and bus engine sounds. This is unacceptable.
2. Road re-alignment. The proposal moves the road significantly closer to the homes on Crescent lane and puts it right in the back yards of a few homes. This is totally unacceptable and does not fit with the rural character of the neighborhood.
3. The noise impact is not only an issue for the neighbors in the homes along Crescent Lane (including sleeping children during the day and early evening), but is an issue for the wildlife that's established in the areas between the College and our homes which we feel will be driven out of the area. The college is significantly overbuilding in an area that has always been a very low density development area with strong support for local wildlife.

In order to mitigate the noise issues the only acceptable alternative is to shift to underground parking in areas near homes, and multi-level parking structures in areas along the freeway (i.e. areas where there wouldn't be any additional noise impact). To mitigate road congestion you should put multi-level parking near the entrance to the college and provide shuttle buses to more remote areas. This solves multiple problems at once (no need to move loop road, reduces noise impact to neighborhood, eliminates additional ground water pollution and runoff issues associated with additional paved acreage).

Air Quality

As mentioned in the EIR there will be a significant Impact on Air quality caused by the expansion of the college. We expect the movement of the loop road and 2+ times increase in parking spaces adjacent to Crescent Lane to have an unacceptable negative impact on in the air quality in our lots.

Water Quality:

The drain off from the new parking lots will degrade the groundwater quality in the area and cause yet more water to run into the sewer system instead of naturally draining through the

currently undeveloped land. The drain off from car fluids that drip onto pavement as well as trash thrown needs to be considered. This adds additional stress to an already over-stressed eco-system and has an unacceptable impact on local streams.

Unfortunately two neighbors of ours who will be significantly impacted are away on extended vacations and could not be reached in time to meet your deadline of October 1st to respond to the EIR. These neighbors both have properties that directly border the proposed new parking lots and roadway and I'm sure would have liked to respond as well. We are surprised and disappointed that we were given such minimal notice (2 weeks) to respond to such an important matter affecting our quality of life, environment, and property values.

In conclusion we strongly object to the portion of the loop road that will be moved to the areas between lots 4 and 5 as well as the doubling of lot 4 in size and the addition of lot 5.

Sincerely,

Michael and Margaret Weimar
25500 Crescent Lane
Los Altos Hills, CA 94022

Katrina Hardt

From: Charles Allen [allencharles@fhda.edu]
Sent: Monday, October 08, 2007 7:55 AM
To: Katrina Hardt
Subject: Fw: Scoping items for the Foothill EIR

Katrina,

Pls see the below addl comment.

Charles

>X-ASG-Debug-ID: 1191644859-31bf005c0000-Qc1JHv
>X-Barracuda-URL: http://mailgw.fhda.edu:8000/cgi-bin/mark.cgi
>DomainKey-Signature: a=rsa-sha1; q=dns; c=nofws;
> s=dk20050327; d=earthlink.net;
> b=UV8hHWZJfC6zdeII+wq95C7qKm0VIJ6O8Ixq8rNmoiDVE9VMOS/i7LLzpBfEG8Yw;
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>:Content-Transfer-Encoding:X-Priority:X-MSMail-Priority:X-Mailer:X-Mime
>OLE:X-ELNK-Trace:X-Originating-IP;
>From: "Joe Wilczak" <jwilczak@earthlink.net>
>To: <allencharles@fhda.edu>
>Cc: "Judy Wilczak" <Judy.Wilczak@cbnorcal.com>,
><susanmarywilczak@comcast.net>,
> "maryann malcolm" <maryannmalcolm@yahoo.com>,
> "Joanne Sobel" <joanneds@pacbell.net>, "Pat Meneely"
> <pmnly@yahoo.com>,
> "Al & Mary Jackson" <al-mary@pacbell.net>,
> "Frederick Mueller" <fritz.m@gmail.com>,
> "Dean Pourmand" <deanpourmand@sbcglobal.net>,
> "William McConnell" <william.mcconnell@hitachigst.com>,
> "Jasmine Pombra" <jpombra@yahoo.com>,
> "Babak Mostaan" <bmostaan@hotmail.com>
>X-ASG-Orig-Subj: Fw: Scoping items for the Foothill EIR
>Subject: Fw: Scoping items for the Foothill EIR
>Date: Fri, 5 Oct 2007 21:27:20 -0700
>X-Mailer: Microsoft Outlook Express 6.00.2900.3138
>X-ELNK-Trace:
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>X-Originating-IP: 69.228.212.176
>X-Barracuda-Connect: elasmtp-dupuy.atl.sa.earthlink.net[209.86.89.62]
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>X-Barracuda-Virus-Scanned: by FHDA E-mail Firewall at fhda.edu
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>TAG_LEVEL=2.0 QUARANTINE_LEVEL=1000.0 KILL_LEVEL=7.5 tests=
>X-Barracuda-Spam-Report: Code version 3.1, rules version 3.1.30412
> Rule breakdown below
> pts rule name description
> ---- ----------------------
> --
>X-Keywords:

>
>
>10-05-07
>
>Charles Allen:
>
>Add my comments/observations to the scoping items plus:
>
>Additional Item:
>The loop road as proposed will be much less safe for pedestrians.
>Students, faculty, workers, visitors will be placed in jeopardy as they
>become pedrestions attempting to cross the new parking arrangement.
>
>Currently, students etc., cross the parking lot and current road while
>facing vehicular traffic. They are able to see potential personal
>safety problems arising from oncoming cars, trucks, buses, motorcycles,
>etc. and avoid them.
>
>This would not be true if the loop road is moved to the proposed
>location. Students, and all others parking would be walking across the
>new parking lot with cars, trucks, buses, motorcycles pulling into the
>lot from the new loop road from behind them causing a variety of
>serious safety problems. Students, etc., would be walking with the
>traffic coming from behind them out of their line of sight.
>Traffic safety departments always recommend walking toward traffic on
>shared roadways thus enabling individuals to call into play most of
>their senses and physical reactions when needed.
>
>Add to this people driving huuriedly to get to class on time, looking
>for parking spaces, making deliveries, using cell phones, or racing as
>they do on Saturday nights, coupled with pedistrian students talking on
>cell phones with ears plugged with current music and vehicles coming up
>from behind them clearly demonstrates potential multiple life
>threatening situations on an hourly basis.
>
>If you're really concerned about student safety issues then think,
>study current safety, and act in terms of real student safety concerns
>instead of using students as an excuse to do something like move the
>loop road for whatever unstated reason.
>
>Foothill personnel drew a line on a map and called it a new loop road
>location without even going out to study what is located in that area
>of campus, much less do a site survey to test for feasibility.
>
>Joseph Wilczak
>26101 Duval Way.
>
>
>----- Original Message ----- From: "Joe Wilczak"
><jwilczak@earthlink.net>
>To: "robert meneely" <rmnly@yahoo.com>; "Al & Mary Jackson"
><al-mary@pacbell.net>; "Mary Ann Malcolm"
><maryannmalcolm@yahoo.com>; "William McConnell"
><william.mcconnell@hitachigst.com>; "Pat Meneely" <pmnly@yahoo.com>;
>"Babak Mostaan" <bmostaan@hotmail.com>; "Cathy Mueller"
><cmpm@velocitypm.com>; "Frederick Mueller" <fritz.m@gmail.com>; "T J
>Mueller" <tj_nlm@yahoo.com>; "Jan Pedersen"
><jpederse@yahoo-inc.com>; "Jasmine Pombra" <jpombra@yahoo.com>; "Beth
>Pourmand" <bethpourmand@yahoo.com>; "Dean Pourmand"

><deanpourmand@sbcglobal.net>; "Elsie Quigley" <elquigley@cs.com>; "Art
>Sobel" <sobellinni@yahoo.com>; "Joanne Sobel"
><joanneds@pacbell.net>; "Karen Sobel" <kdsobel@yahoo.com>
>Sent: Wednesday, October 03, 2007 4:32 PM
>Subject: Re: Scoping items for the Foothill EIR
>
>
>>All:
>>
>>Not sure about attending this evening's meeting, but there are some
>>questions/items that I would like "Lands of Foothill College" to
>>answer accurately:
>>
>>Re: Loop Road:
>>Foothill indicates that the road is being moved for student safety.
>>Questions/discussion: Shouldn't we as concerned citizens be asking
>>and receiving historical and current safety statistics?
>>i.e. How many students, faculty, worker's, visitors have been
>>killed or injured during the past year and all preceeding years
>>using/crossing the road?
>>How many traffic accidents have taken place this past year and all
>>preceeding years?
>>How will the safety of neighborhood students who access campus by
>>using the bridge over Purissima Creek/drainage ditch be impacted?
>>Ask Foothill to let Law Inforcement mishap investigative
>>departments conduct a study of all mishap investigation reports
>>filed by Foothill.
>>Remember, if the road is unsafe at it's current location as
>>Foothill claims, then it is equally unsafe or more so in it's
>>proposed unmonitored location
>>next to our homes.
>>
>>The Loop Road at it's current location passes close to a number of
>>campus buildings.
>>Noise pollution, exhaust pollution, and traffic studies need to be
>>conducted to determine the road's current negative impact at it's
>>current location.
>>It's more likely that the road is being moved because of traffic
>>noise, air pollution, and numbers of passing vehicles than any safety issues.
>>Question: Is moving the road next to our homes because of health
>>damaging effects of various pollutants a violation of Foothill's funding?
>>
>>Re: Purissima Creek/ drainage ditch.
>>Ask for a soil analysis of the creek bed to determine the current
>>and past levels of toxic materials in place.
>>Since Foothill has changed Purissima Creek into a drainage ditch,
>>we should also determine what existing authority or governmental agency
>>gave them permission to do this.
>>During our last go around with Foothill regarding the removal of
>>old parking lots and installation of new ones, it was determined that this
>>drainage ditch is a tributary of Adobe Creek and whatever toxins
>>have been or are being dumped into Purissima Creek, negatively impacts
>>our neighborhood and the entire Bay Area. There are State and
>>Federal regulations that require study of these issues with
>>associated penalities and
>>review of project funding.
>>
>>A soil analysis should also be used to determine the toxic levels
>>of the areas surrounding Purissima Creek. When Foothill removed the

>>asphalt/pavement
>>from the parking lots adjacent to our homes, they crushed the
>>chunks and dumped it on Josepha Lane instead of disposing of this
>>material according to
>>State and Federal regulations. Those original parking lots were
>>laid down thirty or forty years ago before environmental
>>regulations governing the chemicals
>>that go into the production of paving materials were put in place.
>>This naturally resulted in a certain amount of envirnmental air,
>>ground, and water pollution.
>>If a private citizen requests the use of these types of older
>>construction materials, the owner of these toxic materials is
>>required to inform the individual the
>>Hazmat classification of the material and that it cannot be used
>>for construction or road building but must be disposed of properly.
>>These types of Hazmat
>>violations, if proved, may also be a violation of project funding
>>and subject to review by County, State and Federal agencies. I
>>recall that some of us have taken pictures
>>of the dumping over the years. This may be a good time to dig them out.
>>
>>Re: Notice of City Council Public Hearing of Los Altos Hills dated
>>9-28-07 regarding a use permit re Sprint and "Lands Of Foothill College".
>>Question: Does this mean that Los Altos Hills has more jurisdiction
>>over the activities of Foothill College than is otherwise known?
>>Can we petition for the disputed areas adjacent to our homes,
>>including Purissima Creek, to be declared Permanent Open Space for
>>the environmental
>>protection of the area?
>>Can we petition some government entity to enforce environmental
>>cleanup of the area adjacent to our homes?
>>Can we petition for a study relating to the environmental impact
>>that Foothill College is having on the location of the college?
>>Foothill College has certainly outgrown and spoiled their current
>>location. Studies need to be conducted to determine the extent of
>>the environmental damage
>>and the steps needed to correct said damage.
>>
>>Re: Wildlife:
>>Question: Will the study determine all types of wildlife habitating
>>the disputed area?
>>Here again, the Creek bed should be studied. There are types of
>>life that lie dormant there and revive only during the rainy
>>season. Some of these may be protected.
>>There are also certain types of insects and lizards indiginous to
>>the area that are protected.
>>Will the study extend to nocturnal creatures as well?
>>There are a number of species of owls that exist here as well as an
>>extemely elusive species of nocturnal ring tailed cat that I've
>>only been able to see once.
>>
>>Regards,
>>
>>Joe and Judy Wilczak
>>
>>
>>
>>
>>

>>
>>
>>----- Original Message ----- From: "robert meneely" <rmnly@yahoo.com>
>>To: "Al & Mary Jackson" <al-mary@pacbell.net>; "Mary Ann Malcolm"
>><maryannmalcolm@yahoo.com>; "William McConnell"
>><william.mcconnell@hitachigst.com>; "Pat Meneely"
>><pmnly@yahoo.com>; "Robert Meneely" <rmnly@yahoo.com>; "Babak
>>Mostaan" <bmostaan@hotmail.com>; "Cathy Mueller"
>><cmpm@velocitypm.com>; "Frederick Mueller" <fritz.m@gmail.com>; "T
>>J Mueller" <tj_nlm@yahoo.com>; "Jan Pedersen"
>><jpederse@yahoo-inc.com>; "Jasmine Pombra" <jpombra@yahoo.com>;
>>"Beth Pourmand" <bethpourmand@yahoo.com>; "Dean Pourmand"
>><deanpourmand@sbcglobal.net>; "Elsie Quigley" <elquigley@cs.com>;
>>"Art Sobel" <sobellinni@yahoo.com>; "Joanne Sobel"
>><joanneds@pacbell.net>; "Karen Sobel" <kdsobel@yahoo.com>; "Joe
>>Wilczak" <jwilczak@earthlink.net>
>>Sent: Wednesday, October 03, 2007 11:40 AM
>>Subject: Scoping items for the Foothill EIR
>>
>>
>>>Dear neighbors, I propose to include all our environmental comments in
>>>one letter, with all our names. I think it might portray us as a more
>>>organized and cohesive opposition.
>>>
>>>Anyway I have done some research on pertinent topics for environmental
>>>reports and found a list of the environmental factors that are normally
>>>considered. Attached is a draft of a letter which addresses all the
>>>applicable factors.
>>>
>>>Let me know if you think this is a good idea, and if so, any changes,
>>>additions, deletions, etc that should be made. Deadline is Oct 5.
>>>
>>>bob meneely

September 24, 2007

To: Foothill-DeAnza Community College District
Board of Trustees:
Betsy Bechtel
Paul Fong
Laura Frier
Hal Plotkin
Bruce Swenson
Sarah Snow
Jordan Eldridge

CC: Charles Allen, Executive Director of Facilities
Martha J. Kanter, Chancellor of Foothill-De Anza Community College
Judy Miner, President, Foothill College
Jim Walker, Chairman, Citizens Bond Oversight Committee

From: Duval Way/Josefa Lane Neighbors

Re: Realignment of the Loop Road

The purpose of this letter is to expand on our letter of September 16, 2007. We would like to: 1) reiterate the very negative impact on our neighborhood; 2) point out that the proposed realignment of the loop road does not attain the objectives of the master plan; 3) offer a concrete alternative to the proposed routing that at least addresses the pedestrian concerns of the master plan and alleviates the impact on our neighborhood; 4) request that the Board of Trustees add an agenda item for Oct 1, 2007 to direct consideration of our alternative plan in the EIR.

Item 1: We object to the portion of the Loop Road Realignment that cuts through parking lots 2 and 3 along the small creek at the northwest border of Foothill and climbs the steep hill on the backside of the college because it has a very negative impact on the adjacent neighborhood on Duval Way and Josefa Lane. The adjoining properties are faced with the prospect of a major earthmoving and construction project less than a stones throw from their borders with all the attendant noise and dust and exhaust that such a project entails. And at the completion of the construction, they are left with a high traffic road carrying an estimated ten to twenty thousand cars a day plus buses, trucks and service vehicles. It is an undisputable fact that all the vehicles will be climbing a steep hill while their exhaust pipes are pointed towards the neighborhood. Vehicles climbing under power will maximize the exhaust gases, the noise and the dust that is generated. No amount of vegetation can contain this and no wall can be built high enough (heaven forbid) to block this. Add to this the nighttime consideration that the headlights of all the cars will sweep the neighborhood as this portion of the road is traveled and the tail-lights will be observed going up and over the hill. The aesthetics of a major cut and fill road up and across the back hillside are ugly at best.

Additionally, the creek area and the back hillside is a haven for a veritable plethora of wildlife that we in our neighborhood have enjoyed watching and sharing over the years. Any listing of wildlife would include deer, bobcat, coyote, ground squirrels, tree squirrels, raccoons, possums, rabbits, fox, skunk, red shouldered hawks, red tailed hawks, owls, kites, goshawks, great blue herons, doves, quail, orioles, finches, hummingbirds, jays, sparrows, rattlesnakes, gopher snakes, king snakes, tree frogs, salamanders, newts, lizards, banana slugs and butterflies and this list is certainly not all-inclusive. Regardless of the precautions taken, a construction project of this magnitude will severely impact the animal population. If nothing else, the noise will drive them all away.

Item 2: The 2007 Master Plan speaks on page 5 of meetings for feedback and prioritization during the development phase of the Master Plan. Our neighborhood was apparently not invited to these meetings and not on the distribution list for the finished plan. On page 18 of the master plan, the road realignment is supposed to a) "unify the campus by locating all buildings and most parking lots internal to the road"; and b) "improve pedestrian safety by reducing the need to cross the road to get to campus buildings". The loop road realignment does neither of these. Only one building is brought inside the loop and at least five others remain outside the loop. Parking lots 1H, 2, 5 and 7 are still outside the loop and pedestrian access is still a problem from these lots.

Furthermore, Measure C Ballot Language made no mention of a Loop Road Realignment. Measure C Ballot Language (as posted on the Foothill DeAnza website) states that Measure C would "Improve campus road network and surfacing, build parking structure, reduce gridlock, improve pedestrian safety and increase access for emergency vehicles." No mention was made of a Road Realignment that would severely impact the adjacent neighborhood. No mention was made that Measure E parking lot work was going to be demolished and new parking lots be made elsewhere. No mention was made that large chunks of the remaining open space were going to be paved over. If those details had been included in the ballot language, Measure C would probably not have passed.

The bottom line here is that $6.6 million dollars is going to be spent on a realignment which only partially solves the problems identified in the Master Plan, subverts the intentions of Measure C and totally alienates the neighbors.

Item 3: We the neighbors would like to offer the following alternative which can completely solve the pedestrian problem and not alienate the Duval/Josefa neighborhood. Please refer to the revised circulation map which is included with this letter. Leave parking lots 2 and 3 untouched so that they continue to provide a buffer zone between the Loop Road traffic and the neighborhood to the Northwest. Continue the Loop Road past Lot 3 and between building 4000 (Krause Center) and the new North Slope Complex, through the proposed parking lot 4 to link up with the realigned road between parking lots 4 and 5. And since no parking spaces are lost in parking lots

2 and 3, maybe parking lot 4 doesn't need to be so big. We recognize that the North Slope Complex shape and location may need to be revisited to accomplish this but this is not an impossible task and it is certainly early enough in the design process to be done. For complete pedestrian safety, four new pedestrian overpasses would be needed, at lot 2, lot 3, to the Krause Center/lot 4, and at lot 7. These overpasses coincide with the existing discreet entry points to the campus and could be built at a fraction of the cost of the realignment. It has been mentioned that the Krause Center is isolated from the campus but that is just a geographical fact of life, it is in a far corner, and nothing can change that.

There are some very positive ramifications to this plan.

1) It is no longer necessary to tear up the recently completed Measure E work which completely redid parking lots 2 and 3. This is bad public relations at best.
2) There is still a Loop Road realignment project, it is just smaller.
3) A lot of money is saved (which is good public relations) by not doing the demolition of parking lots 2 and 3, the earthwork to place a road on the backside hill, all the attendant paving and repaving, and all the utility work that would be associated. And if parking lot 4 does not need to be so large, even more money would be saved and be available for contingencies.
4) It removes the necessity of tearing up parking spaces in one location and building new parking spaces in another (more bad public relations). The realigned Loop Road through parking lots 2 and 3 is about 1500 feet long. Applying some simple math, a 50 ft easement thru the lots 2 and 3 yields a disrupted area of about 75000 sq. ft. which is equivalent to almost 300 parking spaces.
5) Pedestrian overpasses would completely solve the current pedestrian vehicle conflicts and improve the current traffic flow by eliminating the crosswalks which are currently required.
6) The current realignment of the loop road increases the length of the road by about .2 mile. In this day and age of energy consciousness, we should be looking for ways to shorten driving distances, not lengthen them.
7) It removes the possibility of negative backlash that might affect future bond issues because of the demolition of Measure E projects for Measure C projects and the use of bond money without regard to the impact on the surrounding community.

Item 4: Christopher Joseph and Associates is performing the Environmental Impact Report (EIR) for the Loop Road Realignment portion of the Measure C projects. The California Environmental Quality Act (CEQA) requires in paragraph 15126.6 (Article 9, Chapter 3 of Title 14) that "*An EIR shall describe a range of reasonable alternatives to the project, or to the **location of the project**, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives*."

Please put an item on the Board of Trustees agenda for Oct. 1, 2007 to direct Christopher Joseph and Associates to include our alternative plan in the EIR. It is still early enough in the design/construction process to implement our alternative. We think that the best interests of Foothill College and the Duval Way/Josefa Lane neighborhood can be met with this plan.

Respectfully,

Bob and Pat Meneely
26044 Duval Way

Al and Mary Jackson
26088 Duval Way

Mike and MaryAnne Malcolm
26045 Duval Way

Frederick and Cathy Mueller
26075 Duval Way

Arthur and Joanne Sobel
26066 Duval Way

Joe and Judy Wilczak
26101 Duval Way

Bobaak Mostaan
26100 Duval Way

T. J. Mueller
26025 Duval Way

Jasmine and Sandy Pombra
26122 Duval Way

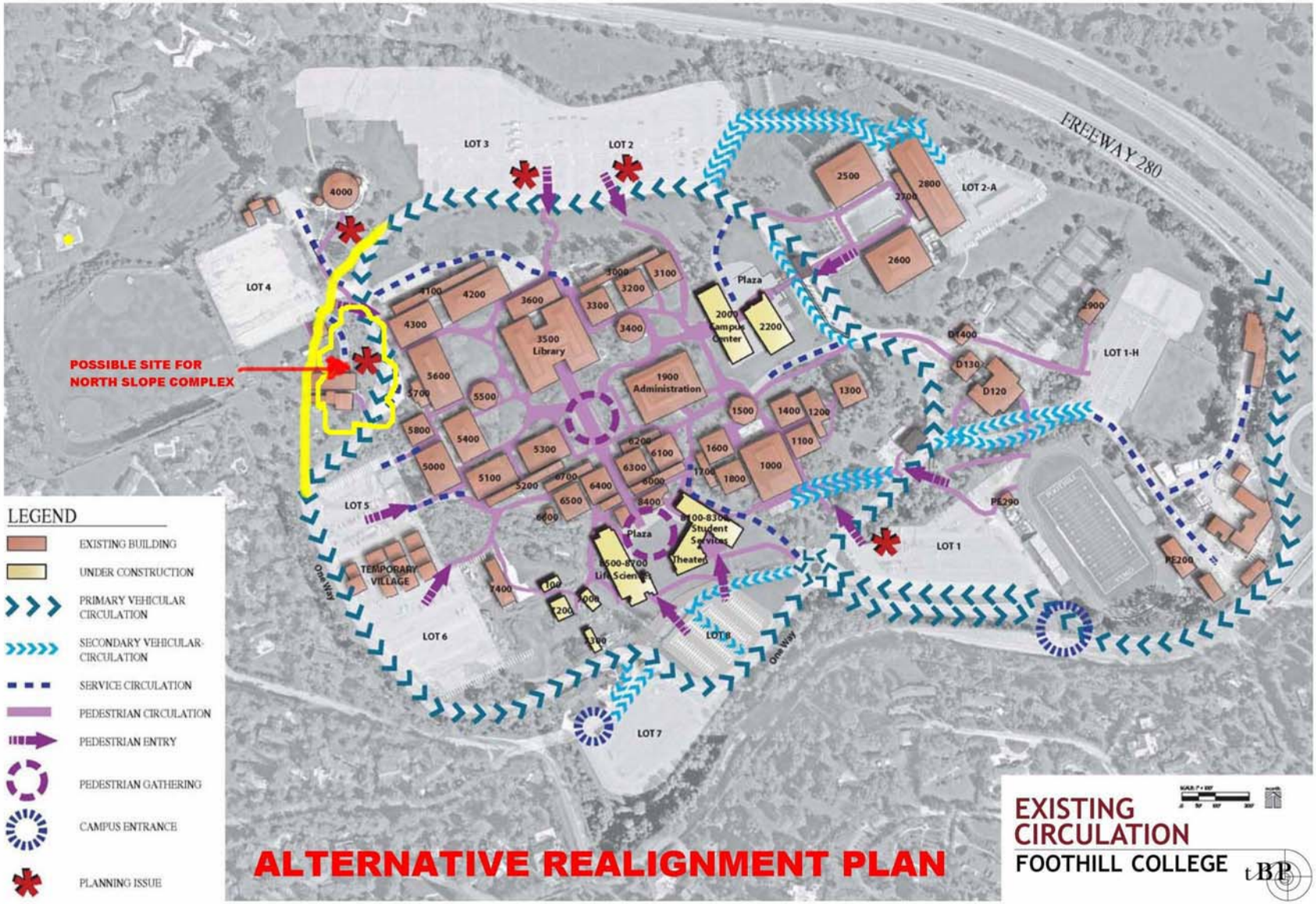
Dean and Beth Pourmand
26200 Josefa Lane

William and Marcia McConnell
25755 Josefa Lane

Robert Ersepke
25740 Josefa Lane

Richard and Elsie Quigley
25825 Josefa Lane

Jan Pederson
25750 Josefa Lane


FREEWAY 280
LOT 1
LOT 1-H
LOT 2
LOT 2-A
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
POSSIBLE SITE FOR NORTH SLOPE COMPLEX
3500 Library
1900 Administration
2000 Campus Center
Plaza
Theater
TEMPORARY VILLAGE
One Way
LEGEND
EXISTING BUILDING
UNDER CONSTRUCTION
PRIMARY VEHICULAR CIRCULATION
SECONDARY VEHICULAR CIRCULATION
SERVICE CIRCULATION
PEDESTRIAN CIRCULATION
PEDESTRIAN ENTRY
PEDESTRIAN GATHERING
CAMPUS ENTRANCE
PLANNING ISSUE
ALTERNATIVE REALIGNMENT PLAN
EXISTING CIRCULATION
FOOTHILL COLLEGE
tBP

October 5, 2007

To: Charles Allen, Executive Director of Facilities
Foothill-DeAnza Community College District

CC: Board of Trustees:
Betsy Bechtel
Paul Fong
Laura Frier
Hal Plotkin
Bruce Swenson
Sarah Snow
Jordan Eldridge
Martha J. Kanter, Chancellor of Foothill-De Anza Community College
Judy Miner, President, Foothill College
Jim Walker, Chairman, Citizens Bond Oversight Committee

From: Duval Way/Josefa Lane Neighbors

Re: Scoping of Environmental Impact Report
on the Realignment of the Loop Road

The proposed project for the Loop Road Realignment as presently configured in the Foothill–DeAnza 2007 Master Plan has a very significant effect on the environment of the adjacent neighborhood on Josefa Lane and Duval Way and on Purisima Creek. Below is a list of some of the pertinent environmental impacts which our neighborhood would have to endure if this project goes forward in its present form.

In your Notice of Scoping, you did not include Aesthetics. All of us across Purisima Creek are going to be subjected to a close up view of a high traffic volume road which in some cases will be less than 200 feet from personal residences. Major cut and fill earthwork ascending the backside hill will produce an ugly scar that no amount of mitigating vegetation can hide. Add to that the litter that such a roadway will cause, and this litter will find its way into the creekbed. Another consideration is lights. At night, the headlights of every car that traverses the realigned loop road will sweep the Duval Way/Josef Lane neighborhood. Any street lights that are installed will illuminate our neighborhood. The visual impact of all of this will be very offensive to the homeowners.

You also did not include Air Quality in your Notice of Scoping. Putting this high traffic road in such close proximity to the adjacent neighbors is going to subject them to unknown quantities of exhaust gases and the associated toxic byproducts. No one can predict the long term effects of this, but one thing is sure, no one would willingly volunteer to add this to their environment. And the extra .2 mile of roadway adds additional pollutants to the Bay Area as a whole.

In the Biological Resources category, a lot of wildlife is going to be permanently displaced or eliminated. Please refer to the partial list that has been previously submitted in the Duval Way/Josefa Lane neighbors letter of 10/24/2007.

You did not include Cultural Resources in your Notice of Scoping. The general area we live in was home to early cultures which frequented creek areas because of the wildlife and sources of water. Purisima Creek is probably no exception.

You did not include Geology and Soils in your Notice of Scoping. Erosion will be a problem with the huge cut that must be made across the hillside to create this road. This problem will be huge during construction and will be ongoing after construction. The end result will be silting of Purisima Creek and possible future flooding on Josefa Way again as has happened in the past..

You did not include Hazards and Hazardous Materials in your Notice of Scoping. The potential site must be studied for possible Hazardous Material that may be unearthed and become airborne or washed away during the construction process. Certain areas adjacent to the creek and adjacent to parking lot 4 have been used to dump unwanted fill and construction materials over the last 25 years, and it is doubtful that the content has been monitored. Any construction project of this magnitude produces an enormous amount of dust and we neighbors will be breathing it. All the mitigation measures in the world can NEVER contain 100% of the dust. At the conclusion of the construction our neighborhood is left with the hazardous emissions of all the vehicles that will use the road. Some of these emissions are heavier than air and will settle in the Purisima Creek swale, this will have an impact of unknown magnitude on the neighboring residents. Other emissions such as sulfuric acid will find its way into the creek. Cars leak oil and coolant and brake fluid and power steering fluid and transmission fluid. Placing this roadway so close to the creek practically ensures that it will end up in the Bay.

You did not include Hydrology and Water Quality in your Notice of Scoping. Revised drainage and runoff will have an effect on Purisima Creek and a potential flooding impact.

You did not include Land Use and Planning in your Notice of Scoping. The existing pathway which crosses Purisima Creek may be impacted negatively.

There will be a permanent increase in the Noise level for the adjacent neighborhood. Every car, motorcycle, truck, bus and service vehicle that climbs the grade on the realigned loop road will have its exhaust pipe pointed at the Duval/Josefa neighborhood. We are going to be constantly bombarded with new noise. This is unacceptable to us.

You did not include Recreation in your Notice of Scoping. The backside of the hill adjacent to Purisima Creek has a portion of the Par Course on it. This project will be the final death knell for the Par Course which has been extensively utilized by the public over the years but has recently been effectively obliterated by various construction projects around the Foothill Campus.

There are several impacts on Transportation/Traffic. The realignment of the loop road increases the length of the road which increases the fuel used, and increases the time in transit. This construction tears up nearly 300 parking spaces requiring that these spaces be recreated somewhere else which means additional paved areas with all the attendant runoff and drainage and loss of open space problems associated with that.

You did not include Utilities and Service Systems in your Notice of Scoping. The realignment of the loop road will require drainage swales on each side of the road which means that new storm drainage must be developed. New storm drains will undoubtedly be dumped into Purisima Creek at concentrated points. What impact will that have on the creekbed?

You did not include Mandatory Findings of Significance in you Notice of Scoping. The cumulative affect of all the impacts listed above is intolerable to the neighbors on Duval Way and Josefa Lane. It is simply the last straw, especially when viable better alternatives to the realignment have been presented. As far as the neighbors are concerned, this project is a cumulative disaster which would have unknown and unpredictable and irreversible adverse effects on the neighborhood environment and the Purisima Creek environment.

There is another category which does not seem to be on present-day environmental checklists and that is conservation of energy and resources. The Realignment as presently configured, increases the length of the Loop Road. This increases the use of fuel, increases the use of electricity for any additional lighting, and increases the use of water for additional landscaping.

The Master plan description says, Realignment of the Loop Road would "unify the campus by locating all buildings and most parking lots internal to the road" and "improve pedestrian safety". In fact, the only existing building it would include is the Krause Center that was, by design, separated from the rest of the campus as an observatory. The plan would include parking Lots 3 and 4 (now 1 lot) but would still <u>not</u> include Lots 1, 1H, 2,2A, 5 and 7. The plan would include tearing up a significant portion of Lots 3 & 4, which were just recently completed, and the existing Lot 5.

Obviously, the Realignment of the Loop Road in its present form has an enormous amount of environmental issues that must be addressed, and just the development of the Environmental Impact Report is going to be very costly. A plan along the lines of the alternate plan that the neighborhood presented in our letter of 9/24/2007 obviously has far less issues to be addressed, is undoubtedly less costly and better solves some of the basic issues.

The California Environmental Quality Act (CEQA) and the Guidelines for implementation given in Title 14, Division 6, Chapter 3 very clearly states that environmental impact must be minimized by changing any given project or developing an alternative project. The following is a list of pertinent references within CEQA and the CEQA guidelines:

1) CEQA, Chapter 1, paragraph 21000, (a) and (b).

2) CEQA, Chapter 1, paragraph 21001, (b) and (c).
3) CEQA, Chapter 1, paragraph 21002.
4) CEQA, Chapter 1, paragraph 21002.1, (b).
5) CEQA Guidelines for Implementation, Article 1, paragraph 15002, (a)-(2), (a)-(3), (h)-(1), (h)-(4).
6) CEQA Guidelines for Implementation, Article 2, paragraph 15021, (a)-(2).
7) CEQA Guidelines for Implementation, Article 9, paragraph 15126.6, (b).

Considering that the CEQA and the Guidelines for Implementation of CEQA mandate that the alternative with the least environmental impact must be selected, we wonder why Foothill does not just drop the Realignment project in its present form. We the neighbors have a hard time understanding why Foothill would waste the precious Measure C funds to pursue the present scheme at all. If the Realignment Project in its present form is doomed not to be selected, let's make an upfront economic decision that can make us all look good in the public eye.

Respectfully,

Bob and Pat Meneely
26044 Duval Way

Al and Mary Jackson
26088 Duval Way

Mike and MaryAnne Malcolm
26045 Duval Way

Frederick and Cathy Mueller
26075 Duval Way

Arthur and Joanne Sobel
26066 Duval Way

Joe and Judy Wilczak
26101 Duval Way

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26100 Duval Way

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26025 Duval Way

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26122 Duval Way

Dean and Beth Pourmand
26200 Josefa Lane

William and Marcia McConnell
25755 Josefa Lane

Robert Ersepke
25740 Josefa Lane

Richard and Elsie Quigley
25825 Josefa Lane

Jan Pederson
25750 Josefa Lane

Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting

Date: September 5, 2007

To: Responsible Agencies, Agencies with Jurisdiction by Law, Trustee Agencies, Involved Federal Agencies, and Agencies/People Requesting Notice

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

Re: **Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Notice of Scoping Meeting for the Foothill College Facilities Master Plan Project**

The Foothill De Anza Community College District (Lead Agency) will prepare an EIR for the proposed Foothill College Facilities Master Plan Project. This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested agencies are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

Project Location: Foothill College is located at 12345 El Monte Road, Los Altos Hills, in Santa Clara County. The campus is immediately southwest of Interstate 280 (I-280) and is bounded by El Monte Road to the south, Crescent Lane and Elena Road to the west, and Josefa Lane to the northwest. Local access is currently provided from El Monte Road and regional access is provided from I-280. Figure 1 illustrates the regional and project site location. An aerial photograph of the Project site is shown in Figure 2.

Project Characteristics: In June 2006 the voters approved a $490.8 million dollar District-wide bond (Measure C) to continue the renovation and replacement of aging facilities as well as upgrade technology on the campus. The District prepared the 2007 Foothill College Facilities Master Plan (Project), which provides direction of projects that would be funded under Measure C. The Project proposes construction, renovation, and site improvement projects on the Foothill College Campus (Project site).

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.

Circulation and parking improvements include relocation of the existing Loop Road to the outer edge of the campus, improvements to the PE Access Road, various circulation improvements to reduce traffic conflicts and improve pedestrian and bicycle safety, parking lot resurfacing, and the addition of approximately 400 parking spaces.

Site improvements include various utility, landscaping, signage, lighting, and site improvements and upgrades; renovation of sport facilities and campus buildings; and ongoing ADA improvements. Some new construction projects will provide the opportunity to replace or renovate existing spaces. Proposed renovations will support recommended program changes and/or accommodate the secondary effects that occur as a result of relocation into new facilities. All facilities would be developed within the existing campus boundaries. The proposed 2007 Foothill College Facilities Master Plan is shown in Figure 3: Master Plan.

The final design of each site and facility project will take place as projects are funded and detailed programming and design occurs. The anticipated implementation period for the Project is 2007-2015.

For a more detailed description of the proposed project and discussion of the environmental issues related to the proposed project, please refer to the Initial Study prepared for the Project posted on the Foothill De Anza College District website located at http://www.fhda.edu/. A copy of the Initial Study is also available at the District Offices, 12345 El Monte Road, Los Altos Hills, CA 94022-4599.

EIR Sections: Based on the project description, public comments, and the Lead Agency's understanding of the environmental issues associated with the project, the following topics will be analyzed in detail in the EIR:

- Biological Resources
- Cultural Resources
- Noise
- Transportation/Traffic

Alternatives to be analyzed in the EIR will be defined based on their potential to reduce or eliminate significant environmental impacts associated with the proposed project. The specific alternatives to be evaluated in the EIR may include, but are not limited to, the "No Project" alternative as required by CEQA and an alternative site plan configuration.

NOP Notice: The Lead Agency solicits comments regarding the scope and content of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. In accordance with the time limits established by CEQA, please send your response at the earliest possible date, but no later than thirty days after receipt of this notice.

Please send your written/typed comments (including a name, telephone number, and contact information) to the following:

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

Notice of Scoping Meeting: Pursuant to California Public Resources Code §§21081.7, 21083.9, and 21092.2, the Lead Agency will conduct a public scoping meeting for the same purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

ALL INTERESTED PARTIES ARE INVITED TO ATTEND A PUBLIC SCOPING MEETING TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED IN THE EIR. ATTENDEES WILL HAVE AN OPPORTUNITY TO PROVIDE INPUT TO THE CONSULTANTS PREPARING THE EIR.

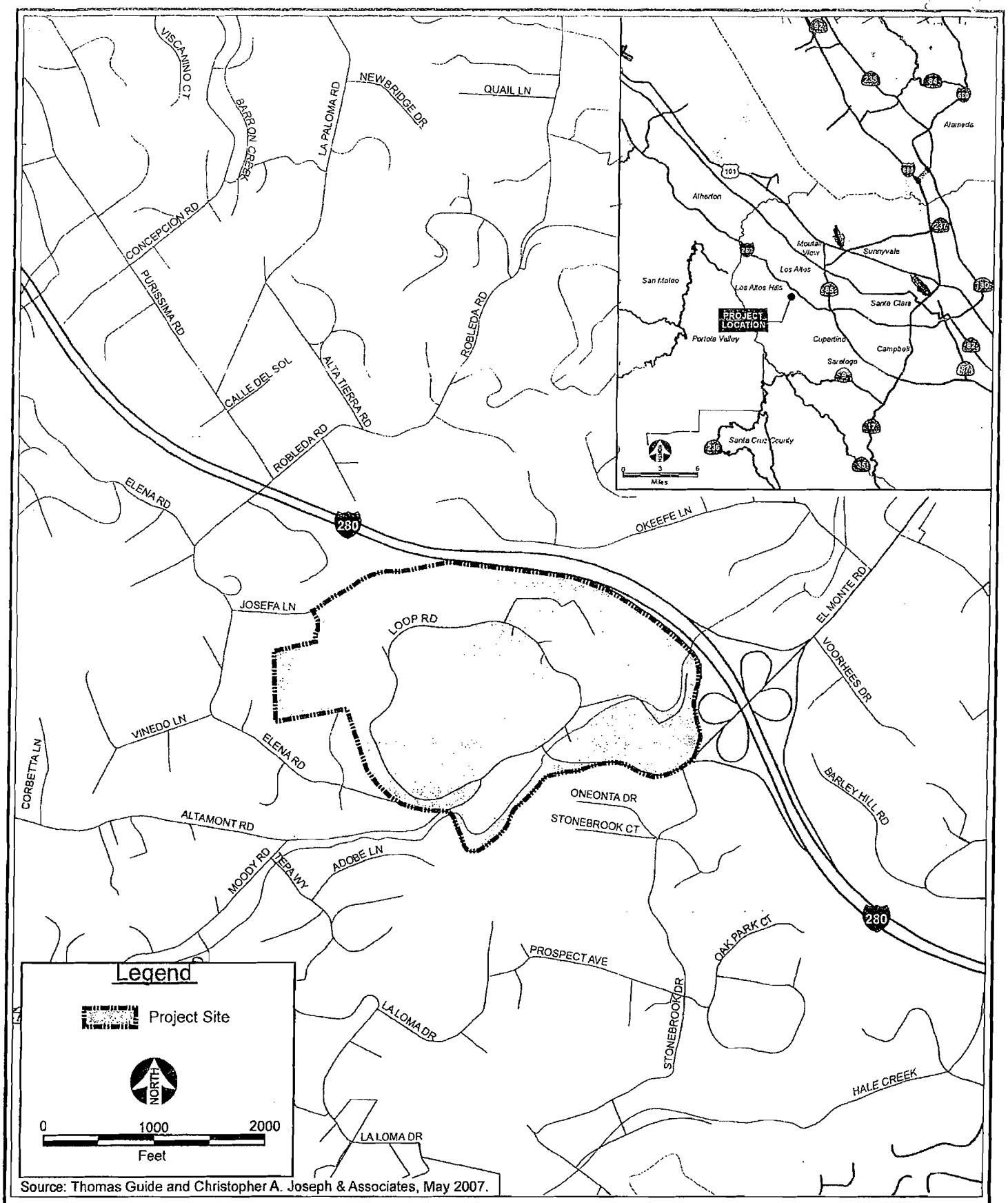
The public scoping meeting will be held on September 18, 2007 starting at 7:00 p.m. at the following location:

Foothill College
Appreciation Hall (Building 1500)
12345 El Monte Road, Los Altos Hills, CA 94022-4599

For additional information, please contact Charles Allen at (650) 949-6150.

x Charles Allen Date: September 5, 2007

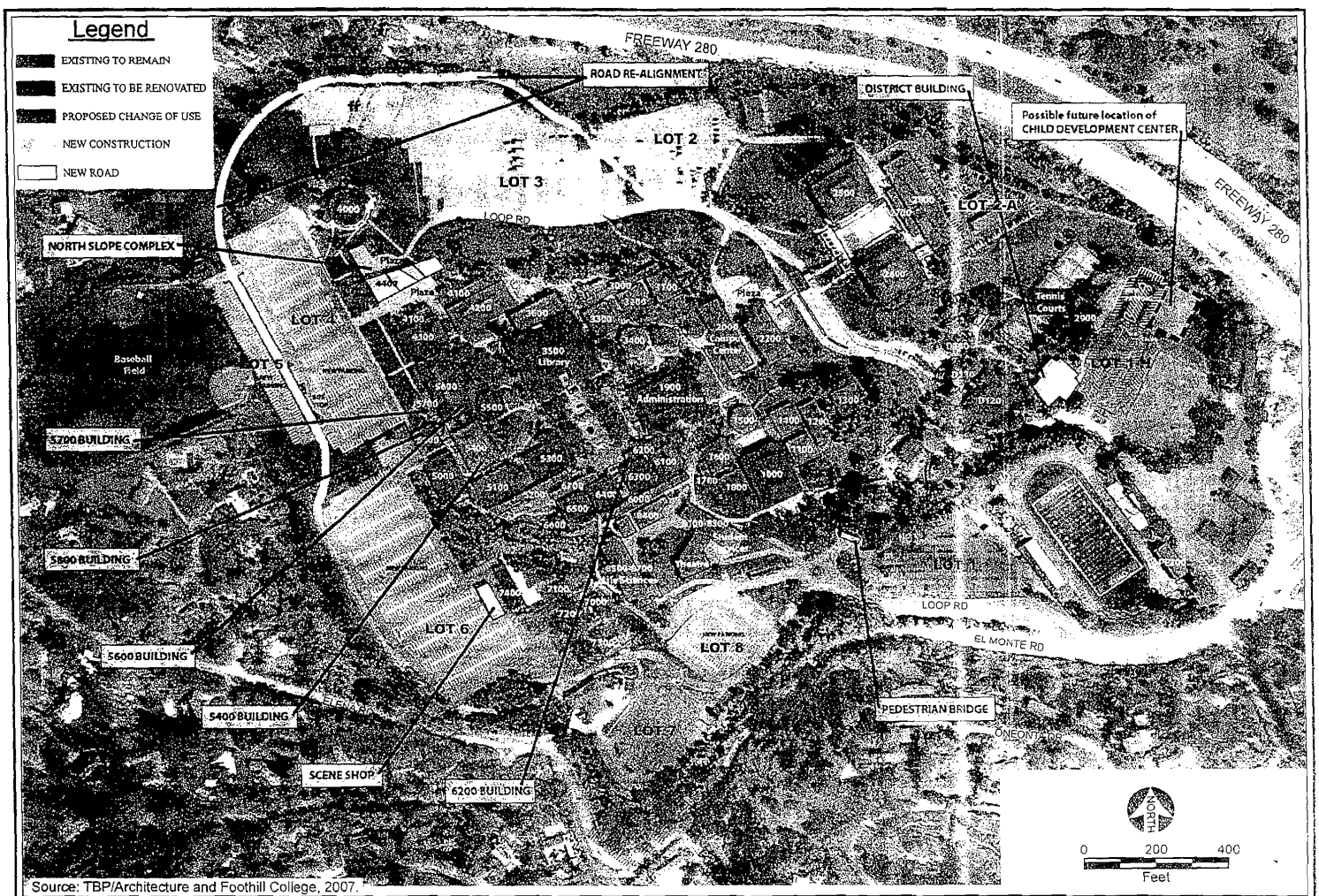
Charles Allen
Executive Director of Facilities, Operations, and Construction Management



Source: Thomas Guide and Christopher A. Joseph & Associates, May 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

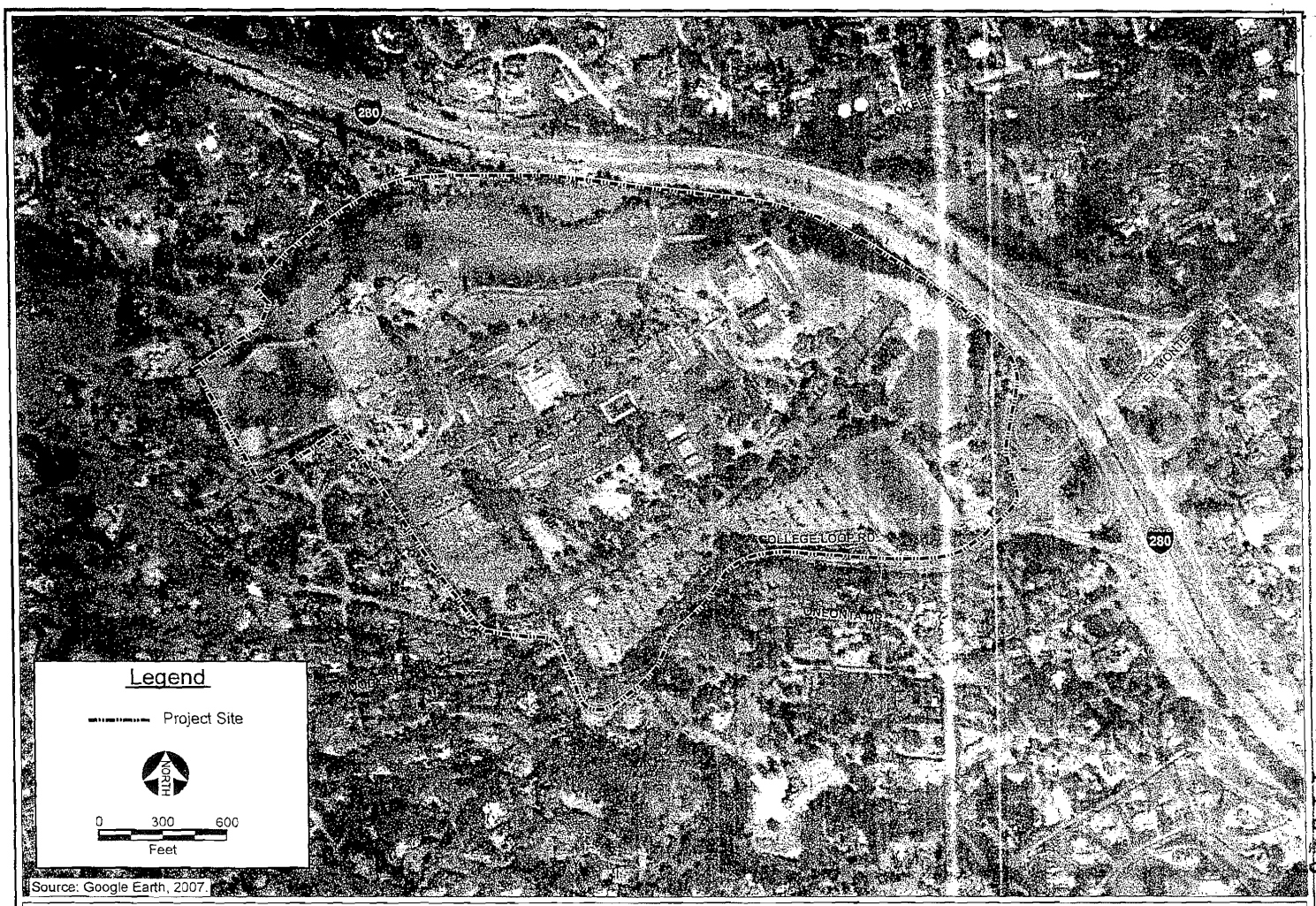
Figure 1
Regional and Project Vicinity Map



Source: TBP/Architecture and Foothill College, 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 3
Foothill College Master Plan.



Source: Google Earth, 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 2
Project Site Aerial

E-14346

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY 711

REC'D SEP 19 2007

Flex your power!
Be energy efficient!

September 13, 2007

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 Initial Study / Notice of Preparation (IS/NOP)

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

Our primary concern with the project is the potentially significant impact it may have to traffic volume and congestion. In order to address our concerns regarding the proposed development, we recommend a traffic impact analysis be prepared. The traffic impact analysis should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.

2. Current Average Daily Traffic (ADT), AM, and PM peak hour volumes on all significantly affected streets, highway segments, intersections and ramps.

3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus master plan, and 3) cumulative for the intersections in the master plan area.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.

5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.

6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We recommend you utilize Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* which can be accessed from the following webpage:
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

Encroachment Permit
Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

See the website link below for more information.
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Mr. Michael Condie, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

To request a copy of the Department's right-of-way maps call (510) 286-5257 and leave a message or send an e-mail to d4rwerec@dot.ca.gov.

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,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c. Scott Morgan (State Clearinghouse)

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director
700 Heinz Avenue
Berkeley, California 94710-2721

Arnold Schwarzenegger
Governor

September 17, 2007

Mr. Charles Allen
Foothill De Anza College
Facilities, Operations, and Construction Management
12345 El Monte Road
Los Altos Hills, California 94022-4599

Dear Mr. Allen:

Thank you for the opportunity to comment on the Notice of Preparation for the Foothill College Facilities Master Plan project [SCH# 2007091014]. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any required remediation activities which may be required to address any hazardous substances release.

The proposed project is a master plan that provides direction for implementation of projects including construction of new buildings, renovation of existing buildings and facilities and improvements to circulation, parking and other features. Section VII. Hazards and Hazardous Materials include soil sampling of burned ash and debris for metals, dioxins, and semi-volatile organic compounds as a mitigation measure; however, the discussion section does not describe the burned ash or debris. Because no discussion is included, it is difficult for DTSC to provide specific comments on this issue. The EIR should identify and describe all current and historical uses of the property and if any current or past activities (such as the source of the burned ash and debris) had the potential to use or release hazardous substances. Activities or uses that are identified should be investigated to determine if any releases have occurred and if remediation is necessary.

If remediation is needed, other sections of the EIR should also consider the potential impacts of remediation activities. For example, if soil excavation is necessary, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels

and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site.

DTSC and the Regional Water Quality Control Boards (Regional Boards) signed a Memorandum of Agreement, March 1, 2005 (MOA) aimed to avoid duplication of efforts among the agencies in the regulatory oversight of investigation and cleanup activities at brownfield sites. Under the MOA, anyone requesting oversight from DTSC or a Regional Board must submit an application to initiate the process to assign the appropriate oversight agency. The completed application and site information may be submitted to either DTSC or Regional Board office in your geographical area. The application is available at http://www.calepa.ca.gov/brownfields/MOA/application.pdf.

If you have any questions or would like to schedule a meeting, please contact Lynn Nakashima of my staff at (510) 540-3839. Thank you in advance for your cooperation in this matter.

Sincerely,

Barbara J. Cook, P.E., Chief
Northern California - Coastal Cleanup
Operations Branch

cc: Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, CA 95812-3044

Santa Clara Valley Water District SM

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

September 27, 2007

REC'D OCT 01 2007

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

Subject: Notice of Preparation of an Environmental Impact Report for Foothill College

Dear Mr. Allen:

The Santa Clara Valley Water District (District) staff has reviewed the Notice of Preparation of an Environmental Impact Report (EIR) for the Foothill College Facilities Master Plan received on September 6, 2007. Adobe Creek borders the southern portion of the project site and the District has an easement along portions of the creek. In accordance with District Ordinance 06-01, any work within District right of way is subject to review and issuance of a District permit prior to construction.

In development of the Master Plan for the site, we encourage the inclusion of setbacks, preservation, and restoration of riparian habitat along Adobe Creek. If opportunities are available, the Loop Road and parking lots should be modified to provide opportunities for stream protection.

At this time, we do not have any further comments. We look forward to reviewing and providing comments on the EIR when it becomes available. 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.

Sincerely,

Kathrin A. Turner
Assistant Engineer
Community Projects Review Unit

cc: S. Tippets, B. Goldie, K. Turner, File (2)

25233_49837kt09-27

LOS ALTOS HILLS
CALIFORNIA

REC'D OCT 02 2007

September 28, 2007

Foothill De Anza College
Facilities, Operations and Construction Management
12345 El Monte Road
Los Altos Hills, CA 94022-4599
ATTN: Charles Allen

Re: Comments on Draft Initial Study/NOP for Foothill-De Anza College Facilities Master Plan

Dear Mr. Allen:

This letter sets forth the Town of Los Altos Hills comments on the Draft Initial Study and Notice of Preparation (NOP) for the Foothill-De Anza College Facilities Master Plan (Plan). The Town has significant concerns about the adequacy of the Initial Study and the proposed scope of issues to be addressed in the environmental impact report (EIR) for the project. We request that the Initial Study be revised and the scope of impact areas included in the EIR expanded to address the issues raised in this letter. Foothill College is an important part of our community. It is critical that the impacts of the Plan be thoroughly analyzed and minimized, so that the Town and its residents will not be adversely affected by the Plan.

The Town agrees that an EIR clearly is required to address Plan impacts. Any other form of environmental review would be inadequate under CEQA. However, the scope of issues to address in the EIR is too narrow. As discussed in more detail below, the Plan presents additional potentially significant impacts that require further study and analysis in the EIR. Also, the analysis in the Initial Study to support the exclusion from the EIR of certain significant impacts based on identified mitigation measures is inadequate. These impacts and proposed mitigation measures also should be analyzed in the EIR, so that the public will have an opportunity to review and comment on the issue.

Below are our specific comments organized by section of the Initial Study.

Project Description – The Project Description does not include any detailed plans which are needed to evaluate the environmental impacts of the project. The 8.5 x 11 color diagram of the Plan is not adequate to identify and analyze environmental impacts. In particular, there are no detailed plans of the proposed loop road configuration. The EIR should contain detailed plans for the roadway improvements which show compliance with the Town's standards, since State

26379 Fremont Road
Los Altos Hills
California 94022
650/941-7222
Fax 650/941-3160

law requires that the Plan comply with these standards. Also, the EIR should analyze all improvements planned by the District within the Plan time horizon, so that all impacts of the expansion are analyzed. The impacts of the increase in student enrollment to 2,839 should be analyzed as part of the project.

The Project Description states that the new loop road will improve pedestrian and bicycle safety. However no evidence has been presented that shows the College has conducted a comprehensive professional analysis on how to improve pedestrian and bicyclist safety on the campus.

Aesthetics – The Plan has potentially significant aesthetic impacts which should be analyzed in the EIR. The analysis of these impacts in the Initial Study is inadequate. A visual analysis should be completed as part of the EIR, especially for the impacts of grading and expansion of parking lots, roadways and buildings. The project will have an impact to neighbors' views. Although no detailed plans were provided for review, it appears that significant grading and vegetation removal will be necessary to accommodate the expansion of Parking Lot 4. The expansion of Parking Lot 4 from 2.25 acres to 4.5 acres will substantially increase the visibility of the parking area to neighboring homes. Removal of the existing earthen berm will expose the view of the buildings and unsightly parking lot to the neighbors on Josefa Way. Also, there will be loss of natural landscaping for the neighbors on Crescent Lane. Therefore, the statement in the Initial Study that "The expansion of the parking lots 1H and 4 would incrementally increase the amount of paved surface visible from within the project site, but would not affect views of the surrounding scenic hillsides and landscapes" (see p.13, paragraph 2) is incorrect.

The impacts from artificial light sources and glare also should be analyzed in EIR. The Initial Study's analysis and mitigation is inadequate to address light from parking lots and roads. Additional lights will have to be installed for the expanded parking lot and loop road. The lights will be much closer to the existing homes to the northwest and west sides of campus. Glare from headlights also will impact nearby residences. Light and glare from the headlights of traveling vehicles will have an impact to the neighbors as traffic is routed to the outer edge of campus, directly adjacent to the homes on Josefa, Duval, and Crescent Lane.

Air Quality - Since a full traffic study is being performed in the EIR, air quality impacts also should be included in the EIR. The results of the traffic study will provide the basis for the analysis and conclusions on air quality. It is premature and incorrect for the Initial Study to conclude air quality impacts from operation emissions are less than significant without final traffic data. We believe that the Initial Study underestimates vehicle trips from the Plan because it does not include trips from increased student enrollment of 2,839. A full analysis of air quality impacts including greenhouse gasses from construction and operation of the project should be included in the EIR. Relocating the loop road closer to the adjacent residential properties will increase localized air pollution from increased traffic brought by the campus expansion. Trucks and busses on this road will increase levels of localized particulate matter and impact sensitive receptors.

Biology - Impacts on trees should be analyzed in EIR biology section. The Initial Study also inaccurately refers to certain creeks in the Town as drainage ditches. The Initial Study referred to "construction and roadway improvements near Adobe Creek and O'Keefe drainage ditch."

Purissima Creek is misidentified as a drainage ditch and should be corrected. The impacts of the construction and operation of the loop road (example, runoff) should be thoroughly analyzed. Detailed plans showing the distance of the proposed loop road to the creek should be included in the EIR. The plan should address required development setbacks from the creek bank. The EIR should study how polluted stormwater runoff from the new road and additional parking lots will be effectively treated prior to discharge into the Town's creeks and storm drain system. The EIR should consider implementation of a "Greenhouse Gas Reduction" program. Such a program should include a comprehensive tree planting plan and installation of vegetated swales along the loop road and parking lots as a means to mitigate greenhouse gas, treat polluted stormwater runoff and reduce the urban heat island effect.

Cultural Resources - The mitigation for archeology and paleontological impacts should be augmented to be consistent with CEQA standards.

Geology – Since geology impacts are identified as potentially significant and requiring mitigation, these impacts should be analyzed in the EIR. This is necessary because the Initial Study states that geotechnical studies for development in some sloped areas have not been performed because design and location of buildings have not been completed. Soils studies should be performed and included in the EIR rather than deferred to later. In particular, the soils issue for the roadway expansion identified in the Initial Study (page 25) should be further studied in the EIR. Since the project grading plans are subject to Town review and approval, the EIR should fully analyze the plans and their impacts. Otherwise, further environmental review may be required for the Town's approval process.

Hydrology and Water Quality - The project will result in increased levels of surface runoff and potentially exceed the capacity of the Town's storm drainage system. The campus drainage plan is subject to Town review and approval and drainage impact fees. The project's stormwater runoff should be quantified and the plans to address impacts should be analyzed in the EIR. The Project will result in increased runoff as compared to existing conditions, especially from the expanded parking areas. This increased runoff must be addressed, so that neighboring properties are not affected. Also, Purissima Creek again is misidentified as a drainage ditch in this section (see p. 32, paragraph 1). The EIR should study how polluted stormwater runoff from the new road and acres of new parking lots will be effectively treated prior to discharge into the Town's creeks and storm drain system.

Noise – The Town requests the opportunity to review and comment on the scope of the noise study to be performed for the project in the EIR. The Town wants to make sure that all potential noise impacts of the project are analyzed. Speeding and drag racing along the existing loop road late at night causes significant noise impacts on neighbors. This problem will get worse because the new road design will allow even faster speeds on longer straights and is located closer to the neighbors. Also, the removal of the existing earthen berm for the Parking Lot 4 expansion will expose residents on Josefa Way to increased noise levels.

Police Services - This potentially significant impact should be discussed in the EIR. The Initial Study says that the District police department is currently understaffed. The Initial Study does not adequately address how the District will serve the project expansion. The Town is concerned

with this issue because residents have complained about incidents of vandalism and disturbances from improper late night activities on campus. Our understanding is that Foothill College Police are on duty 18 hours a day with no campus police coverage during late night and early morning hours.

Traffic - The Town requests the opportunity to review and comment on the scope of the traffic study to be performed for the project in the EIR, especially the intersections to be studied. The traffic study should analyze all increase in trips from the expansion, including the additional 2,800+ vehicular trips per day from increased student enrollment. The traffic study should analyze possible traffic calming measures including a curvilinear alignment and a single lane road design in order to slow traffic down and improve pedestrian safety. The traffic section also should analyze the impacts of the project on pathway access, especially pathways to the college from adjoining streets and properties. The relocation of the loop road appears to eliminate the existing pathway connection between Josefa Way and Crescent Lane. There was no mention of the pathway and how it will be affected by the new loop road in the Initial Study. The Josefa pathway is a critical pathway link between surrounding residential uses and the campus and should be maintained and integrated into the new design.

Utilities – The EIR should include analysis of sufficiency of water to serve the project.

Alternatives - The Town requests that the District discuss with the Town the project alternatives to be analyzed in the Draft EIR to address significant impacts. In particular, the Town is interested in the evaluation of alternative roadway and parking lot configurations to reduce impacts on adjacent residents and the surrounding natural environment.

Other – The Initial Study (page 6) describes the Surrounding Land Uses as "rural residential uses to the west (and northwest) are sparsely developed with houses located on large lots." These properties are developed at the maximum density per the Town's General Plan and it is not correct to state that the lots are "sparsely developed".

We look forward to working with Foothill College in a collaborative and inclusive relationship to discover an alternative to the project that is benign to campus users and residential neighbors alike. If you have any questions about this letter, please call me at 650-947-2517.

Sincerely,

Debbie Pedro, AICP
Planning Director

SANTA CLARA
Valley Transportation Authority

FAX COVER SHEET

Please deliver fax to:

Charles Allen	Foothill-De Anza College	**Phone**	**Fax**
			(650) 948-5194

Subject: Development Review

Total pages including cover: 2

Original _____ will x will not follow by mail.

From: Roy Molseed
Santa Clara Valley Transportation Authority
Environmental Planning
3331 North First Street, Bldg. B
San Jose, CA 95134-1906

OFFICE PHONE (408) 321-5789 OFFICE FAX (408) 321-5787

Memo:

If you do not receive all the pages indicated above, or have any problems with this transmittal, please call (408) 321-5789.

SANTA CLARA
Valley Transportation Authority

October 1, 2007

REC'D OCT 02 2007

Foothill De Anza College
Facilities, Operations, and Construction Management
12345 El Monte Road, Los Altos Hills
Los Altos, CA 94022

Attention: Charles Allen

Subject: Foothill-De Anza College Facilities Master Plan

Dear Mr. Allen:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR for 62,000 square feet of additional building space at Foothill College at 12345 El Monte Road. We have no comments on the proposed project at this time.

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

California Regional Water Quality Control Board
San Francisco Bay Region

Linda S. Adams
Secretary for Environmental Protection

Internet Address: http://www.swrcb.ca.gov
1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300 ∃ FAX (510) 622-2460

Arnold Schwarzenegger
Governor

October 3, 2007
File No. 2188.05 (BKW)

Foothill De Anza College
Facilities, Operations, and Construction Management
Attn: Charles Allen
12345 El Monte Road
Los Altos Hills, CA 94022-4599

Re: Draft Initial Study, Foothill College Facilities Master Plan
SCH # 2007091014

Dear Mr. Allen:

Regional Water Quality Control Board (Water Board) staff have reviewed the *Initial Study, Foothill College Facilities Master Plan* (IS). The IS evaluated the potential environmental impacts that might reasonably be anticipated to result from the implementation of the proposed Foothill College Facilities Master Plan Project. Based on the results of the IS, an Environmental Impact Report (EIR) will be prepared for the Foothill College Facilities Master Plan Project. Water Board staff have the following comments for the preparation of the EIR.

Comment 1
Notice of Preparation, EIR Sections, page 2.
Water Board staff request that, "Hydromodification and Water Quality" be added to the topics that are to be analyzed in detail in the EIR. The reasons for this request are explained in comments 4 through 6.

Comment 2
Environmental Checklist, Other Agencies Whose Approval is Required, page 8.
Figure 3, *Foothill College Master Plan*, indicates that implementation of the Master Plan may impact riparian vegetation along Adobe Creek or O'Keefe Creek. Any activities that may impact riparian vegetation, including any vegetation contiguous with vegetation assemblages at the top of bank, will require a permit from the California Department of Fish and Game (CDFG). In addition, if any components of implementing the Master Plan (e.g., new stormwater outfalls or bank armoring) intrude below the ordinary high water mark (OHW) in Adobe Creek or O'Keefe Creek, permits will also be required from the U.S. Army Corps of Engineers (ACOE).

Comment 3
Section IV, Biological Resources, b and c., page 21.
Text in both of these paragraphs notes that the ACOE and CDFG would have jurisdiction over drainages on the Project site. In addition to these agencies, the Water Board also has jurisdiction over the drainages. The Water Board has regulatory authority over wetlands and waterways under both the federal Clean Water Act (CWA) and the State of

California's Porter-Cologne Water Quality Control Act (California Water Code, Division 7). Under the CWA, the Regional Water Quality Control Board has regulatory authority over actions in waters of the United States, through the issuance of water quality certifications (certifications) under Section 401 of the CWA, which are issued in combination with permits issued by the Corps under Section 404 of the CWA. When the Water Board issues Section 401 certifications, it simultaneously issues general Waste Discharge Requirements for the project, under the Porter-Cologne Water Quality Control Act. Activities in areas that are outside of the jurisdiction of the Corps (e.g., isolated wetlands, vernal pools, stream banks above the ordinary high water mark, intermittent streams, or ephemeral streams) are regulated as waters of the State by the Regional Water Quality Control Board, under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie in waters of the State that are outside of Corps jurisdiction may require the issuance of either individual or general waste discharge requirements (WDRs) from the Regional Water Quality Control Board

Comment 4

Section VIII, Hydrology and Water Quality, Mitigation Measure 1, page 34.

The EIR for the Project should present proposed post-construction Best Management Practices (BMPs) for the management of stormwater runoff from the Project site. Post-construction BMPs are required to provide treatment that meets the maximum extent practicable (MEP) treatment standard in the Clean Water Act. Treatment consistent with the MEP standard is defined in Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) Municipal stormwater Permit (Board Order No. 01-024; NPDES Permit, CAS0299718, as amended by Order Nos. 01-119 and 2005-0035), issued to the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). To meet the MEP standard, treatment BMPs are to be constructed that incorporate, at a minimum, the following hydraulic sizing design criteria to treat stormwater runoff. As appropriate for each criterion, local rainfall data are to be used or appropriately analyzed for the design of 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/ ASCE Manual 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% of the 50-year peak flow rate;
2. or 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.

Water Board staff strongly encourage the use of landscape-based stormwater treatment measures, such as bio-retention cells and vegetated swales, to manage runoff from project sites. Since landscape-based stormwater treatment measures require that some of the site surface area be set aside for their construction, the proper sizing and placement of these features should be evaluated early in the design process to facilitate incorporation of the features into the site landscaping. Water Board staff discourage the use of inlet filter devices for stormwater management. Filtration systems require a maintenance program that is adequate to maintain the functional integrity of the systems and to ensure that improperly maintained filtration devices do not themselves become sources of stormwater contaminants or fail to function. Water Board staff have observed problems with the use of inlet filter inserts, since these devices require high levels of maintenance and are easily clogged by leaves or other commonly occurring debris, rendering them ineffective. Research conducted by the California Department of Transportation has demonstrated that inlet filters can be clogged by a single storm event. The study found that these devices required maintenance before and after storm events as small as 0.1 inch of rain. In addition, trash, debris, and sediment in the catchment had a significant impact on the frequency of maintenance[1]. Therefore, adequate maintenance of inlet filters to provide MEP water quality treatment would be prohibitively expensive and impractically time consuming.

Water Board staff recommend that the project proponents refer to *Start at the Source*, a design guidance manual for storm water quality protection, for a fuller discussion of the selection of stormwater management practices. This manual provides innovative procedures for designing structures, parking lots, drainage systems, and landscaping to mitigate the impacts of stormwater runoff on receiving waters. This manual may be obtained from the SCVURPPP's website (www.scvurppp.org)] or by e-mailing a request to

[1] Othmer, Friedman, Borroum and Currier, November 2001, *Performance Evaluation of Structural BMPs: Drain Inlet Inserts (Fossil Filter™ and StreamGuard™) and Oil/Water Separator*, Sacramento, Caltrans.

the e-mail address in the last paragraph of this letter. Additional innovative techniques for incorporating structural stormwater best management practices (BMPs) into urban design, such as infiltration planter boxes, can be found in Portland, Oregon's *2002 Stormwater Management Manual*, which can be obtained at www.cleanrivers-pdx.org/tech_resources/2002_swmm.htm.

Water Board staff would also like to point at that, at the Project site, the use of continuous deflection separators (CDS units) are not considered appropriate as a sole treatment measure for post-construction stormwater treatment. CDS units belong to a class of treatment devices referred to as "hydrodynamic separators". Water Board staff discourage the use of hydrodynamic separators as the sole means of treating runoff at sites with significant areas of currently undeveloped open space. These devices are more appropriate at dense infill sites that lack adequate surface area for landscape-based treatment devices. At sites with available, unused surface area, such as the Project site, it is possible to design the Project to set aside sufficient surface area for appropriate stormwater treatment BMPs. Hydrodynamic separators are only appropriate if used in combination with BMPs that are capable of removing the fine particulate matter that is not amenable to removal by hydrodynamic separators, and in combination with filter media that permanently absorbs hydrocarbons.

In the EIR, sufficient design detail should be provided to ensure that the Project has set aside sufficient land area for appropriately sized treatment measures. In the EIR proposed mitigation measures should be presented in sufficient detail for readers of the California Environmental Quality Act (CEQA) document to evaluate the likelihood that the proposed remedy will actually reduce impacts to a less than significant level. CEQA requires that mitigation measures for each significant environmental effect be adequate, timely, and resolved by the lead agency. In an adequate CEQA document, mitigation measures must be feasible and fully enforceable through permit conditions, agreements, or other legally binding instruments (CEQA Guidelines Section 15126.4). Mitigation measures to be identified at some future time are not acceptable. It has been determined by court ruling that such mitigation measures would be improperly exempted from the process of public and governmental scrutiny which is required under the California Environmental Quality Act. Based on the information provided in the EIR, it should be possible to evaluate the adequacy of the proposed post-construction BMPs to reduce the post-construction stormwater impacts of the Project to a less than significant level.

Effective BMPs usually have an impact on the layout of the site, since an area equal to about four percent of the new impervious surface area must be set aside for the BMPs. Therefore, specific BMPs should be proposed in the EIR so that their effectiveness can be evaluated in the CEQA review process. Water Board staff have reviewed many CEQA documents that promised acceptable treatment for runoff. Unfortunately, in many of these cases, the designs that were eventually submitted to the Water Board along with permit

applications did not include acceptable BMPs. Therefore, it is important for specific BMPs to be included in the EIR so that the Water Board can comment on them as early in the design process as possible.

Comment 5

Section VIII, Hydrology and Water Quality, Mitigation Measure 3, page 34.

Mitigation Measure 3 refers to the use of grassy swales "where feasible". At sites with large amounts of undeveloped open space, such as the Project site, the Water Board presumes that the use of landscape-based stormwater BMPs is feasible. The Project proponent should be identifying land to set aside for stormwater treatment BMPs. Also, landscape-based treatment measures will help the Project to comply with the hydromodification requirements of the SCVURPPP NDPES permit (See comment 6).

Comment 6

Section VIII, Hydrology and Water Quality, Mitigation Measure 5, page 35.

Mitigation Measure 5 refers to matching pre- and post-project runoff rates for the 100-year storm. In order to comply with the hydromodification (HM) requirement of the SCVURPPP NPDES permit, the Project must match the pre- and post-project runoff flow rates and durations. This requires that the pre- and post-project hydrograph be matched using a continuous simulation model with 50-year continuous precipitation record, not just for the 100-year storm that is used for evaluating impacts on flood control capacity in the creek system (see http://ci7e.securesites.net/hmp_final_draft/hmp_sections/Chapter%205_rev%203-05.pdf). The IS notes on page 33 that hydrologic studies have not yet been performed because the final designs and locations of the new buildings and parking lots have not yet been determined. However, the size and relative locations of the structures and parking lots in the watershed should be known to a sufficient level of detail in the EIR to allow for an evaluation of the Project's impacts on the hydrograph in the receiving waters, and to determine the area needed for construction of HM control(s).

If you have any questions, please contact me at (510) 622-5680 or e-mail bwines@waterboards.ca.gov.

Sincerely,

Brian Wines
Water Resources Control Engineer

cc: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044
Santa Clara Valley Water Control District, Attn: Sue Tippets, Community Projects Review Unit 5750 Almaden Expressway, San Jose, Ca 95118-3686
CDFG, Bay Delta Region, Attn: Charles Armor, Acting Regional Manager, P.O. Box 47, Yountville CA 94599

25755 Josefa Ln
Los Altos Hills, CA 94022
September 10, 2007

Foothill De Anza College
Facilities, Operations, and Construction Management
ATTN: Charles Allen
12345 El Monte Road, Los Altos Hills, CA 94022-4599

Re: Measure C Project-transportation plan and input for the preparation of the EIR

Dear Sir,

We are particularly concerned regarding the greatly expanded Loop Road as shown in Figure 3 of the Foot Hill Master Plan. The routing shown which connects Lot 3 to Lot 4 will have a severe impact on our house. We will see every car which enters the campus; in the evening we will see the head and tail lights, we will hear the noise of the traffic and will get more pollution. The routing of the road will encourage higher speeds and with 400 new parking spaces, there would be more cars on the road.

We have several recommendations to address this concern:

1. The native landscape and topography provides a natural barrier to Josefa Lane and Duval if the routing of the road veered southward at the west end of LOT 3, and connected to the route between LOT 4 and 5 behind the ridge on the northwest side of what is now LOT 4.
2. Develop a transportation plan which does not require every car to make full loop around the campus. Why should someone who parks in LOT 1 need to circumnavigate the entire campus to get out? It seems like putting a return path from LOT 3 back to El Monte by LOT 1; and allowing similarly putting a loop connecting LOTS 4, 5, 6 and 7 would eliminate the need for the connecting route from LOT 3 to LOT4 which would eliminate the impact the residences of Josefa Lane and Duval.
3. Instead of a strategy of supporting **more** cars on campus, building **more** parking lots and **spending money** on transportation infrastructure (which removes money available to really improve the educational infrastructure which is the primary intent of Measure C), why not overtly plan to reduce the automobile traffic. This would minimize the overall severe congestion and pollution, and improve public safety for the students and neighborhood. For example, why not encourage students to car pool, bike ride and/or take public transit by say giving them a discount on tuition or preferences such as early enrollment. This is a better lesson in life than encouraging a transportation plan which is to drive everywhere alone. Such a plan may eliminate the need to spend money on the road and new parking facilities.
4. If the current routing is accepted, then what mitigation plans can be put in place to address the impact to the residences of Josefa and Duval? Freeways

put up sound barriers to protect neighbors; we recommend such a strategy be put in place. Similarly, lighting on parking lots and along the road should be chosen to minimize their impact neighbors.

We appreciate the chance to give this input to the EIR and hope that the concerns of this development can be addressed.

Sincerely,
William and Marcia McConnell

Marcia McConnell

William McConnell

September 16, 2007

To: Foothill – De Anza Community College District
Charles Allen, Executive Director of Facilities
Martha J. Kanter, Chancellor of Foothill-De Anza Community College
Judy Miner, President, Foothill College
Board of Trustees:
Betsy Bechtel,
Paul Fong
Laura Frier
Hal Plotkin
Bruce Swenson
Sarah Snow
Jordan Eldridge

From: Foothill College Neighbors across Josefa Lane to the Northwest

Re: Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting for the Foothill College Facilities Master Plan Project

In response to the referenced notice dated September 5, 2007, this letter is from Foothill College neighbors across Josefa Lane to the northwest and is intended to present our VERY STRONG OBJECTIONS to the realignment of the Loop Road along the northwest perimeter of the campus which has been presented in the 2007 Facilities Master Plan for the Foothill-De Anza Community College District. Obviously no input has been solicited from us and no consideration has been given to the environmental impact on we neighbors who are suddenly faced with the prospect of a high traffic road paralleling Josefa Lane. Frankly, your Notice of September 5, 2007 was quite a bombshell for us.

With 18000 enrolled students (ref page 15 of the Master Plan), one can only guess at how many cars a day are going to be traveling this road. It is probably 10000, maybe even 20000. We the neighbors are going to be bombarded with noise, dust, and exhaust as the thousands of cars (plus the daily buses, trucks and service vehicles) travel the loop road and climb the hill from the parking lot up to the top past the baseball field. And that does not even address the construction process which is another bombardment of noise, dust and exhaust.

Another major concern of we neighbors is the impact on our property values. With the sudden addition of an adjacent road carrying tens of thousands of cars, property values are going to plummet, and salability of these properties may become questionable. Are we to be compensated for that?

At the present time, parking lots 2 and 3 serve as a buffer between all the traffic and we neighbors to the northwest. Surely some arrangement (other than tearing up the recently

reconstructed parking lots 2 and 3) can be arrived at that will maintain this buffer zone and preserve the neighborhood environment. If pedestrian safety is an issue, a few more pedestrian bridges could be constructed and we suspect that the cost would be much less than this major road realignment and maybe even free up some funds to be used for other improvements.

We trust that these concerns will be addressed before any design proceeds. We look forward to working with you to provide a solution that will be equitable to all and hope that legal action will not be necessary.

Name	Address
Robert Meneely	26044 Duval Way
Pat Meneely	26044 Duval Way
[illegible]	26200 Joseta Lane
[illegible]	25825 Joseta lane
[illegible]	25825 Joseta lane
[illegible]	25779 Joseta Ln
[illegible]	26066 DUVAL WAY
[illegible]	26066 Duval Way
[illegible]	26088 Duval Way
Albert Jackson	26088 Duval Way
[illegible]	26200 Joseta Lane
[illegible]	26100 Duval Way
Mary Ann Malcolm	26045 DUVAL WAY
Mike Malcolm	26045 Duval Way
[illegible]	26100 Duval Way
[illegible]	25740 Joseta Ln
[illegible]	26101 Duval Way
[illegible]	26101 Duval Way
[illegible]	26075 Duval Way
[illegible]	25750 Joseta Lane

REC'D OCT 02 2007

25755 Joseph
Los Altos Hills CA 94022
~~Oct~~ Sept 29

Dear Mr Allen

In reviewing post EIR done by foothill, the CEQA requirements teach the aesthetics of the project ~~would~~ is part of the criteria, We ask that the aesthetics of the loop road be part of the EIR

Regards

Mary Bill McCarthy

DRAFT ENVIRONMENTAL IMPACT REPORT
SCOPING MEETING
COMMENT CARD

REC'D OCT 02 2007

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

Date: Tuesday, September 18, 2007 (7:00 to 9:00 PM)
Location: Foothill College
Appreciation Hall (Building 1500)
12345 El Monte Road, Los Altos Hills, CA 94022-4599
Project: Foothill College Master Plan Project

Comments may be submitted at the Scoping Meeting 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 5, 2007.

Name (Please Print): Frederick Mueller

Mailing Address: 26075 Duval Way, Los Altos Hills CA 94022

Resident, Business, Organization, etc.: Resident

Comment (s): There is one aspect of the proposed plan that I am strongly opposed to, the change to the loop road. Rerouting the loop road to the outer North edge of campus is expensive, disruptive and problematic for the neighbors and probably unnecessary. The increase in noise, pollution, dust and unsightlyness to the neighborhood will all contribute to lower property values. It will also mean a lower quality of life for the residents. I would like the EIR to consider all of above mentioned issues as well as the impact on the creek when looking at alternatives.

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.

Foothill De Anza College
Facilities, Operations, and Construction Management
ATTN: Charles Allen
12345 El Monte Road, Los Altos Hills, CA 94022-4599

REC'D OCT 02 2007

Sept 28, 2007

Dear Sirs:

This letter is in response to the Foothill-De Anza College Facilities Master Plan document prepared by Christopher Joseph & Associates dated Sept 2007.

We believe this project will have a significant adverse affect on the overall environment in this rural area as well as a very significant adverse affect on the houses along Crescent Lane (Los Altos Hills) that border the college. The specific issues that we are particularly concerned about are as follows:

Noise:

1. Parking lot expansion. As stated in the EIR the proposed changes will have significant noise issues. We are very concerned about the increase in car and bus related noise that will result from the expansion (2x) of parking lot 4 and the new development of parking lot 5 -- both of which border rural properties built along Crescent Lane. Based on our experience with the current parking lot 5, we know we can expect significant increases in car alarms, screeching tires, door slams, and Bus beeping and bus engine sounds. This is unacceptable.
2. Road re-alignment. The proposal moves the road significantly closer to the homes on Crescent lane and puts it right in the back yards of a few homes. This is totally unacceptable and does not fit with the rural character of the neighborhood.
3. The noise impact is not only an issue for the neighbors in the homes along Crescent Lane (including sleeping children during the day and early evening), but is an issue for the wildlife that's established in the areas between the College and our homes which we feel will be driven out of the area. The college is significantly overbuilding in an area that has always been a very low density development area with strong support for local wildlife.

In order to mitigate the noise issues the only acceptable alternative is to shift to underground parking in areas near homes, and multi-level parking structures in areas along the freeway (i.e. areas where there wouldn't be any additional noise impact). To mitigate road congestion you should put multi-level parking near the entrance to the college and provide shuttle buses to more remote areas. This solves multiple problems at once (no need to move loop road, reduces noise impact to neighborhood, eliminates additional ground water pollution and runoff issues associated with additional paved acreage).

Air Quality

As mentioned in the EIR there will be a significant Impact on Air quality caused by the expansion of the college. We expect the movement of the loop road and 2+ times increase in parking spaces adjacent to Crescent Lane to have an unacceptable negative impact on in the air quality in our lots.

Water Quality:

The drain off from the new parking lots will degrade the groundwater quality in the area and cause yet more water to run into the sewer system instead of naturally draining through the

currently undeveloped land. The drain off from car fluids that drip onto pavement as well as trash thrown needs to be considered. This adds additional stress to an already over-stressed eco-system and has an unacceptable impact on local streams.

Unfortunately two neighbors of ours who will be significantly impacted are away on extended vacations and could not be reached in time to meet your deadline of October 1st to respond to the EIR. These neighbors both have properties that directly border the proposed new parking lots and roadway and I'm sure would have liked to respond as well. We are surprised and disappointed that we were given such minimal notice (2 weeks) to respond to such an important matter affecting our quality of life, environment, and property values.

In conclusion we strongly object to the portion of the loop road that will be moved to the areas between lots 4 and 5 as well as the doubling of lot 4 in size and the addition of lot 5.

Sincerely,

Michael and Margaret Weimar
25500 Crescent Lane
Los Altos Hills, CA 94022

Katrina Hardt

From: Charles Allen [allencharles@fhda.edu]
Sent: Monday, October 08, 2007 7:55 AM
To: Katrina Hardt
Subject: Fw: Scoping items for the Foothill EIR

Katrina,

Pls see the below addl comment.

Charles

>X-ASG-Debug-ID: 1191644859-31bf005c0000-Qc1JHv
>X-Barracuda-URL: http://mailgw.fhda.edu:8000/cgi-bin/mark.cgi
>DomainKey-Signature: a=rsa-sha1; q=dns; c=nofws;
> s=dk20050327; d=earthlink.net;
> b=UV8hHWZJfC6zdeII+wq95C7qKm0VIJ6O8Ixq8rNmoiDVE9VMOS/i7LLzpBfEG8Yw;
>
>h=Received:Message-ID:From:To:Cc:Subject:Date:MIME-Version:Content-Type
>:Content-Transfer-Encoding:X-Priority:X-MSMail-Priority:X-Mailer:X-Mime
>OLE:X-ELNK-Trace:X-Originating-IP;
>From: "Joe Wilczak" <jwilczak@earthlink.net>
>To: <allencharles@fhda.edu>
>Cc: "Judy Wilczak" <Judy.Wilczak@cbnorcal.com>,
><susanmarywilczak@comcast.net>,
> "maryann malcolm" <maryannmalcolm@yahoo.com>,
> "Joanne Sobel" <joanneds@pacbell.net>, "Pat Meneely"
> <pmnly@yahoo.com>,
> "Al & Mary Jackson" <al-mary@pacbell.net>,
> "Frederick Mueller" <fritz.m@gmail.com>,
> "Dean Pourmand" <deanpourmand@sbcglobal.net>,
> "William McConnell" <william.mcconnell@hitachigst.com>,
> "Jasmine Pombra" <jpombra@yahoo.com>,
> "Babak Mostaan" <bmostaan@hotmail.com>
>X-ASG-Orig-Subj: Fw: Scoping items for the Foothill EIR
>Subject: Fw: Scoping items for the Foothill EIR
>Date: Fri, 5 Oct 2007 21:27:20 -0700
>X-Mailer: Microsoft Outlook Express 6.00.2900.3138
>X-ELNK-Trace:
>6d8fa00b09aa62621aa676d7e74259b7b3291a7d08dfec79ef504ae7e5a9c8d43a6712d
>bc3a1cc0f350badd9bab72f9c350badd9bab72f9c350badd9bab72f9c
>X-Originating-IP: 69.228.212.176
>X-Barracuda-Connect: elasmtp-dupuy.atl.sa.earthlink.net[209.86.89.62]
>X-Barracuda-Start-Time: 1191644859
>X-Barracuda-Virus-Scanned: by FHDA E-mail Firewall at fhda.edu
>X-Barracuda-Spam-Score: 0.00
>X-Barracuda-Spam-Status: No, SCORE=0.00 using per-user scores of
>TAG_LEVEL=2.0 QUARANTINE_LEVEL=1000.0 KILL_LEVEL=7.5 tests=
>X-Barracuda-Spam-Report: Code version 3.1, rules version 3.1.30412
> Rule breakdown below
> pts rule name description
> ---- ----------------------
> --
>X-Keywords:

>
>
>10-05-07
>
>Charles Allen:
>
>Add my comments/observations to the scoping items plus:
>
>Additional Item:
>The loop road as proposed will be much less safe for pedestrians.
>Students, faculty, workers, visitors will be placed in jeopardy as they
>become pedrestions attempting to cross the new parking arrangement.
>
>Currently, students etc., cross the parking lot and current road while
>facing vehicular traffic. They are able to see potential personal
>safety problems arising from oncoming cars, trucks, buses, motorcycles,
>etc. and avoid them.
>
>This would not be true if the loop road is moved to the proposed
>location. Students, and all others parking would be walking across the
>new parking lot with cars, trucks, buses, motorcycles pulling into the
>lot from the new loop road from behind them causing a variety of
>serious safety problems. Students, etc., would be walking with the
>traffic coming from behind them out of their line of sight.
>Traffic safety departments always recommend walking toward traffic on
>shared roadways thus enabling individuals to call into play most of
>their senses and physical reactions when needed.
>
>Add to this people driving huuriedly to get to class on time, looking
>for parking spaces, making deliveries, using cell phones, or racing as
>they do on Saturday nights, coupled with pedistrian students talking on
>cell phones with ears plugged with current music and vehicles coming up
>from behind them clearly demonstrates potential multiple life
>threatening situations on an hourly basis.
>
>If you're really concerned about student safety issues then think,
>study current safety, and act in terms of real student safety concerns
>instead of using students as an excuse to do something like move the
>loop road for whatever unstated reason.
>
>Foothill personnel drew a line on a map and called it a new loop road
>location without even going out to study what is located in that area
>of campus, much less do a site survey to test for feasibility.
>
>Joseph Wilczak
>26101 Duval Way.
>
>
>----- Original Message ----- From: "Joe Wilczak"
><jwilczak@earthlink.net>
>To: "robert meneely" <rmnly@yahoo.com>; "Al & Mary Jackson"
><al-mary@pacbell.net>; "Mary Ann Malcolm"
><maryannmalcolm@yahoo.com>; "William McConnell"
><william.mcconnell@hitachigst.com>; "Pat Meneely" <pmnly@yahoo.com>;
>"Babak Mostaan" <bmostaan@hotmail.com>; "Cathy Mueller"
><cmpm@velocitypm.com>; "Frederick Mueller" <fritz.m@gmail.com>; "T J
>Mueller" <tj_nlm@yahoo.com>; "Jan Pedersen"
><jpederse@yahoo-inc.com>; "Jasmine Pombra" <jpombra@yahoo.com>; "Beth
>Pourmand" <bethpourmand@yahoo.com>; "Dean Pourmand"

><deanpourmand@sbcglobal.net>; "Elsie Quigley" <elquigley@cs.com>; "Art
>Sobel" <sobellinni@yahoo.com>; "Joanne Sobel"
><joanneds@pacbell.net>; "Karen Sobel" <kdsobel@yahoo.com>
>Sent: Wednesday, October 03, 2007 4:32 PM
>Subject: Re: Scoping items for the Foothill EIR
>
>
>>All:
>>
>>Not sure about attending this evening's meeting, but there are some
>>questions/items that I would like "Lands of Foothill College" to
>>answer accurately:
>>
>>Re: Loop Road:
>>Foothill indicates that the road is being moved for student safety.
>>Questions/discussion: Shouldn't we as concerned citizens be asking
>>and receiving historical and current safety statistics?
>>i.e. How many students, faculty, worker's, visitors have been
>>killed or injured during the past year and all preceeding years
>>using/crossing the road?
>>How many traffic accidents have taken place this past year and all
>>preceeding years?
>>How will the safety of neighborhood students who access campus by
>>using the bridge over Purissima Creek/drainage ditch be impacted?
>>Ask Foothill to let Law Inforcement mishap investigative
>>departments conduct a study of all mishap investigation reports
>>filed by Foothill.
>>Remember, if the road is unsafe at it's current location as
>>Foothill claims, then it is equally unsafe or more so in it's
>>proposed unmonitored location
>>next to our homes.
>>
>>The Loop Road at it's current location passes close to a number of
>>campus buildings.
>>Noise pollution, exhaust pollution, and traffic studies need to be
>>conducted to determine the road's current negative impact at it's
>>current location.
>>It's more likely that the road is being moved because of traffic
>>noise, air pollution, and numbers of passing vehicles than any safety issues.
>>Question: Is moving the road next to our homes because of health
>>damaging effects of various pollutants a violation of Foothill's funding?
>>
>>Re: Purissima Creek/ drainage ditch.
>>Ask for a soil analysis of the creek bed to determine the current
>>and past levels of toxic materials in place.
>>Since Foothill has changed Purissima Creek into a drainage ditch,
>>we should also determine what existing authority or governmental agency
>>gave them permission to do this.
>>During our last go around with Foothill regarding the removal of
>>old parking lots and installation of new ones, it was determined that this
>>drainage ditch is a tributary of Adobe Creek and whatever toxins
>>have been or are being dumped into Purissima Creek, negatively impacts
>>our neighborhood and the entire Bay Area. There are State and
>>Federal regulations that require study of these issues with
>>associated penalities and
>>review of project funding.
>>
>>A soil analysis should also be used to determine the toxic levels
>>of the areas surrounding Purissima Creek. When Foothill removed the

>>asphalt/pavement
>>from the parking lots adjacent to our homes, they crushed the
>>chunks and dumped it on Josepha Lane instead of disposing of this
>>material according to
>>State and Federal regulations. Those original parking lots were
>>laid down thirty or forty years ago before environmental
>>regulations governing the chemicals
>>that go into the production of paving materials were put in place.
>>This naturally resulted in a certain amount of envirnmental air,
>>ground, and water pollution.
>>If a private citizen requests the use of these types of older
>>construction materials, the owner of these toxic materials is
>>required to inform the individual the
>>Hazmat classification of the material and that it cannot be used
>>for construction or road building but must be disposed of properly.
>>These types of Hazmat
>>violations, if proved, may also be a violation of project funding
>>and subject to review by County, State and Federal agencies. I
>>recall that some of us have taken pictures
>>of the dumping over the years. This may be a good time to dig them out.
>>
>>Re: Notice of City Council Public Hearing of Los Altos Hills dated
>>9-28-07 regarding a use permit re Sprint and "Lands Of Foothill College".
>>Question: Does this mean that Los Altos Hills has more jurisdiction
>>over the activities of Foothill College than is otherwise known?
>>Can we petition for the disputed areas adjacent to our homes,
>>including Purissima Creek, to be declared Permanent Open Space for
>>the environmental
>>protection of the area?
>>Can we petition some government entity to enforce environmental
>>cleanup of the area adjacent to our homes?
>>Can we petition for a study relating to the environmental impact
>>that Foothill College is having on the location of the college?
>>Foothill College has certainly outgrown and spoiled their current
>>location. Studies need to be conducted to determine the extent of
>>the environmental damage
>>and the steps needed to correct said damage.
>>
>>Re: Wildlife:
>>Question: Will the study determine all types of wildlife habitating
>>the disputed area?
>>Here again, the Creek bed should be studied. There are types of
>>life that lie dormant there and revive only during the rainy
>>season. Some of these may be protected.
>>There are also certain types of insects and lizards indiginous to
>>the area that are protected.
>>Will the study extend to nocturnal creatures as well?
>>There are a number of species of owls that exist here as well as an
>>extemely elusive species of nocturnal ring tailed cat that I've
>>only been able to see once.
>>
>>Regards,
>>
>>Joe and Judy Wilczak
>>
>>
>>
>>
>>

>>
>>
>>----- Original Message ----- From: "robert meneely" <rmnly@yahoo.com>
>>To: "Al & Mary Jackson" <al-mary@pacbell.net>; "Mary Ann Malcolm"
>><maryannmalcolm@yahoo.com>; "William McConnell"
>><william.mcconnell@hitachigst.com>; "Pat Meneely"
>><pmnly@yahoo.com>; "Robert Meneely" <rmnly@yahoo.com>; "Babak
>>Mostaan" <bmostaan@hotmail.com>; "Cathy Mueller"
>><cmpm@velocitypm.com>; "Frederick Mueller" <fritz.m@gmail.com>; "T
>>J Mueller" <tj_nlm@yahoo.com>; "Jan Pedersen"
>><jpederse@yahoo-inc.com>; "Jasmine Pombra" <jpombra@yahoo.com>;
>>"Beth Pourmand" <bethpourmand@yahoo.com>; "Dean Pourmand"
>><deanpourmand@sbcglobal.net>; "Elsie Quigley" <elquigley@cs.com>;
>>"Art Sobel" <sobellinni@yahoo.com>; "Joanne Sobel"
>><joanneds@pacbell.net>; "Karen Sobel" <kdsobel@yahoo.com>; "Joe
>>Wilczak" <jwilczak@earthlink.net>
>>Sent: Wednesday, October 03, 2007 11:40 AM
>>Subject: Scoping items for the Foothill EIR
>>
>>
>>>Dear neighbors, I propose to include all our environmental comments in
>>>one letter, with all our names. I think it might portray us as a more
>>>organized and cohesive opposition.
>>>
>>>Anyway I have done some research on pertinent topics for environmental
>>>reports and found a list of the environmental factors that are normally
>>>considered. Attached is a draft of a letter which addresses all the
>>>applicable factors.
>>>
>>>Let me know if you think this is a good idea, and if so, any changes,
>>>additions, deletions, etc that should be made. Deadline is Oct 5.
>>>
>>>bob meneely

September 24, 2007

To: Foothill-DeAnza Community College District
Board of Trustees:
Betsy Bechtel
Paul Fong
Laura Frier
Hal Plotkin
Bruce Swenson
Sarah Snow
Jordan Eldridge

CC: Charles Allen, Executive Director of Facilities
Martha J. Kanter, Chancellor of Foothill-De Anza Community College
Judy Miner, President, Foothill College
Jim Walker, Chairman, Citizens Bond Oversight Committee

From: Duval Way/Josefa Lane Neighbors

Re: Realignment of the Loop Road

The purpose of this letter is to expand on our letter of September 16, 2007. We would like to: 1) reiterate the very negative impact on our neighborhood; 2) point out that the proposed realignment of the loop road does not attain the objectives of the master plan; 3) offer a concrete alternative to the proposed routing that at least addresses the pedestrian concerns of the master plan and alleviates the impact on our neighborhood; 4) request that the Board of Trustees add an agenda item for Oct 1, 2007 to direct consideration of our alternative plan in the EIR.

Item 1: We object to the portion of the Loop Road Realignment that cuts through parking lots 2 and 3 along the small creek at the northwest border of Foothill and climbs the steep hill on the backside of the college because it has a very negative impact on the adjacent neighborhood on Duval Way and Josefa Lane. The adjoining properties are faced with the prospect of a major earthmoving and construction project less than a stones throw from their borders with all the attendant noise and dust and exhaust that such a project entails. And at the completion of the construction, they are left with a high traffic road carrying an estimated ten to twenty thousand cars a day plus buses, trucks and service vehicles. It is an undisputable fact that all the vehicles will be climbing a steep hill while their exhaust pipes are pointed towards the neighborhood. Vehicles climbing under power will maximize the exhaust gases, the noise and the dust that is generated. No amount of vegetation can contain this and no wall can be built high enough (heaven forbid) to block this. Add to this the nighttime consideration that the headlights of all the cars will sweep the neighborhood as this portion of the road is traveled and the tail-lights will be observed going up and over the hill. The aesthetics of a major cut and fill road up and across the back hillside are ugly at best.

Additionally, the creek area and the back hillside is a haven for a veritable plethora of wildlife that we in our neighborhood have enjoyed watching and sharing over the years. Any listing of wildlife would include deer, bobcat, coyote, ground squirrels, tree squirrels, raccoons, possums, rabbits, fox, skunk, red shouldered hawks, red tailed hawks, owls, kites, goshawks, great blue herons, doves, quail, orioles, finches, hummingbirds, jays, sparrows, rattlesnakes, gopher snakes, king snakes, tree frogs, salamanders, newts, lizards, banana slugs and butterflies and this list is certainly not all-inclusive. Regardless of the precautions taken, a construction project of this magnitude will severely impact the animal population. If nothing else, the noise will drive them all away.

Item 2: The 2007 Master Plan speaks on page 5 of meetings for feedback and prioritization during the development phase of the Master Plan. Our neighborhood was apparently not invited to these meetings and not on the distribution list for the finished plan. On page 18 of the master plan, the road realignment is supposed to a) "unify the campus by locating all buildings and most parking lots internal to the road"; and b) "improve pedestrian safety by reducing the need to cross the road to get to campus buildings". The loop road realignment does neither of these. Only one building is brought inside the loop and at least five others remain outside the loop. Parking lots 1H, 2, 5 and 7 are still outside the loop and pedestrian access is still a problem from these lots.

Furthermore, Measure C Ballot Language made no mention of a Loop Road Realignment. Measure C Ballot Language (as posted on the Foothill DeAnza website) states that Measure C would "Improve campus road network and surfacing, build parking structure, reduce gridlock, improve pedestrian safety and increase access for emergency vehicles." No mention was made of a Road Realignment that would severely impact the adjacent neighborhood. No mention was made that Measure E parking lot work was going to be demolished and new parking lots be made elsewhere. No mention was made that large chunks of the remaining open space were going to be paved over. If those details had been included in the ballot language, Measure C would probably not have passed.

The bottom line here is that $6.6 million dollars is going to be spent on a realignment which only partially solves the problems identified in the Master Plan, subverts the intentions of Measure C and totally alienates the neighbors.

Item 3: We the neighbors would like to offer the following alternative which can completely solve the pedestrian problem and not alienate the Duval/Josefa neighborhood. Please refer to the revised circulation map which is included with this letter. Leave parking lots 2 and 3 untouched so that they continue to provide a buffer zone between the Loop Road traffic and the neighborhood to the Northwest. Continue the Loop Road past Lot 3 and between building 4000 (Krause Center) and the new North Slope Complex, through the proposed parking lot 4 to link up with the realigned road between parking lots 4 and 5. And since no parking spaces are lost in parking lots

2 and 3, maybe parking lot 4 doesn't need to be so big. We recognize that the North Slope Complex shape and location may need to be revisited to accomplish this but this is not an impossible task and it is certainly early enough in the design process to be done. For complete pedestrian safety, four new pedestrian overpasses would be needed, at lot 2, lot 3, to the Krause Center/lot 4, and at lot 7. These overpasses coincide with the existing discreet entry points to the campus and could be built at a fraction of the cost of the realignment. It has been mentioned that the Krause Center is isolated from the campus but that is just a geographical fact of life, it is in a far corner, and nothing can change that.

There are some very positive ramifications to this plan.

1) It is no longer necessary to tear up the recently completed Measure E work which completely redid parking lots 2 and 3. This is bad public relations at best.
2) There is still a Loop Road realignment project, it is just smaller.
3) A lot of money is saved (which is good public relations) by not doing the demolition of parking lots 2 and 3, the earthwork to place a road on the backside hill, all the attendant paving and repaving, and all the utility work that would be associated. And if parking lot 4 does not need to be so large, even more money would be saved and be available for contingencies.
4) It removes the necessity of tearing up parking spaces in one location and building new parking spaces in another (more bad public relations). The realigned Loop Road through parking lots 2 and 3 is about 1500 feet long. Applying some simple math, a 50 ft easement thru the lots 2 and 3 yields a disrupted area of about 75000 sq. ft. which is equivalent to almost 300 parking spaces.
5) Pedestrian overpasses would completely solve the current pedestrian vehicle conflicts and improve the current traffic flow by eliminating the crosswalks which are currently required.
6) The current realignment of the loop road increases the length of the road by about .2 mile. In this day and age of energy consciousness, we should be looking for ways to shorten driving distances, not lengthen them.
7) It removes the possibility of negative backlash that might affect future bond issues because of the demolition of Measure E projects for Measure C projects and the use of bond money without regard to the impact on the surrounding community.

Item 4: Christopher Joseph and Associates is performing the Environmental Impact Report (EIR) for the Loop Road Realignment portion of the Measure C projects. The California Environmental Quality Act (CEQA) requires in paragraph 15126.6 (Article 9, Chapter 3 of Title 14) that "*An EIR shall describe a range of reasonable alternatives to the project, or to the **location of the project**, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives*."

Please put an item on the Board of Trustees agenda for Oct. 1, 2007 to direct Christopher Joseph and Associates to include our alternative plan in the EIR. It is still early enough in the design/construction process to implement our alternative. We think that the best interests of Foothill College and the Duval Way/Josefa Lane neighborhood can be met with this plan.

Respectfully,

Bob and Pat Meneely
26044 Duval Way

Al and Mary Jackson
26088 Duval Way

Mike and MaryAnne Malcolm
26045 Duval Way

Frederick and Cathy Mueller
26075 Duval Way

Arthur and Joanne Sobel
26066 Duval Way

Joe and Judy Wilczak
26101 Duval Way

Bobaak Mostaan
26100 Duval Way

T. J. Mueller
26025 Duval Way

Jasmine and Sandy Pombra
26122 Duval Way

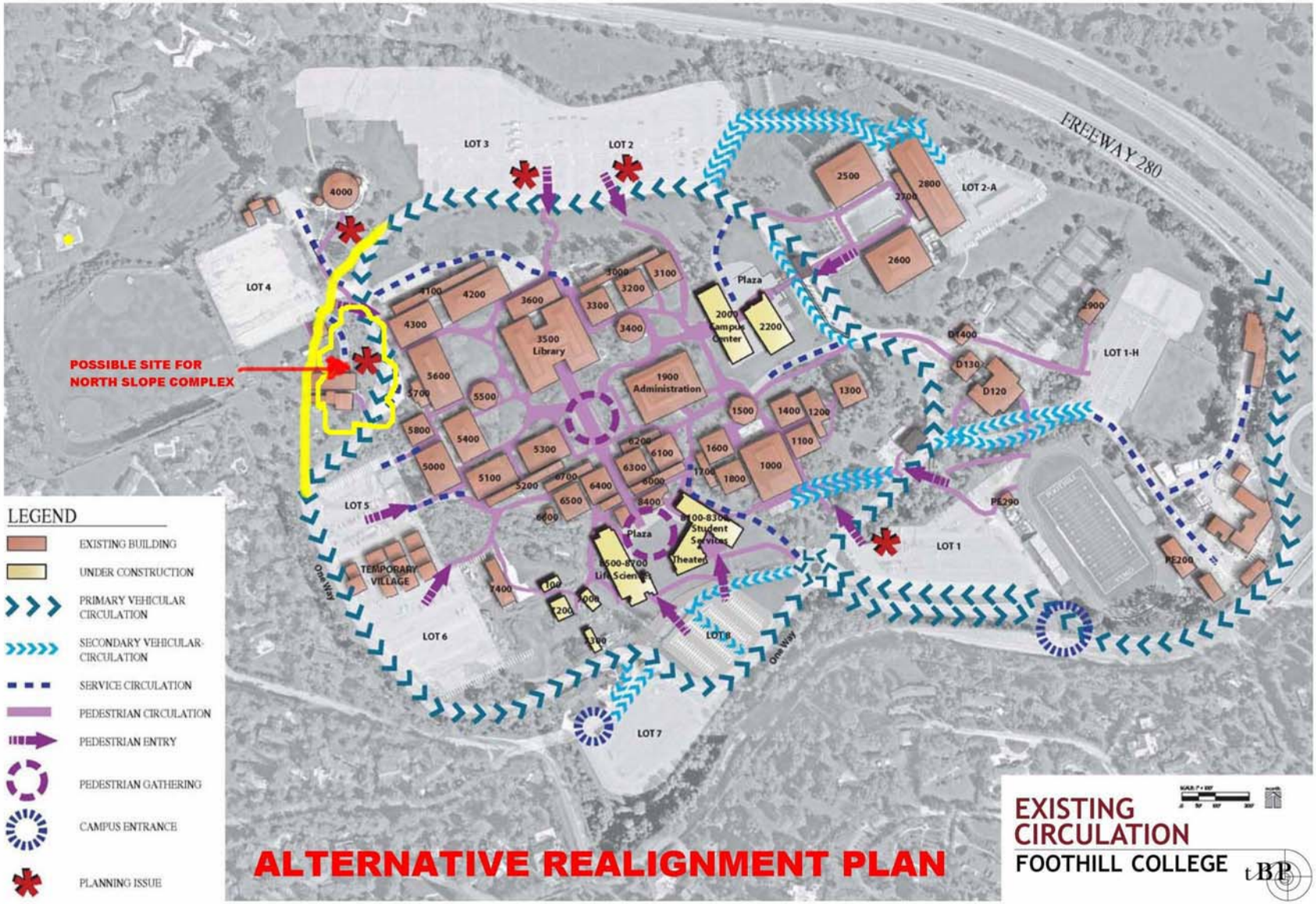
Dean and Beth Pourmand
26200 Josefa Lane

William and Marcia McConnell
25755 Josefa Lane

Robert Ersepke
25740 Josefa Lane

Richard and Elsie Quigley
25825 Josefa Lane

Jan Pederson
25750 Josefa Lane


FREEWAY 280
LOT 1
LOT 1-H
LOT 2
LOT 2-A
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
POSSIBLE SITE FOR NORTH SLOPE COMPLEX
3500 Library
1900 Administration
2000 Campus Center
Plaza
Theater
TEMPORARY VILLAGE
One Way
LEGEND
EXISTING BUILDING
UNDER CONSTRUCTION
PRIMARY VEHICULAR CIRCULATION
SECONDARY VEHICULAR CIRCULATION
SERVICE CIRCULATION
PEDESTRIAN CIRCULATION
PEDESTRIAN ENTRY
PEDESTRIAN GATHERING
CAMPUS ENTRANCE
PLANNING ISSUE
ALTERNATIVE REALIGNMENT PLAN
EXISTING CIRCULATION
FOOTHILL COLLEGE
tBP

October 5, 2007

To: Charles Allen, Executive Director of Facilities
Foothill-DeAnza Community College District

CC: Board of Trustees:
Betsy Bechtel
Paul Fong
Laura Frier
Hal Plotkin
Bruce Swenson
Sarah Snow
Jordan Eldridge
Martha J. Kanter, Chancellor of Foothill-De Anza Community College
Judy Miner, President, Foothill College
Jim Walker, Chairman, Citizens Bond Oversight Committee

From: Duval Way/Josefa Lane Neighbors

Re: Scoping of Environmental Impact Report
on the Realignment of the Loop Road

The proposed project for the Loop Road Realignment as presently configured in the Foothill–DeAnza 2007 Master Plan has a very significant effect on the environment of the adjacent neighborhood on Josefa Lane and Duval Way and on Purisima Creek. Below is a list of some of the pertinent environmental impacts which our neighborhood would have to endure if this project goes forward in its present form.

In your Notice of Scoping, you did not include Aesthetics. All of us across Purisima Creek are going to be subjected to a close up view of a high traffic volume road which in some cases will be less than 200 feet from personal residences. Major cut and fill earthwork ascending the backside hill will produce an ugly scar that no amount of mitigating vegetation can hide. Add to that the litter that such a roadway will cause, and this litter will find its way into the creekbed. Another consideration is lights. At night, the headlights of every car that traverses the realigned loop road will sweep the Duval Way/Josef Lane neighborhood. Any street lights that are installed will illuminate our neighborhood. The visual impact of all of this will be very offensive to the homeowners.

You also did not include Air Quality in your Notice of Scoping. Putting this high traffic road in such close proximity to the adjacent neighbors is going to subject them to unknown quantities of exhaust gases and the associated toxic byproducts. No one can predict the long term effects of this, but one thing is sure, no one would willingly volunteer to add this to their environment. And the extra .2 mile of roadway adds additional pollutants to the Bay Area as a whole.

In the Biological Resources category, a lot of wildlife is going to be permanently displaced or eliminated. Please refer to the partial list that has been previously submitted in the Duval Way/Josefa Lane neighbors letter of 10/24/2007.

You did not include Cultural Resources in your Notice of Scoping. The general area we live in was home to early cultures which frequented creek areas because of the wildlife and sources of water. Purisima Creek is probably no exception.

You did not include Geology and Soils in your Notice of Scoping. Erosion will be a problem with the huge cut that must be made across the hillside to create this road. This problem will be huge during construction and will be ongoing after construction. The end result will be silting of Purisima Creek and possible future flooding on Josefa Way again as has happened in the past..

You did not include Hazards and Hazardous Materials in your Notice of Scoping. The potential site must be studied for possible Hazardous Material that may be unearthed and become airborne or washed away during the construction process. Certain areas adjacent to the creek and adjacent to parking lot 4 have been used to dump unwanted fill and construction materials over the last 25 years, and it is doubtful that the content has been monitored. Any construction project of this magnitude produces an enormous amount of dust and we neighbors will be breathing it. All the mitigation measures in the world can NEVER contain 100% of the dust. At the conclusion of the construction our neighborhood is left with the hazardous emissions of all the vehicles that will use the road. Some of these emissions are heavier than air and will settle in the Purisima Creek swale, this will have an impact of unknown magnitude on the neighboring residents. Other emissions such as sulfuric acid will find its way into the creek. Cars leak oil and coolant and brake fluid and power steering fluid and transmission fluid. Placing this roadway so close to the creek practically ensures that it will end up in the Bay.

You did not include Hydrology and Water Quality in your Notice of Scoping. Revised drainage and runoff will have an effect on Purisima Creek and a potential flooding impact.

You did not include Land Use and Planning in your Notice of Scoping. The existing pathway which crosses Purisima Creek may be impacted negatively.

There will be a permanent increase in the Noise level for the adjacent neighborhood. Every car, motorcycle, truck, bus and service vehicle that climbs the grade on the realigned loop road will have its exhaust pipe pointed at the Duval/Josefa neighborhood. We are going to be constantly bombarded with new noise. This is unacceptable to us.

You did not include Recreation in your Notice of Scoping. The backside of the hill adjacent to Purisima Creek has a portion of the Par Course on it. This project will be the final death knell for the Par Course which has been extensively utilized by the public over the years but has recently been effectively obliterated by various construction projects around the Foothill Campus.

There are several impacts on Transportation/Traffic. The realignment of the loop road increases the length of the road which increases the fuel used, and increases the time in transit. This construction tears up nearly 300 parking spaces requiring that these spaces be recreated somewhere else which means additional paved areas with all the attendant runoff and drainage and loss of open space problems associated with that.

You did not include Utilities and Service Systems in your Notice of Scoping. The realignment of the loop road will require drainage swales on each side of the road which means that new storm drainage must be developed. New storm drains will undoubtedly be dumped into Purisima Creek at concentrated points. What impact will that have on the creekbed?

You did not include Mandatory Findings of Significance in you Notice of Scoping. The cumulative affect of all the impacts listed above is intolerable to the neighbors on Duval Way and Josefa Lane. It is simply the last straw, especially when viable better alternatives to the realignment have been presented. As far as the neighbors are concerned, this project is a cumulative disaster which would have unknown and unpredictable and irreversible adverse effects on the neighborhood environment and the Purisima Creek environment.

There is another category which does not seem to be on present-day environmental checklists and that is conservation of energy and resources. The Realignment as presently configured, increases the length of the Loop Road. This increases the use of fuel, increases the use of electricity for any additional lighting, and increases the use of water for additional landscaping.

The Master plan description says, Realignment of the Loop Road would "unify the campus by locating all buildings and most parking lots internal to the road" and "improve pedestrian safety". In fact, the only existing building it would include is the Krause Center that was, by design, separated from the rest of the campus as an observatory. The plan would include parking Lots 3 and 4 (now 1 lot) but would still <u>not</u> include Lots 1, 1H, 2,2A, 5 and 7. The plan would include tearing up a significant portion of Lots 3 & 4, which were just recently completed, and the existing Lot 5.

Obviously, the Realignment of the Loop Road in its present form has an enormous amount of environmental issues that must be addressed, and just the development of the Environmental Impact Report is going to be very costly. A plan along the lines of the alternate plan that the neighborhood presented in our letter of 9/24/2007 obviously has far less issues to be addressed, is undoubtedly less costly and better solves some of the basic issues.

The California Environmental Quality Act (CEQA) and the Guidelines for implementation given in Title 14, Division 6, Chapter 3 very clearly states that environmental impact must be minimized by changing any given project or developing an alternative project. The following is a list of pertinent references within CEQA and the CEQA guidelines:

1) CEQA, Chapter 1, paragraph 21000, (a) and (b).

2) CEQA, Chapter 1, paragraph 21001, (b) and (c).
3) CEQA, Chapter 1, paragraph 21002.
4) CEQA, Chapter 1, paragraph 21002.1, (b).
5) CEQA Guidelines for Implementation, Article 1, paragraph 15002, (a)-(2), (a)-(3), (h)-(1), (h)-(4).
6) CEQA Guidelines for Implementation, Article 2, paragraph 15021, (a)-(2).
7) CEQA Guidelines for Implementation, Article 9, paragraph 15126.6, (b).

Considering that the CEQA and the Guidelines for Implementation of CEQA mandate that the alternative with the least environmental impact must be selected, we wonder why Foothill does not just drop the Realignment project in its present form. We the neighbors have a hard time understanding why Foothill would waste the precious Measure C funds to pursue the present scheme at all. If the Realignment Project in its present form is doomed not to be selected, let's make an upfront economic decision that can make us all look good in the public eye.

Respectfully,

Bob and Pat Meneely
26044 Duval Way

Al and Mary Jackson
26088 Duval Way

Mike and MaryAnne Malcolm
26045 Duval Way

Frederick and Cathy Mueller
26075 Duval Way

Arthur and Joanne Sobel
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25755 Josefa Lane

Robert Ersepke
25740 Josefa Lane

Richard and Elsie Quigley
25825 Josefa Lane

Jan Pederson
25750 Josefa Lane

APPENDIX C

AIR QUALITY DATA

7/1/2008 3:33:22 PM

Urbemis 2007 Version 9.2.4

Detail Report for Summer Area Source Unmitigated Emissions (Pounds/Day)

File Name: Y:\AQ\Projects\Foothill\Operations.urb924

Project Name: Foothill College

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.04	0.60	0.51	0.00	0.00	0.00	725.00
Hearth							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	0.37						
TOTALS (lbs/day, unmitigated)	0.53	0.62	2.06	0.00	0.01	0.01	727.81

Area Source Changes to Defaults

Length of summer period for landscape equipment changed from 180 days to 365 days

7/1/2008 3:33:56 PM

Urbemis 2007 Version 9.2.4

Detail Report for Summer Operational Unmitigated Emissions (Pounds/Day)

File Name: Y:\AQ\Projects\Foothill\Operations.urb924

Project Name: Foothill College

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Junior college (2 yrs)	22.55	29.07	283.16	0.26	43.80	8.46	25,208.55
TOTALS (lbs/day, unmitigated)	22.55	29.07	283.16	0.26	43.80	8.46	25,208.55

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Junior college (2 yrs)		54.50	1000 sq ft	62.50	3,406.25	25,402.11
					3,406.25	25,402.11

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.2	1.1	98.5	0.4
Light Truck < 3750 lbs	11.8	2.5	95.0	2.5

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Truck 3751-5750 lbs	20.5	0.5	99.5	0.0
Med Truck 5751-8500 lbs	6.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	69.0	31.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior college (2 yrs)				5.0	2.5	92.5

Operational Changes to Defaults

Ambient summer temperature changed from 85 degrees F to 80 degrees F

Ambient winter temperature changed from 40 degrees F to 50 degrees F

Home-based work average speed changed from 35 mph to 30 mph

Home-based shop average speed changed from 35 mph to 30 mph

Home-based other average speed changed from 35 mph to 30 mph

Commercial-based commute average speed changed from 35 mph to 30 mph

Commercial-based non-work average speed changed from 35 mph to 30 mph

Commercial-based customer average speed changed from 35 mph to 30 mph

7/1/2008 3:34:17 PM

Urbemis 2007 Version 9.2.4

Detail Report for Winter Area Source Unmitigated Emissions (Pounds/Day)

File Name: Y:\AQ\Projects\Foothill\Operations.urb924

Project Name: Foothill College

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Winter Pounds Per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.04	0.60	0.51	0.00	0.00	0.00	725.00
Hearth							
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings	0.37						
TOTALS (lbs/day, unmitigated)	0.41	0.60	0.51	0.00	0.00	0.00	725.00

Area Source Changes to Defaults

Length of summer period for landscape equipment changed from 180 days to 365 days

7/1/2008 3:34:32 PM

Urbemis 2007 Version 9.2.4

Detail Report for Winter Operational Unmitigated Emissions (Pounds/Day)

File Name: Y:\AQ\Projects\Foothill\Operations.urb924

Project Name: Foothill College

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Winter Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Junior college (2 yrs)	27.26	38.94	297.74	0.21	43.80	8.46	22,818.86
TOTALS (lbs/day, unmitigated)	27.26	38.94	297.74	0.21	43.80	8.46	22,818.86

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Junior college (2 yrs)		54.50	1000 sq ft	62.50	3,406.25	25,402.11
					3,406.25	25,402.11

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.2	1.1	98.5	0.4
Light Truck < 3750 lbs	11.8	2.5	95.0	2.5

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Truck 3751-5750 lbs	20.5	0.5	99.5	0.0
Med Truck 5751-8500 lbs	6.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	69.0	31.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior college (2 yrs)				5.0	2.5	92.5

7/1/2008 3:34:32 PM

Operational Changes to Defaults

Ambient summer temperature changed from 85 degrees F to 80 degrees F

Ambient winter temperature changed from 40 degrees F to 50 degrees F

Home-based work average speed changed from 35 mph to 30 mph

Home-based shop average speed changed from 35 mph to 30 mph

Home-based other average speed changed from 35 mph to 30 mph

Commercial-based commute average speed changed from 35 mph to 30 mph

Commercial-based non-work average speed changed from 35 mph to 30 mph

Commercial-based customer average speed changed from 35 mph to 30 mph

7/1/2008 3:35:00 PM

Urbemis 2007 Version 9.2.4

Detail Report for Annual Area Source Unmitigated Emissions (Tons/Year)

File Name: Y:\AQ\Projects\Foothill\Operations.urb924

Project Name: Foothill College

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.01	0.11	0.09	0.00	0.00	0.00	132.31
Hearth							
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings	0.07						
TOTALS (tons/year, unmitigated)	0.10	0.11	0.37	0.00	0.00	0.00	132.82

Area Source Changes to Defaults

Length of summer period for landscape equipment changed from 180 days to 365 days

7/1/2008 3:35:17 PM

Urbemis 2007 Version 9.2.4

Detail Report for Annual Operational Unmitigated Emissions (Tons/Year)

File Name: Y:\AQ\Projects\Foothill\Operations.urb924

Project Name: Foothill College

Project Location: Santa Clara County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Junior college (2 yrs)	4.40	5.91	52.56	0.04	7.99	1.54	4,455.19
TOTALS (tons/year, unmitigated)	4.40	5.91	52.56	0.04	7.99	1.54	4,455.19

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Junior college (2 yrs)		54.50	1000 sq ft	62.50	3,406.25	25,402.11
					3,406.25	25,402.11

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.2	1.1	98.5	0.4

7/1/2008 3:35:17 PM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
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Med Truck 5751-8500 lbs	6.2	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.7	0.0	71.4	28.6
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	66.7	33.3
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	25.0	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	2.9	69.0	31.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.7	0.0	85.7	14.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Junior college (2 yrs)				5.0	2.5	92.5

Operational Changes to Defaults

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Commercial-based commute average speed changed from 35 mph to 30 mph

Commercial-based non-work average speed changed from 35 mph to 30 mph

Commercial-based customer average speed changed from 35 mph to 30 mph

APPENDIX D

HISTORIC RESOURCE EVALUATION

Foothill College

Historic Resource Evaluation
Foothill College Facilities Master Plan
25 August 2008

prepared for
Christopher A. Joseph & Associates
Environmental Planning and Research
Oakland, CA

prepared by
Architectural Resources Group
Architects, Planners & Conservators, Inc.
San Francisco, CA

I. OVERVIEW/INTRODUCTION

At the request of Christopher A. Joseph & Associates, Architectural Resources Group (ARG) has prepared this historic resource evaluation of the Foothill College, Facilities Master Plan. The project is subject to the California Environmental Quality Act (CEQA) because the discretionary project may impact potential historic resources located within the campus boundaries. CEQA Section 21084.1 states "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." CEQA defines substantial adverse change in the significance of a resource as the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource is materially impaired (CEQA Guidelines 15064.5). The significance of a historical resource is considered to be materially impaired when a project demolishes or materially alters in an adverse manner those characteristics that convey its historical significance and/or account for its inclusion on a historical resource list.

A "historical resource" is defined as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register). Properties listed on the National Register of Historical Resources (National Register) are, by default, listed on the California Register. A resource that is officially designated or recognized as significant in a local register of historical resources or one that is identified as significant in a historical resources survey meeting the requirements of Public Resources Code Section 5024.1(g) is presumed to be significant under CEQA "unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant."

To be eligible for either the National or California Registers, properties must have either reached fifty years of age or be of "exceptional importance." The resources of the 1961 Campus Plan are currently forty-seven years of age. It is anticipated that the projects of the Facilities Master Plan will be completed in the next five years, at which time the resources will be fifty-one years of age. In addition, as the college campus is widely recognized for its significance within the fields of architecture and landscape architecture, it meets the "exceptional importance" criteria necessary for properties under fifty years of age. In order to evaluate the eligibility and significance of the 1961 Campus Plan Resources, Christopher A. Joseph & Associates hired ARG to conduct a survey of the entire Foothill College campus prior to this evaluation. The resulting report *The Foothill College 1961 Campus Plan Historic Resources Survey,* was prepared by ARG in July 2007.

II. EXISTING CONDITIONS

A. History of Foothill College Buildings

(Excerpts from "The Foothill College 1961 Campus Plan Historic Resources Survey")

Foothill College is a large community college with more than 18,000 students. It is located in Los Altos Hills in Santa Clara County, California. The 122-acre campus is bounded by El Monte Road to the south, Crescent Lane and Elena Road to the west, and Josefa Lane to the northwest. The surrounding area is largely residential to the south, east, and west, with Interstate-280 directly to the north (see figure 1). Foothill College was founded in 1957, during the post World War II period when numerous community colleges were built throughout the United States, particularly in California. The college's first classes were held at the Highway Grammar School on El Camino Real in Mountain View on 15 September 1958 under the leadership of the college's new president, Dr. Calvin C. Flint. The school was accredited the next year, in March 1959. On 20 May 1958 voters in Santa Clara County approved a $10.4 million bond for a two-year college to accommodate 3,500 students.[1] On 15 September 1958 the Board of Trustees selected the site in Los Altos Hills.

To design the new campus, the college hired Ernest J. Kump and Masten & Hurd, Associated Architects and Sasaki, Walker & Associates, Landscape Architects. The team was charged with creating an entire campus; the only existing buildings on the site were two residences and associated outbuildings. The site for the campus included two low hills separated by a ravine. The design of most of the campus buildings was based on the repetition of a three-dimensional architectural unit, the "modular space unit," a 60- by 68- foot volume. The campus was (and still is) known for this unit approach. The buildings were designed with massive concrete corner buttresses supporting large roofs with crested parapets and very wide, flared eaves. The walls were fitted with redwood panels or glazing. Circulation was accommodated on exterior walkways that bordered the buildings, and intimate courtyards provided transition spaces between buildings. The new Foothill College campus opened its doors 5 September 1961 to 3,500 day and 4,500 evening students.

Almost immediately, the design for Foothill College attracted national attention. In 1960 the unbuilt project was given a Citation as part of the Progressive Architecture 7th Annual Design Awards. The campus has the unique distinction of receiving the only national AIA First Honor Award awarded by the 1962 jury.[2] The campus also received the American Institute of Architects Award of Merit in 1963 and

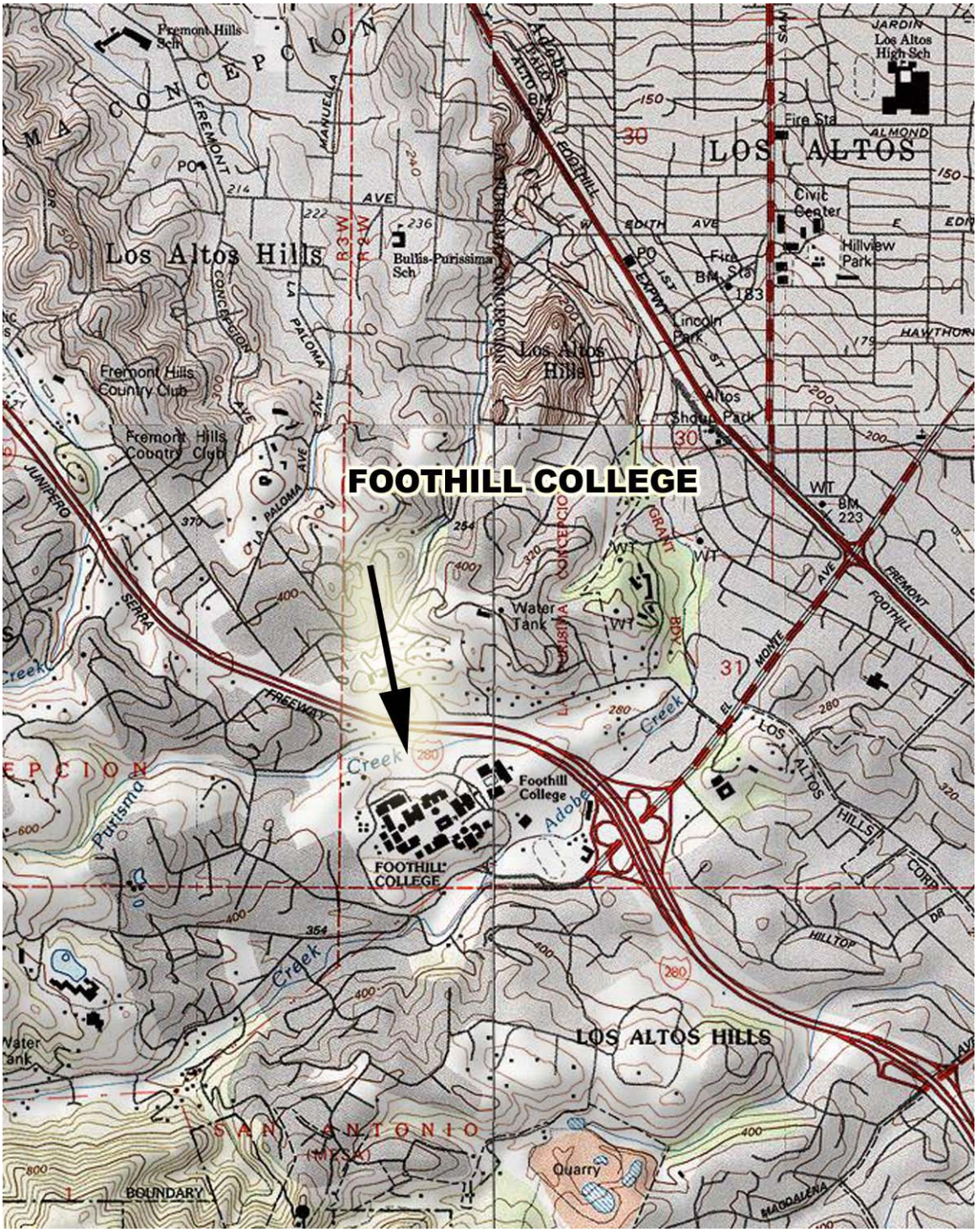

Figure 1: Foothill College area map.

Special Commendation in 1980.[3]

The 1961 Campus Plan created an entire campus, including landscaping, circulation, and all the buildings necessary for a post-secondary educational institution. Stylistically, the thirty-six buildings and structures from the 1961 Campus Plan were part of the Second Bay Tradition, a regional movement incorporating local materials, integration of outdoor spaces, and modern design principles. In the decades following the implementation of the original campus plan, several additional buildings were constructed including classrooms (1964 and 1965), an observatory (1964), and district headquarters (1969). Although similar in style, form, and materials to the 1961 buildings, these buildings deviated from the original building designs. For example, the overall form and materials of Building 5000 are very similar to the 1961 Campus Plan buildings, however, instead of clerestory windows, the windows are tall and narrow, changing the overall emphasis of the exterior walls from horizontal to vertical.

The 1999 Foothill De Anza Community College District Facilities Master Plan implemented construction projects approved and funded by voters in Measure E. The new facilities were needed to meet the increasing enrollment, pedagogical, and social needs of the campus community. Buildings constructed as part of this campaign, such as the Campus Complex and the Lower Campus Complex, diverge from the 1961 campus buildings in scale and form, but use compatible building materials such as wood shingles, concrete, and panels of glazing. The Campus Complex also utilizes a modified crested parapet roof form and overhanging eaves.

C. Overall Site Description

The Foothill College site is located in the undulating terrain of Los Altos Hills. The campus is easily accessible from Interstate 280, which curves around the northeast corner of the campus. The site consists of two knolls separated by a valley, created by a fault line. Academic buildings and landscaped courtyards and pathways sit on the western hill, and a bridge spans the valley to connect to the sports and recreation buildings located on the eastern hill. District buildings, maintenance facilities, and the stadium are situated at the base of the hill in the southeast corner of the campus. Parking lots are located around the outer edges of the property.

III. CRITERIA OF EVALUATION

A. National Register of Historic Places

The National Register is the nation's master inventory of known historic resources. The National Register is administered by the National Park Service (NPS). The National Register includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

Resources (structures, sites, buildings, districts and objects) over fifty years of age can be listed on the NRHP. However, properties under fifty years of age that are of exceptional importance or are contributors to a district can also be included on the NRHP. This discussion is intended to be a brief summary of the criteria used to determine if a particular resource is eligible for listing on the NRHP. The following list of definitions is relevant to any discussion of the NRHP.

- A structure is a work made up of interdependent and interrelated parts in a definite pattern of organization. Generally constructed by man, it is often an engineering object large in scale.
- A site is defined as the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself maintains historical or archaeological value regardless of the value of any existing structure.
- Buildings are defined as structures created to shelter human activity.
- A district is a geographically definable area—urban or rural, small or large—possessing a significant concentration, linkage, or continuity of sites, buildings, structures, and/or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history.
- An object is a material thing of functional, aesthetic, cultural, historical, or scientific value that may be, by nature or design, moveable yet related to a specific setting or environment.

There are four criteria under which a structure, site, building, district or object can be considered significant for listing on the NRHP. These include resources that:

A) are associated with events that have made a significant contribution to the broad patterns of history (such as a Civil War Battlefield or a Naval Ship Building Center);

B) are associated with the lives of persons significant in our past (such as Thomas Jefferson's Monticello or the Susan B. Anthony Birthplace);

C) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (such as Frank Lloyd Wright's Taliesin or the Midwestern Native American Indian Mounds);

D) have yielded or may likely yield information important in prehistory or history (such as prehistoric ruins in Arizona or the archaeological sites of the first European settlements in St. Augustine, Florida, or at the Presidio of San Francisco).

A resource can be considered significant in American history, architecture, archaeology, engineering, and culture. Once a resource has been identified as significant and potentially eligible for the NRHP, its historic integrity must be evaluated. Integrity involves seven aspects: location, design, setting, materials, workmanship, feeling and association. These aspects closely relate to the resource's significance and must be intact for NRHP eligibility.

When nominating a resource to the NRHP, one must evaluate and state the significance of that resource clearly. A resource can be individually eligible for listing on the NRHP for any of the above four criteria. A resource can also be listed as contributing to a group of resources that are listed on the NRHP. In other words, the resource is part of an historic district as defined above.

Districts are comprised of resources that are contributing and non-contributing. Some resources within the boundaries of the district may not meet the criteria for contributing to the historic character of the district but the resource is within the district boundaries.

B. California Register of Historical Resources

The California Register is the State's authoritative guide to significant California historical and archeological resources. The State Historical Resources Commission (SHRC) has designed this program for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords certain protections under the California Environmental Quality Act.

Types of resources eligible for nomination for listing in the California Register are buildings, sites, structures, objects, or historic districts. All resources listed in or formally determined eligible for the National Register are eligible for the California Register. An historical resource must be significant at the local, state, or national level under one or more of the following criteria that are defined in the California Code of Regulations Title 14, Chapter 11.5, Section 4850.

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or

2. It is associated with the lives of persons important to local, California, or national history; or

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or

4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The California Register criteria are similar to National Register criteria. All resources listed in or formally determined eligible for the National Register are eligible for the California Register. Any resource that meets the above criteria is considered a historical resource under CEQA.

C. Local Criteria

Los Altos Hills has no existing historic preservation ordinance or preservation policies. There is an informal list of historic resources but this is not codified in any way. As a State agency, the Foothill-DeAnza Community College District is not subject to local planning review unless commercial structures are involved.

D. Evaluation of Historical Significance

Pursuant to Section 15064.5 of the CEQA Guidelines, a historical resource is presumed significant if it is listed on the California Register or has been determined to be eligible for listing by the State Historic Resources Commission. A historical resource may also be considered significant if the lead agency determines, based on substantial evidence, that the resource meets the criteria for inclusion in the California Register. CEQA also contains additional guidelines for defining an historical resource:

- California properties formally determined eligible for, or listed in the National Register (Section 5024.1.d.1);

- those resources included in a local register of historical resources, as defined in Section 5020.1(k) of the *Public Resources Code*, or identified as significant in an historical resources survey meeting the requirements of Section 5024.1(g) of the *Public Resources Code*;

- those resources that a lead agency determines to be historically significant (generally, if it meets criteria for listing on the California Register), provided the determination is supported by substantial evidence; or

- those resources a local agency believes are historical for more broadly defined reasons than identified in the preceding criteria.

Previously Identified Historic Buildings

Currently there is one building, the Griffin House (and its associated Carriage House) on the Foothill College campus that is listed on the National Register. As the Griffin House is a National Register property, by default, it is also listed on the California Register of Historical Resources. The Griffin House was listed on the National Register in 1972. ARG's Historic Resource Evaluation for the 2001 Foothill College EIR found that the Old Barn at the east edge of campus appeared to be over fifty years old, but because it was been completely re-sided and altered, it did not retain integrity and was not eligible for listing.

1961 Campus Plan Resources

The Foothill College 1961 Campus Plan Historic Resources Survey prepared by ARG found that the buildings and landscape elements of the 1961 Campus Plan appeared to be significant under National Register Criterion C (and corresponding California Register Criterion 3), districts, sites, buildings, structures, and objects that embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values. The Foothill College campus is an ensemble of site plan, buildings, and landscaping that are exceptionally valuable as representative of the work of masters, in this case Ernest J. Kump and Masten & Hurd, Associated Architects and Sasaki, Walker & Associates, Landscape Architects. The campus design brought together these leading architects and landscape architects to create an integrated and harmonious campus, which has influenced architecture and landscape architecture for decades. Unlike many college campuses, Foothill was primarily built at one time according to a comprehensive campus master plan. The largely undeveloped site and recent creation of the college, gave these noted designers great latitude. "This was a project

architects dream about," stated Ernest Kump in 1962. "This was a new institution, with no intrinsic problems or immutable conditions, no conflicts between vested interests."[4]

In architecture and site plan, the designers chose a Modern approach that departed from the classically inspired buildings and site planning principals of pre-war colleges. In designing the buildings, Kump employed his "space module" concept, an approach to campus planning he had been developing since the 1930s. Each structure was based on a 60-by-68 foot space module, a three-dimensional architectural unit and was self-sufficient with utilities housed in a crested parapet roof. Kump's design for Foothill College is often considered one of his most notable projects.[5] Drawing on their campus and master plan experience, Sasaki, Walker & Associates' scheme for the campus plan and landscaping was an "acropolis"—all educational buildings were located on the top of two connected hills. Pedestrian and vehicular traffic were separated, with cars limited to the lots at the base of the hills and the loop road. For landscaping, Peter Walker divided the campus into five zones, ranging from natural wild grass areas similar to the surrounding hills, undulating mounds and curvilinear walkways, and rectilinear courtyards between buildings. The campus plan received immediate architectural acclaim and won numerous awards including the only AIA First Honor Award awarded by the 1962 jury.

The buildings and landscape features remaining intact from the 1961 Campus Plan appear to be contributors to a potential historic district, with a the period of significance the year of construction, 1961. The earlier buildings on the site, such as the Griffin House, do not represent the same design aesthetic or use. Similarly, buildings constructed after the original campus plan vary in details and relationship to the building groups. Neither the earlier buildings nor the additions to the campus would be district contributors. However, it should be noted that many of the post-1961 buildings are compatible with the district contributors in design, scale, and materials. The potential district boundaries align with those of the original campus: El Monte Road to the south, Crescent Lane and Elena Road to the west, and Josefa Lane to the northwest.

To be listed on the National and California Registers, a property must be significant and also must have integrity. Integrity is defined as the ability of the property to convey its significance. Most of the

Figure 2: Potential Historic District: contributing buildings

buildings, structures, and landscape elements from the 1961 Campus Plan have a high degree of integrity and clearly communicate the original design intent. Some, particularly the office blocks, have had additions or changes in fenestration but still appear to retain sufficient integrity to be considered district contributors. Only one 1961 structure, the Footbridge and Transit Center, has been altered to the degree that it does not appear to be a district contributor. A major elevator addition on the main elevation of the structure obscures the building. The landscape elements—overall layout circulation, walkways, and courtyards--were all part of the original design, retain a high degree of integrity, and are also potential historic district contributors. Campus buildings and structures that appear eligible as contributors to a potential National and California Register district are listed on the following page.

Potential District Contributors, Buildings

Building No.	Current Building Name
1900	Administration
1000	Smithwich Theater
3200	BSS Classrooms
3100	Travel Careers
3000	BSS Division Offices
4200	CTIS General Classrooms
4300	Computer Center
4100	CTIS & PSME Division Offices
1600	Art Classrooms
1800	Art Classrooms
1400	Studio Theatre
1100	Band Room
1700	FA Division Offices
1200	IDEA Center & Practice Rooms
1500	Appreciation Hall
6300	Language Lab
6400	LA General Classrooms
6500	LA General Classrooms
6000	LA Division Offices
3500	Library and ISC
6200	Radio Station
6100	Photography
5300	Health Technology
5100	Biology
5200	BHS Division Offices
2600	Main Gym
2500	Auxiliary Gym
2800	Locker Rooms
2700	PE Division Offices
5500	PSME General Classrooms
5400	Physics
5600	Chemistry
3400	BSS General Classrooms
3300	BSS General Classrooms
5800	Television Studio
2800	Locker Rooms
	Stadium

Potential District Non Contributors, Buildings

Building No.	Current Building Name
-	Footbridge & Transit Center
1300	Choral Rehearsal Hall
2602	PE Snack Bar & Storage
2900	Field House
2911	Stadium Snack Bar
2915	Stadium Press Box
2912	Stadium Restrooms
2920	Field Locker Rooms
3030	Grounds & Custodial
4001	Astronomy Observatory
4000	Center For Innovation
4057	STEP 2
4052	Print Shop
4050	STEP 1
4400	Horticulture Equipment Storage
4400	Lath House
4400	Greenhouse
4400	Horticulture Classroom
4500	Veterinary Technology
5000	Forum
5700	Ornamental Horticulture
5910	Old Gilbane Office
6600	Japanese Cultural Center
6700	Health Technologies
D100	Carriage House
D120	District Offices
D130	Griffin House
D140	District Annex
D160	Plant Services Annex
D170	Plant & Material Services
D180	Old Barn
D181	Paint Shop
D182	Mechanical Storage
D183	New Barn
D191	Service Shops 1
D201	Service Shops 2
D210	Mechanics Shop
T-7	Construction Trailer
TS	Temporary Storage

The buildings and landscape of the 1961 Campus Plan are currently forty-seven years of age. Ordinarily, properties that have achieved significance within the past fifty years would not be considered eligible for the National and California Registers. However, such properties will qualify if they are, "A property achieving significance within the past fifty years if it is of exceptional importance." According to the *National Register Bulletin: Guidelines for Evaluating and Nominating Properties That Have Achieved Significance Within the Past 50 Years*, "It may be represented by a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession." Given the immediate and extensive recognition the architecture and landscape architecture professions gave the 1961 Campus Plan, Foothill College appears to qualify. In addition, it is anticipated that projects funded by Measure C will be completed in the next five years, at which time the resources will be fifty-one years of age.

IV. PROJECT DESCRIPTION

The following section is based on the Foothill College Facilities Master Plan *Administrative Draft Environmental Impact Report*, March, 2008 (ADEIR). See that document for a more complete description.

A. Planning Background

The 1999 Foothill De Anza Community College District Facilities Master Plan implemented construction projects approved and funded by voters in Measure E. The new facilities were needed to meet the increasing enrollment, pedagogical, and social needs of the campus community. The EIR for this 1999 Master Plan reviewed the following proposed demolition projects:

Measure E Demolition

Building No.	Current Building Name
2300/2400	Campus Center
2000	Bookstore
2100	Campus Security
3700	Child Development Center
1300	Choral Rehearsal Hall (possible demolition)
7000	Staff House
	Field House restrooms
	Field House locker rooms
	District Maintenance Center

Building No.	Current Building Name
	District Utilities
	District Hardware
	District Hardware/Grounds
	District Old Barn
	District Heating/Electric/Plumbing
	District Plumbing
	District Plant Services Annex/West Wing
	Print Shop (modular)
	Step 1 (modular)
	Step 2 (modular)
	Veterinary Technology and Ornamental Horticulture (modular)
	Trailers west of the Forum (modular)

*Some of these buildings have yet to be demolished.

Measure E New Construction

Building No.	Current Building Name
2000-23000	Campus Center
8000-8600	Lower Campus Complex
7400	Central Plant

B. Measure C Projects

According to the *Foothill College Facilities Master Plan Administrative Draft Environmental Impact Report*,

> In June 2006 the voters approved a $490.8 million dollar District-wide bond (Measure C) to continue the renovation and replacement of aging facilities as well as upgrade technology on the campus. The Master Plan is driven by the demands of future growth, instructional and student support program analysis, and the expectation of a technologically savvy student community, and will serve the unmet needs of the 1999 Foothill De Anza Community College District Facilities Master Plan. The Master Plan and accompanying illustrations provide a vision of the recommendations for campus development and renovations over the next five-to-ten year period. . . .
>
> Site improvements include various utility landscaping, signage, lighting, and site improvements and upgrades; renovation of sport facilities and campus buildings; and ongoing ADA improvements. Some new construction projects will provide the opportunity to replace or renovate existing spaces. Proposed renovations will support recommended program changes and/or accommodate the secondary effects that occur as a result of building demolition and relocation into new facilities. All facilities would be developed within the existing campus boundaries.

For more information see *Foothill College Facilities Master Plan Administrative Draft Environmental Impact Report.* The following tables summarize the construction, demolition, and renovation projects included in the Facilities Master Plan and their potential on impact historic resources.

Measure C Projects

Project Objectives

The Facilities Master Plan addresses the primary goals identified during the planning process:

- Renovate aging facilities to address current educational needs and technological advances
- Provide additional instructional space for growing programs including chemistry, physics, nanotechnology, life and health science programs, adaptive learning, and learning communities
- Ensure the safety of students, faculty, and staff through the development of safe and accessible vehicular and pedestrian Paths
- Consolidate related programs into "clusters" in order to maximize resources and to provide easier access to students, faculty, and staff
- Enhance the overall appearance of the campus by replacing temporary buildings (portables, modulars, etc.) with permanent facilities

V. ANALYSIS OF PROJECT IMPACTS

Section 15065 of the CEQA Guidelines mandates a finding of significance if a project would eliminate important examples of major periods of California history or prehistory. In addition, pursuant to Section 15064.5 of the CEQA Guidelines, a project could have a significant effect on the environment if it "may cause a substantial adverse change in the significance of an historical resource." A "substantial adverse change" means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource is impaired." Material impairment means altering "in an adverse manner those characteristics of an historical resource that convey its historical significance and its eligibility for inclusion in the California Register of Historical Resources."

Impacts to historical resources not determined to be significant according to any of the significance criteria described above are not considered significant for the purposes of CEQA. Generally, under CEQA, a project that follows *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic*

Buildings or *The Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures* is considered to have mitigated impacts to a historical resource to a less-than-significant level (CEQA Guidelines 15064.5). Section 15126.4 (b)(2) of the CEQA Guidelines notes that in some circumstances, documentation of a historical resource may not mitigate the effects to a less-than-significant level.

As described above, there is a potential Foothill College Historic District that appears to be eligible for the National Register and therefore the California Register. The Master Plan would not result in the demolition of any potential district contributors or other historic resources. However, alterations to or construction near potential district contributors is proposed.

Project	Potential to Impact Historic Resources
New Construction	
Physical Sciences and Engineering Center (PSEC)	Yes, in close proximity to potential district contributors (See Impact Analysis 1 below).
Fine Arts Print and Plant Service FAPPS	No, not in close proximity to potential district contributors
Roadway Improvements:	
Campus-Wide Circulation Improvements	Yes, in close proximity to potential district contributors (See Impact Analysis 2 below).
PE Access Road Improvement	No, improvements will not impact potential district contributors
Parking Lot Improvements	
Parking Lot 1 Pedestrian Footbridge	No, not in close proximity to potential district contributors. In addition the footbridge would be located downhill from district contributors and would be screened by trees. ADEIR regarding the footbridge notes, "The design details of this project are conceptual and undefined at this point."
Parking Lot 1-H	No, parking lots not in close proximity to potential district contributors
Parking Lots 2 and 3 Security Improvements	No, parking lots not in close proximity to potential district contributors
Parking Lot 3 Pedestrian Footbridge	No, not in close proximity to potential district contributors. In addition, the footbridge would be located downhill from district contributors and would be screed by trees.
Parking Lot 4	No, the new parking lot area expands the lot to the southwest and the potential district contributors are to the east.
Parking Lot 4 Pedestrian Connection/Footbridge	Yes, in close proximity to potential district contributors. In addition, this footbridge, unlike the other proposed footbridges, is level with district contributors and is only minimally screened by trees.
Parking Lot 6 Resurfacing	No, parking lot not in close proximity to potential district contributors
Site Improvements	
Utility Improvements:	Yes, would likely occur within potential district and on potential district contributors (See Impact Analysis 3 below).
Campus-Wide Landscaping and Site Improvements	Yes, would likely occur within potential district (See Impact Analysis 4 below).
Signage, Wayfinding, and Lighting	Yes, would likely occur within potential district (See Impact Analysis 5 below).
Campus-Wide Americans with Disabilities Act (ADA) Improvements	Yes, would likely occur within potential district (See Impact Analysis 6 below).
Soccer, Baseball and Softball Complex	No
Tennis Court Improvements	No

Project	Potential to Impact Historic Resources
Demolition	
Ornamental Horticulture Buildings	No, not a potential district contributor
Veterinary Technology Buildings	No, not a potential district contributor
Demolish Modular Buildings	No, not a potential district contributor
Renovation	
District Offices (D120 Building)	No, not a potential district contributor
5800 TV Center	Yes, potential district contributor (See Impact Analysis 7 below).
6600 Japanese Cultural Center	No
Stadium	Yes, potential district contributor (See Impact Analysis 8 below).
2602 Swim Pool Area Storage	No

Impact Analysis 1:

New Construction: Physical Sciences and Engineering Center (PSEC)

The *Foothill-De Anza College Facilities Master Plan ADEIR* describes the Physical Sciences and Engineering Center project as the, "Construction of a new three-story, approximately 57,000 square foot North Slope Complex to meet the instructional and support space requirements of chemistry, physics, and nanotechnology." This complex of buildings has been moved to the south end of Parking Lot 4.

The proposed Physical Sciences and Engineering Center would be in close proximity to potential district contributors and could impact those resources' setting. The ADEIR information is limited; the report only notes that the buildings of the new complex will be three stories and encompass 57,000 square feet. As details, particularly overall height and massing in relation to the potential district contributors and materials, are defined, the project's impact on the potential historic district should be evaluated. In particular, the height of the buildings directly facing the Loop Road should be reviewed.

Potential Mitigation Measure

New construction could be achieved in this vicinity without significant impact, but would need to be designed with sensitivity to the potential historic district. For instance, siting, materials, building form, size, and roof form could all be used to mitigate impacts of the new construction on historic resources. As the information presented in the Master Plan is very schematic, we suggest further design review of the project as its design details are developed for the Physical Sciences and Engineering Center.

Impact Analysis 2:

Campus-Wide Circulation Improvements

The *ADEIR* describes this element of the project: "Guard rails, crossing, curbs, and bicycle and pedestrian circulation improvements would be constructed at various points along Loop Road. The Loop Road would be repaired and resurfaced and new lighting would be installed for safety. General improvements for vehicular and bicycle traffic would be constructed, including changes to lower Loop Road to allow two-way traffic from the Main Entrance to Parking Lot [X] [sic] and the District offices and facilities area." If the basic configuration and width of the lower Loop Road are maintained and changes are limited to traffic flow, this element of the project would not have an impact on potential district contributors.

Potential Mitigation Measure

If the configuration or widths are substantially changed, there is potential to impact historic resources and further design review of the project would be needed after design details are developed.

Impact Analysis 3:

Utility Improvements

The *ADEIR* describes this element of the project: "The main line irrigation system would be improved. Some storm drains would be replaced campus-wide. Bird barriers on buildings would be replaced. Fire alarm systems would be upgraded. Photovoltaic arrays campus-wide would be installed. Install wireless infrastructure campus-wide. Utilities campus-wide would be upgraded and minor repairs to campus fountains would be made." Most of these project elements do not have the potential to impact the potential historic district. However, depending on variables such as design, location, and number, the installation of lights, bird barriers, and photovoltaic cells could impact the potential historic district.

Potential Mitigation Measure

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.

Impact Analysis 4:

Campus-Wide Landscaping and Site Improvements

The *ADEIR* describes this element of the project: "Some non-native Eucalyptus trees would be removed, preventative maintenance of existing campus oak trees would be performed, and diseased trees would be culled as required. New trees, including oaks and other native species would be installed campus-wide. Campus site furniture would be improved." Trees and site furniture were an integral part of the 1961 Campus Plan and depending on variables such as location and number, their removal could represent a significant impact. It should be noted that while oaks were noted in the 1961 plans, eucalyptuses were not.

Potential Mitigation Measure

Trees that were part of the 1961 campus should be retained rather than replaced whenever possible. When replacement is necessary, the trees should 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 should be repaired rather than replaced. Any new site furniture should 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 should refrain from historic interpretations and should be reviewed at a later date to minimize impact on the potential historic district.

Because a Master Plan is conceptual in nature, many of the specific elements have not been thoroughly developed. The adoption of Design Guidelines for elements such as site features, exterior furniture, signage, lighting, and building renovation would be one way to ensure in advance that projects would be undertaken in accordance with the *Secretary of the Interior's Standards,* and therefore, the project would be mitigated to a less than significant level.

Impact Analysis 5:

Signage, Wayfinding and Lighting

The *ADEIR* describes this element of the project: "Additional signage throughout the campus and pedestrian and exterior lighting would be installed." Site elements were an integrated part of the 1961

Campus Plan and depending on variables such as location and number, installation could represent a significant impact.

Potential Mitigation Measure

Construct new signage and lighting fixtures that reflect the defined architectural vocabulary of the 1961 campus but do not exactly replicate 1961 features. These elements should be reviewed when details are further developed to minimize impact on the potential historic district

Because a Master Plan is conceptual in nature, many of the specific elements have not been thoroughly developed. The adoption of Design Guidelines for elements such as site features, exterior furniture, signage, lighting, and building renovation would be one way to ensure in advance that projects would be undertaken in accordance with the *Secretary of the Interior's Standards*, and therefore, the project would be mitigated to a less than significant level.

Impact Analysis 6:

Campus-Wide Americans with Disabilities Act (ADA) Improvements

The *ADEIR* describes this element of the project: "Phase 2 of removal of architectural barriers to accommodate disabled users."

Potential Mitigation Measure

Specific plans have not been developed, and where above-grade structures are required to accommodate universal accessibility, their design should be reviewed at a later date to minimize impact on the potential historic district.

Impact Analysis 7:

Renovation: Building 5800, TV Center

The *ADEIR* describes this element of the project: "The existing Building 5800, currently used as instructional support space would be renovated, including minor improvements to roof and interior spaces." Building 5800 is a potential district contributor, and roofs are a major character-defining feature of the building. Therefore, this element of the project has the potential to impact historic resources.

Potential Mitigation Measure

Specific plans have not been developed and the project should be reviewed as design details are developed. This will insure limited impacts to the potential historic district.

Because a Master Plan is conceptual in nature, many of the specific elements have not been thoroughly developed. The adoption of Design Guidelines for elements such as site features, exterior furniture, signage, lighting, and building renovation would be one way to ensure in advance that projects would be undertaken in accordance with the *Secretary of the Interior's Standards*, and therefore, the project would be mitigated to a less than significant level.

Impact Analysis 8:

Renovation: Stadium

The *ADEIR* describes this element of the project: "The existing press box and support system on the opposite side of the field would be reconstructed. The existing snack area would be renovated to meet current codes and for ADA accessibility." The stadium was part of the 1961 Campus Master Plan and is a potential district contributor. However, the press box does not use the "space unit" concept of the other potential district contributors, and the western concession stands/restroom does not retain integrity. Additionally, the stadium is not in close proximity to the other district contributors, which are all located at the top of the two hills. For these reasons, this element of the project does not appear to have potential to impact historic resources.

Potential Mitigation Measure

N/A

Cumulative Impact Analysis:

Further information and review is necessary to assess whether any of the following project elements will affect historic resources: Physical Sciences and Engineering Center; circulation improvements, utility improvements; landscaping and site improvements; signage, way finding and lighting; ADA improvements; and Building 5800 renovation. With those exceptions, if the project is implemented as presented in the Foothill College Facilities Master Plan, there will not be a significant adverse cumulative impact. The historic resources of the campus (1961 Campus Plan buildings and landscaping and the Griffin House) would be retained, and the proposed project would not demolish or materially alter in an

adverse manner those characteristics that convey its historical significance and/or account for its inclusion on a historical resource list.

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VII. ENDNOTES

[1] Michael Laurie, "Foothill Revisited: What 7 Years of Change and Shortcuts Did to the Prize-Winning Design of a California Campus." *Landscape Architecture* 57:3 (April 1967): 183.

[2] Ibid.

[3] www.foothill.edu/news/fh-history

[4] "A Dream in Redwood," *Progressive Architecture* 43 (September 1962): 136.

[5] Jack Douglas, "They Left Their Mark: Ernest J. Kump, Jr.: Revolutionary School Design." *Continuity*. 15:4 (Fall 2004): 22

APPENDIX E

NOISE DATA

OFF-SITE TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project: Foothill College

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.

Analysis Scenario(s): Existing and Future Traffic Volumes

Source of Traffic Volumes: DKS Associates

Assumed 24-Hour Tr	Day	Evening	Night
Total ADT Volum	####	12.70%	9.60%
Medium-Duty Tri	####	5.05%	7.52%
Heavy-Duty Truc	####	2.84%	8.06%

Community Noise Descriptor: L_{dn}: _____ CNEL: X

Analysis Condition Roadway Name Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Posted Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix: Medium Trucks	Vehicle Mix: Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Exisiting (2007)													
Moody Road													
west of Elena Road/El Monte Road	Residential	2	0	381	3,048	35	50	0.5	0	1.8%	0.7%	61.3	58.1
east of Elena Road/El Monte Road	Parking Lot	2	0	53	424	35	100	0.5	0	1.8%	0.7%	48.2	44.9
Elena Road													
north of Moody Road	Residential	2	0	295	2,360	35	50	0.5	0	1.8%	0.7%	60.2	56.9
El Monte Road													
south of Moody Road	Residential	2	0	629	5,032	35	75	0.5	0	1.8%	0.7%	60.8	57.6
west of College Loop Road	Rural	2	15	678	5,424	35	100	0.5	0	1.8%	0.7%	59.3	56.1
east of College Loop Road	Rural/Track Field	4	15	1,229	9,832	35	75	0.5	0	1.8%	0.7%	64.1	60.9
west of Stonebrook Road	Rural/Track Field	4	15	1,423	11,384	35	75	0.5	0	1.8%	0.7%	64.8	61.5
east of Stonebrook Road	Rural/College	5	12	1,792	14,336	35	50	0.5	0	1.8%	0.7%	69.5	66.2
west of Foothill Expressway	Residential	6	5	2,251	18,008	35	50	0.5	0	1.8%	0.7%	70.8	67.5
east of Foothill Expressway	Residential	5	12	1,132	9,056	35	50	0.5	0	1.8%	0.7%	67.5	64.2
College Loop Road													
north of El Monte Road	Parking Lot	4	0	517	4,136	35	75	0.5	0	1.8%	0.7%	60.2	56.9

Stonebrook Road													
south of El Monte Road	Residential	2	0	435	3,480	35	75	0.5	0	1.8%	0.7%	59.2	56.0
Foothill Expressway													
north of El Monte Road	Residential	5	12	3,101	24,808	45	50	0.5	0	1.8%	0.7%	74.6	71.1
south of El Monte Road	Residential	5	12	1,820	14,560	45	50	0.5	0	1.8%	0.7%	72.3	68.8
Existing (2007) PLUS Project													
Moody Road													
west of Elena Road/El Monte Road	Residential	2	0	381	3,048	35	50	0.5	0	1.8%	0.7%	61.3	58.1
east of Elena Road/El Monte Road	Parking Lot	2	0	78	624	35	100	0.5	0	1.8%	0.7%	49.9	46.6
Elena Road													
north of Moody Road	Residential	2	0	295	2,360	35	50	0.5	0	1.8%	0.7%	60.2	56.9
El Monte Road													
south of Moody Road	Residential	2	0	654	5,232	35	75	0.5	0	1.8%	0.7%	61.0	57.7
west of College Loop Road	Rural	2	15	703	5,624	35	100	0.5	0	1.8%	0.7%	59.5	56.2
east of College Loop Road	Rural/Track Field	4	15	1,401	11,208	35	75	0.5	0	1.8%	0.7%	64.7	61.4
west of Stonebrook Road	Rural/Track Field	4	15	1,763	14,104	35	75	0.5	0	1.8%	0.7%	65.7	62.4
east of Stonebrook Road	Rural/College	5	12	2,132	17,056	35	50	0.5	0	1.8%	0.7%	70.2	66.9
west of Foothill Expressway	Residential	6	5	2,387	19,096	35	50	0.5	0	1.8%	0.7%	71.0	67.8
east of Foothill Expressway	Residential	5	12	1,132	9,056	35	50	0.5	0	1.8%	0.7%	67.5	64.2
College Loop Road													
north of El Monte Road	Parking Lot	4	0	664	5,312	35	75	0.5	0	1.8%	0.7%	61.2	58.0
Stonebrook Road													
south of El Monte Road	Residential	2	0	435	3,480	35	75	0.5	0	1.8%	0.7%	59.2	56.0
Foothill Expressway													
north of El Monte Road	Residential	5	12	3,169	25,352	45	50	0.5	0	1.8%	0.7%	74.7	71.2
south of El Monte Road	Residential	5	12	1,888	15,104	45	50	0.5	0	1.8%	0.7%	72.4	69.0
Near-Term (2015) PLUS Project													
Moody Road													
west of Elena Road/El Monte Road	Residential	2	0	417	3,336	35	50	0.5	0	1.8%	0.7%	61.7	58.4
east of Elena Road/El Monte Road	Parking Lot	2	0	82	656	35	100	0.5	0	1.8%	0.7%	50.1	46.8
Elena Road													
north of Moody Road	Residential	2	0	324	2,592	35	50	0.5	0	1.8%	0.7%	60.6	57.3
El Monte Road													
south of Moody Road	Residential	2	0	715	5,720	35	75	0.5	0	1.8%	0.7%	61.4	58.1
west of College Loop Road	Rural	2	15	768	6,144	35	100	0.5	0	1.8%	0.7%	59.9	56.6

east of College Loop Road	Rural/Track Field	4	15	1,519	12,152	35	75	0.5	0	1.8%	0.7%	65.0	61.8
west of Stonebrook Road	Rural/Track Field	4	15	1,899	15,192	35	75	0.5	0	1.8%	0.7%	66.0	62.7
east of Stonebrook Road	Rural/College	5	12	2,304	18,432	35	50	0.5	0	1.8%	0.7%	70.5	67.3
west of Foothill Expressway	Residential	6	5	2,604	20,832	35	50	0.5	0	1.8%	0.7%	71.4	68.1
east of Foothill Expressway	Residential	5	12	1,241	9,928	35	50	0.5	0	1.8%	0.7%	67.9	64.6
College Loop Road													
north of El Monte Road	Parking Lot	4	0	713	5,704	35	75	0.5	0	1.8%	0.7%	61.5	58.3
Stonebrook Road													
south of El Monte Road	Residential	2	0	477	3,816	35	75	0.5	0	1.8%	0.7%	59.6	56.4
Foothill Expressway													
north of El Monte Road	Residential	5	12	3,468	27,744	45	50	0.5	0	1.8%	0.7%	75.1	71.6
south of El Monte Road	Residential	5	12	2,063	16,504	45	50	0.5	0	1.8%	0.7%	72.8	69.4

APPENDIX F

TRAFFIC IMPACT ANALYSIS

Foothill College Master Plan EIR

Traffic Impact Analysis
Administrative Draft EIR Report

Prepared for:

DeAnza-Foothill College District

By:

DKS *Associates*
1000 Broadway
Suite 450
Oakland, CA 94607-4039

May 28, 2008

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May 28, 2008

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

Subject: **Foothill College EIR** P 07109-000
Traffic Impact Analysis – Adminstrative Draft Report

Dear Ms. Hardt-Holoch:

DKS Associates is pleased to submit this Administrative Traffic Impact Analysis Report for the Foothill College Facilities Master Plan EIR Project. The report includes an evaluation of potential transportation impacts associated with the proposed project.

Please do not hesitate to call with any questions regarding this report. DKS has enjoyed being of service on this project.

Sincerely,

DKS *Associates*
A California Corporation

Mark Spencer, P.E.
Principal

Patricia Camacho
Project Manager

DKS 25 YEARS

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EXECUTIVE SUMMARY

This report provides an evaluation of traffic and transportation issues related to the proposed 2007 Facilities Master Plan at Foothill College in the Town of Los Altos Hills, California. The 2007 Facilities Master Plan involves construction, renovation and site improvement projects. In addition, the 2007 Facilities Master Plan is intended to meet the needs of Foothill College for an anticipated enrollment of 17,869 students by the year 2015, reflecting an increase of 2,839 students.

The project site encompasses approximately 136 acres located southwest of Interstate 280 (I-280). It is bounded by El Monte Road to the south, Moody Road-Elena Road to west, and Josefa Lane to the northwest. The project study area is bounded by El Monte Road to the south, College Loop Road to the north, Moody Road-Elena Road to the west, and Foothill Expressway to the east.

Vehicular access to the site is provided via El Monte Road and Moody Road-Elena Road. This report provides a general description of the transportation facilities in the project vicinity and summarizes existing, project, near-term cumulative conditions. Particular attention is given to impacts on vehicular, parking, transit, bicycle and pedestrian facilities.

The proposed project would generate 3,407 daily new trips, including 341 A.M. peak hour trips (221 in, 119 out), 341 Midday peak hour trips (85 in, 256 out) and 341 P.M. peak hour trips (187 in, 153 out). The proposed project would provide an additional 250 parking spaces for a total of 3,651 on-site parking spaces.

Under the Town of Los Altos Hills and the Santa Clara County Congestion Management Program (CMP) traffic impact analysis guidelines, the proposed project would not result in significant transportation impacts at study intersections.

The proposed project would not result in significant impacts on nearby freeway segments. The addition of project-generated traffic would not result in an increase of more than 1% of capacity for the freeway segments analyzed.

Table ES-1 summarizes the intersection operations for all studied conditions under the A.M. peak hour. **Table ES-2** summarizes the intersection operations for all studied conditions under the Midday peak hour. **Table ES-3** summarizes the intersection operations for all studied conditions under the P.M. peak hour.

Table ES-1 LOS Analysis Summary – A.M. Peak Hour

Level of Service Analysis Summary A.M. Peak Hour											
#	Intersection	Traffic Control	Existing			Project			Near-Term Cumulative with Project		
			Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]
1.	College Loop Road & Foothill College Road	Roundabout	3.4	-	A	3.4	-	A	3.4	-	A
2.	El Monte Road - Elena Road & Moody Road	Unsignalized	10.7	-	B	10.7	-	B	11.3	-	B
3.	El Monte Road & Foothill College Road	Signal	16.0	0.296	C	20.3	0.337	C	20.3	0.365	C
4.	El Monte Road & Stonebrook Drive	Signal	10.0	0.426	A	9.4	0.494	A	9.6	0.535	A
5.	El Monte Road & Foothill Expressway[c]	Signal	60.1	0.578	E	65.1	0.611	E	77.2	0.666	E

Source: DKS Associates, 2007.

Intersections operating below acceptable LOS D

Notes: Average Delay: in seconds per vehicle V/C: Volume to Capacity Ratio LOS: Level of Service

[a] For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For unsignalized intersections, delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For roundabouts, the average delay is based on the worst approach delay.

[b] For signalized intersections, LOS based on Average Control Delay (in seconds per vehicle). For unsignalized intersections, LOS is based on worst approach delay.

[c] CMP intersection

Table ES-2 LOS Analysis Summary – Midday Peak Hour

Level of Service Analysis Summary Midday Peak Hour											
#	Intersection	Traffic Control	Existing			Project			Near-Term Cumulative with Project		
			Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]
1.	College Loop Road & Foothill College Road	Roundabout	3.4	-	A	3.4	-	A	3.4	-	A
2.	El Monte Road - Elena Road & Moody Road	Unsignalized	11.5	-	B	11.4	-	B	12.2	-	B
3.	El Monte Road & Foothill College Road	Signal	21.7	0.472	C	21.1	0.559	C	22.0	0.604	C
4.	El Monte Road & Stonebrook Drive	Signal	7.6	0.331	A	7.1	0.409	A	7.3	0.441	A
5.	El Monte Road & Foothill Expressway[c]	Signal	43.2	0.336	D	43.9	0.379	D	44.7	0.412	D

Source: DKS Associates, 2007.

Intersections operating below acceptable LOS D

Notes: Average Delay: in seconds per vehicle V/C: Volume to Capacity Ratio LOS: Level of Service

[a] For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For unsignalized intersections, delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For roundabouts, the average delay is based on the worst approach delay.

[b] For signalized intersections, LOS based on Average Control Delay (in seconds per vehicle). For unsignalized intersections, LOS is based on worst approach delay.

[c] CMP intersection

Table ES-3 LOS Analysis Summary – P.M. Peak Hour

Level of Service Analysis Summary P.M. Peak Hour											
#	Intersection	Traffic Control	Existing			Project			Near-Term Cumulative with Project		
			Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]
1.	College Loop Road & Foothill College Road	Roundabout	3.4	-	A	3.4	-	A	3.4	-	A
2.	El Monte Road - Elena Road & Moody Road	Unsignalized	11.7	-	B	11.5	-	B	12.4		A
3.	El Monte Road & Foothill College Road	Signal	25.7	0.582	C	27.0	0.642	C	28.3	0.693	C
4.	El Monte Road & Stonebrook Drive	Signal	25.0	0.514	C	24.5	0.602	C	25.7	0.650	C
5.	El Monte Road & Foothill Expressway[c]	Signal	50.2	0.705	D	52.2	0.737	D	55.8	0.805	E

Source: DKS Associates, 2007.

Intersections operating below acceptable LOS D

Notes: Average Delay: in seconds per vehicle V/C: Volume to Capacity Ratio LOS: Level of Service

[a] For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For unsignalized intersections, delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For roundabouts, the average delay is based on the worst approach delay.

[b] For signalized intersections, LOS based on Average Control Delay (in seconds per vehicle). For unsignalized intersections, LOS is based on worst approach delay.

[c] CMP intersection

1.0 INTRODUCTION

This section of the EIR provides an evaluation of potential transportation impacts associated with the 2007 Foothill College Master Plan EIR.

The project site encompasses approximately 136 acres located southwest of Interstate 280 (I-280) in the Town of Los Altos Hills, California. It is bounded by El Monte Road to the south, Moody Road-Elena Road to west, and Josefa Lane to the northwest. The project study area is bounded by El Monte Road to the south, College Loop Road to the north, Moody Road-Elena Road to the west, and Foothill Expressway to the east. The site location and the surrounding roadway network are illustrated in **Figure 1.**

The 2007 Facilities Master Plan involves construction, renovation and site improvement projects. In addition, the 2007 Facilities Master Plan is intended to meet the needs of Foothill College for an anticipated enrollment of 17,869 students by the year 2015, reflecting an increase of 2,839 students.

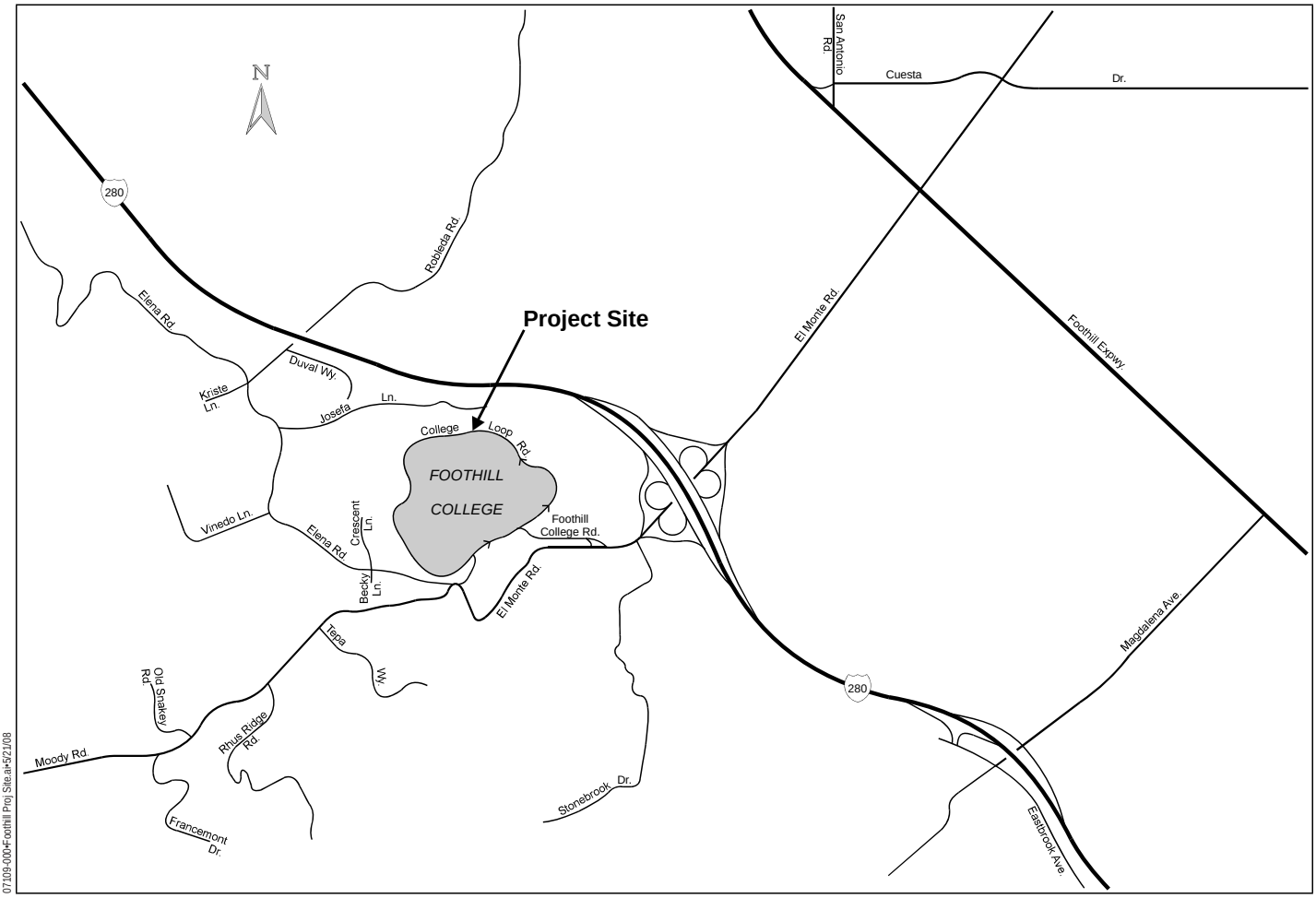
Vehicular access to the site is provided via El Monte Road and Moody Road-Elena Road. This report provides a general description of the transportation facilities in the project vicinity and summarizes existing, project, near-term cumulative conditions within the study area. Particular attention is given to impacts on vehicular, parking, transit, bicycle and pedestrian facilities. The project site plan is illustrated in **Figure 2**.

The transportation analysis represented in this study follows review and incorporation, where appropriate, of data from the following transportation studies of the Town of Los Altos Hills.

- Speed Study. Prepared for the Town of Los Altos Hills by Traffic Data Service. March 16, 2007
- El Monte Road/Moody Road Bicycle/Pedestrian Path Project. Town of Los Altos Hills dated December 18, 2006.

In addition, information in this section is based on recent data provided by Town of Los Altos Hills staff and site visits conducted in May 2007 and May 2008.

The report analyzes the traffic conditions during the weekday A.M., Midday and P.M. peak hours for study area intersections. The impacts of the proposed project were estimated using the current level of service methodologies set forth by the Town of Los Altos Hills and the Santa Clara County Congestion Management Program (CMP).



07109-000-Foothill Proj Site.ai 5/21/08

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Figure 1
Project Site and Roadway Network

07109-000-Foothill Site Plan.ai 5/22/08

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Figure 2
Project Site Plan

The following intersections were analyzed as part of the traffic impact analysis:

1. College Loop Road & Foothill College Road
2. El Monte Road - Elena Road & Moody Road
3. El Monte Road & Foothill College Road
4. El Monte Road & Stonebrook Drive
5. El Monte Road & I-280 SB Ramps (qualitative discussion of operation only)
6. El Monte Road & I-280 NB Ramps (qualitative discussion of operation only)
7. El Monte Road & Foothill Expressway[1]

The list of study intersections was based on the size of the project and the number of trips it would potentially generate, the surrounding study area, and with consideration to those intersections that are most likely to be impacted by the proposed project. **Figure 1** illustrates the project site location and the surrounding roadway network. Operations of these intersections were analyzed during the weekday A.M. (7:00 a.m. – 9:00 a.m.), Midday (11:00 a.m. – 1:00 p.m.) and P.M. (4:00 p.m. – 6:00 p.m.) peak periods and evaluated for the following scenarios:

Scenario 1 **Existing Condition** – Level of service based on existing peak hour volumes and existing intersection configurations.

Scenario 2 **Project Condition** – Existing condition plus the proposed project generated traffic. This scenario evaluates the traffic conditions based on an increase of 2,839 students.

Scenario 3 **Near-Term Cumulative Condition**– Existing peak-hour volumes plus a 1.2 percent traffic growth per year to year 2015 estimated in the vicinity of the project plus proposed project generated traffic.

The Congestion Management Agency (CMA) in Santa Clara County is the Santa Clara Valley Transportation Authority's (VTA) Congestion Management Program (CMP). The Santa Clara County CMP defines methodologies and procedures for determining the impact of a potential project on their facilities. The following are CMP facilities within the study area and their functional classification.

- Freeway: U.S. 101 and I-280
- Expressway and Arterials: Foothill Expressway and El Monte Road
- Intersections: El Monte Road and Foothill Expressway

Traffic-related impact to the surrounding freeway system was also analyzed. A freeway segment is required to be included in the transportation impact analysis if it meets any of the following requirements.

1. The proposed development project is adjacent to one of the freeway segment's access or egress points; or

[1] CMP Intersection

2. Based on engineering judgment, lead agency staff determines that the freeway segment should be included in the analysis.

Freeway segments analyzed included:

Interstate 280

- Page Mill Road to La Barranca Road
- La Barranca Road to El Monte Rd
- El Monte Road to Magdalena Avenue

In addition to intersection and freeway operation analysis, an evaluation of the site plan, on-site circulation, access and egress points, sight distance, proposed parking supply and expected demand is contained in this report.

For reference purposes, this report also includes a discussion of other improvements that are recommended in the El Monte Road/Moody Road Bicycle/Pedestrian Path Project (see Section 2.4 of this report).

The following section presents an analysis of the existing conditions of various transportation system components. The components include roadways, intersections, transit service, bicycles, pedestrians, and parking.

2.0 EXISTING SETTING

This section provides an evaluation of traffic and transportation issues related to the proposed project. A description of the exiting transportation system facilities including roadways, intersections, transit service, bicycles, pedestrians, and parking is provided below.

2.1 Roadway Network

Regional access to the project area is provided by Interstate 280, Foothill Expressway, El Camino Real and El Monte Avenue. The system of major roadways surrounding the Town of Los Altos Hills is part of the regional system serving traffic generated by the Town of Los Altos Hills and neighboring communities. All roadways are classified according to their primary functions, as described below.

- ***Freeway.*** A major roadway with controlled access, devoted exclusively to traffic movement, mainly of a through or regional nature.

- ***Expressway.*** A major roadway with less controlled access that a freeway, linking freeways with arterials, and providing access to major destinations

- ***Arterial.*** A major roadway mainly taking traffic to and from expressways and freeways and providing access to major destinations and also adjacent properties.

- ***Collector.*** A roadway that collects and distributes local traffic to and from arterials, and provides access primarily to adjacent properties.

Regional Roadway Facilities

Interstate 280 (Junipero Serra Freeway). This facility is an eight-lane facility in the project area under the jurisdiction of Caltrans. It runs in the north-south direction and includes three mixed-flow lanes and a High Occupancy Vehicle (HOV) lane in each direction near the project site. This facility provides access to the project site via its interchange with El Monte Road.

Foothill Expressway extends between Page Mill Road in the north and I-280 in the south. Foothill Expressway runs parallel to U.S. 101 and has interchange with I-280 in the south. Based on the 2005 Santa Clara County Congestion Management Program – Monitoring and Conformance Report[2], Foothill Expressway has an average travel speed of 31 mph in the northbound direction and 32.6 mph in the southbound direction during the A.M. peak hour. During the P.M. peak hour, Foothill Expressway has an average travel speed of 26.9 mph in the northbound direction and 31.6 mph in the southbound direction.

El Camino Real (State Route 82) is an arterial that runs in the north-south direction from San Francisco to San Jose. El Camino Real is a six-lane road in the vicinity of the project, parallel to U.S. 101 and I-280.

[2] Santa Clara Valley Transportation Authority. 2005 Monitoring and Conformance Report. Table 3.2.

El Monte Avenue is a two- to four-lane undivided arterial that operates in the east-west direction; it runs perpendicular to I-280, US 101 and El Camino Real. El Monte Road extends from El Camino Real to the east to its terminus at Moody Road in the west. It has a posted speed limit range of 25 mph to 40 mph.

Local Access

The primary streets that provide access within the study area are discussed below. These streets provide access to the study area as well as the local roadway network. The major intersections within the study area are controlled by traffic signals with the exception of College Loop Road/Foothill College Road, El Monte Road-Moody Road/Elena Road, El Monte Road/I-280 SB ramps and El Monte Road/I-280 NB ramps.

College Loop Road is a one-way, two-lane road located in the Foothill College campus. College Loop Road can be access from its intersection with Moody Road/Elena Road and Foothill College Road. It has a posted speed limit of 20 mph.

Foothill College Road is primarily a four-lane road (two-lanes in each direction) located in the Foothill College campus. It provides access to the campus via El Monte Road. Foothill College Road extends from El Monte Road to its terminus at College Loop Road.

Elena Road is a two-lane roadway (one lane in each direction) that serves the northern boundary of the campus, as well as an entry directly into the campus. This roadway operates in the north-south direction and runs parallel to I-280. It extends from El Monte Road/Moody Road in the south to Avila Court in the north.

2.2 Transit Facilities[3]

The Santa Clara Valley Transportation Authority (VTA) is the primary provider of bus public transit in Santa Clara County. VTA currently operates two bus lines within the vicinity of the proposed project. **Figure 3** illustrates the bus routes in the study area.

Line 40. This route provides service between Foothill College and La Avenua/Indigo in Mountain View. Weekday service is provided from 6:36 a.m. to 10:06 p.m. in the northbound direction at 30-40 minute headways in the a.m. peak period and at 30 minute headways during the p.m. peak period. An earlier bus departs from the San Antonio Transit Center at 6:22 a.m. In the southbound direction, service is provided from 5:30 a.m. to 9:40 p.m. at 30 minute headways in the a.m. peak period and at 30-40 minute headways during the p.m. peak hour. Weekend service is also provided. Line 40 travels along Foothill Expressway, El Monte Avenue and Foothill College Loop Road.

[3] Based on VTA's schedule effective dates of January 14, 2008.

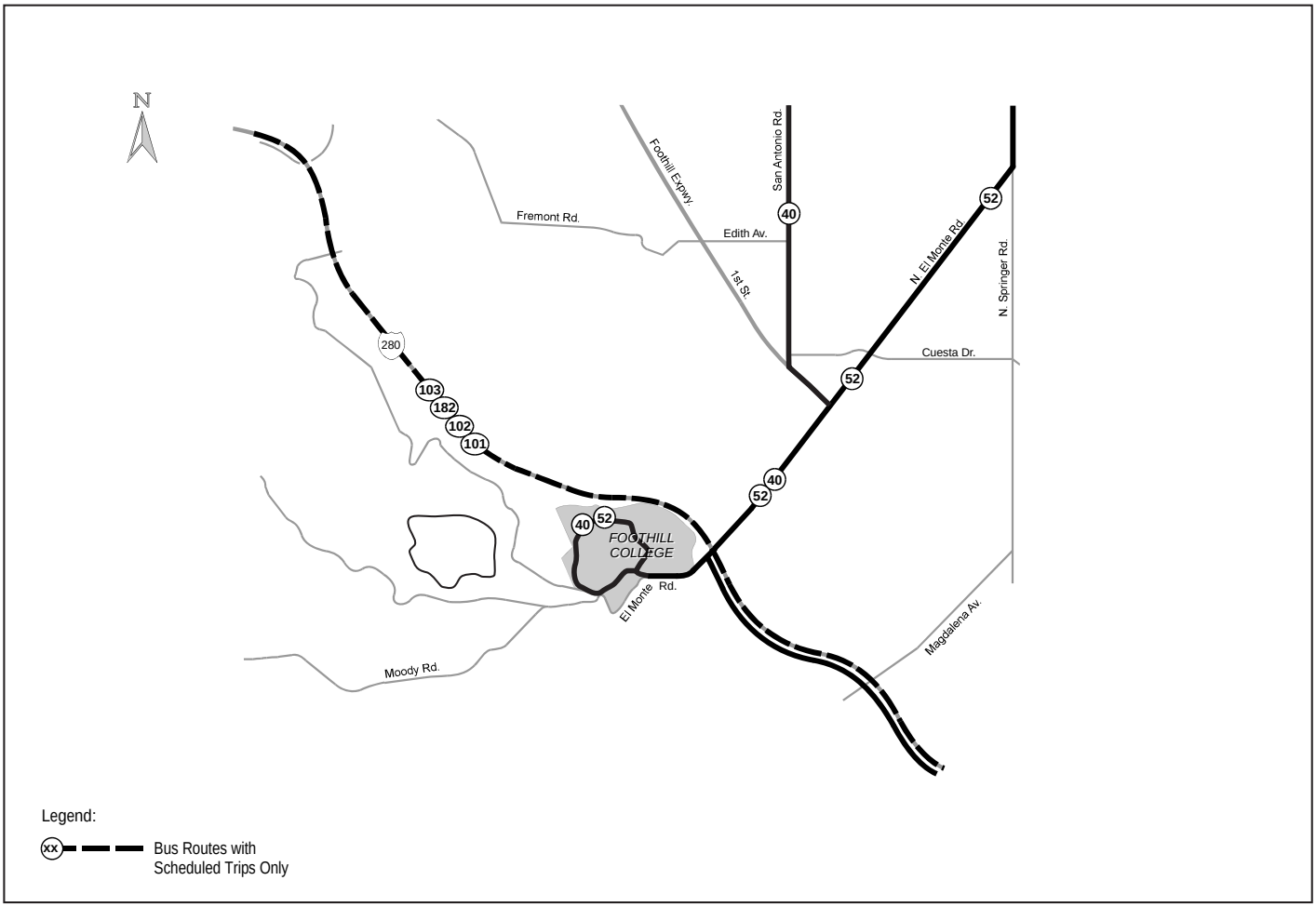

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Figure 3
Transit Network

Line 52. This route provides service between Foothill College and Downtown Mountain View. Weekday service is provided from 7:22 a.m. to 4:53 p.m. in the northbound direction at 30-40 minute headways in the a.m. peak period and at 50-60 minute headways during the p.m. peak period. In the southbound direction, service is provided from 7:00 a.m. to 4:28 p.m. at 25-30 minute headways in the a.m. peak period and at 1-hour headways during the p.m. peak hour. No weekend service is provided. Line 52 travels along El Monte Avenue and Foothill College Loop Road.

2.3 Bicycle Facilities

The 2008 Santa Clara Valley Bikeways Map[4] indicates bicycle facilities in the vicinity of the project. The existing system consists of three classifications of bicycle facilities:

- Class I facilities (Bicycle Paths off-street) – A completely separated paved right-of-way (shared with pedestrians) which excludes general motor vehicle traffic.

- Class II facilities (Bicycle Lanes on -street) – A striped lane for one-way bike travel on a roadway.

- Bike Boulevards – Typically a street with low traffic volumes and speeds, with measure for preferential bike treatment.

The bikeways map identified El Monte Road from the I-280 NB on/off ramps in the south to the intersection of Springer and El Monte Boulevard as a Class II bicycle facility. **Figure 4** illustrates the location of bicycle facilities in the study area.

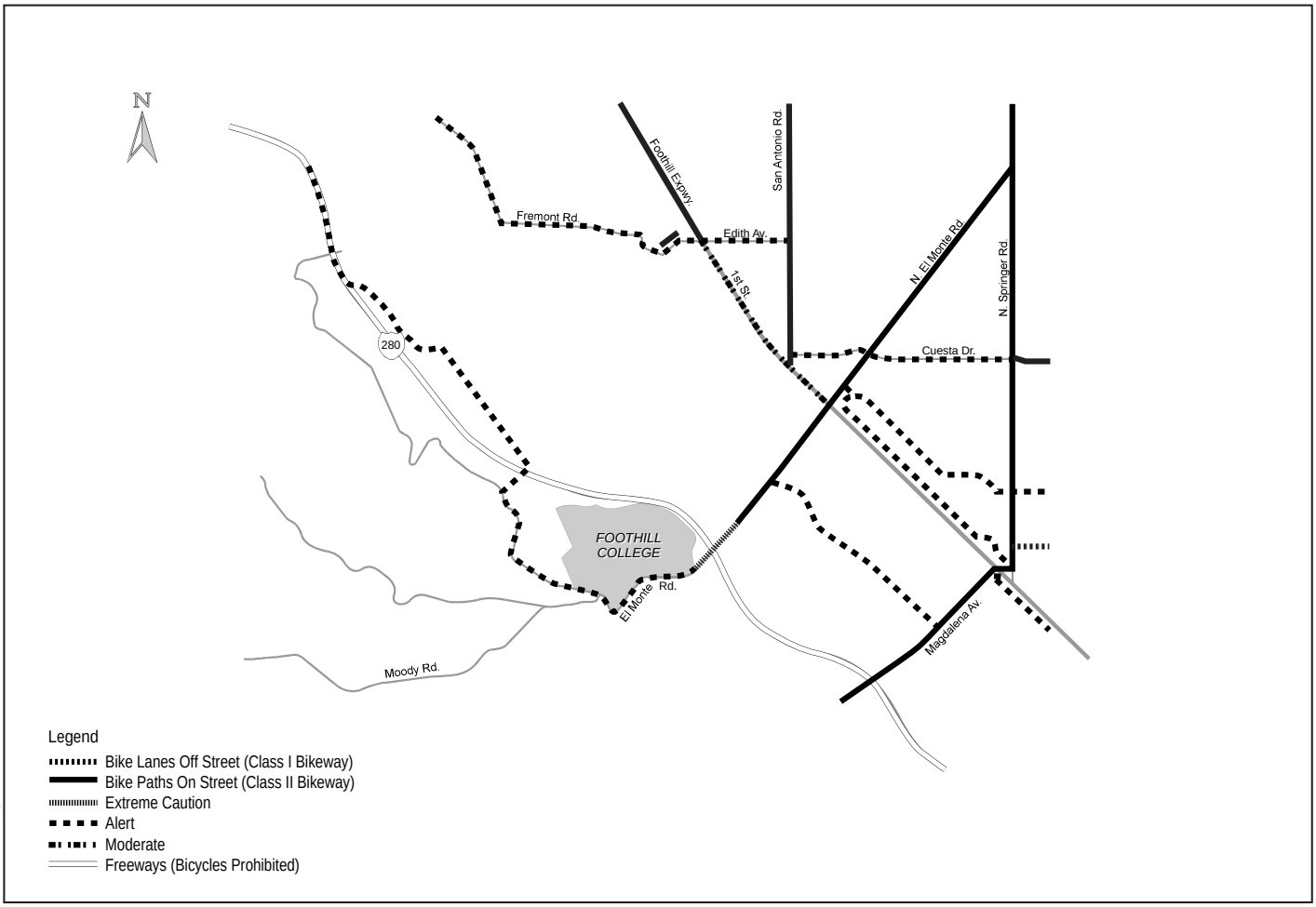
The Bikeways Map also illustrates a number of "rated streets". Rated streets are "streets frequently used by bicyclists, where they share the roadway with motorist and merge with motor vehicles. These include city-designated Class III bike routes. Street ratings are based on the following types of characteristics.

- Extreme Caution: Heavy traffic volumes; High traffic speeds at or greater than 35 mph; high number of motor vehicles turning right or merging across bicyclist path of travel.

- Alert: Moderate traffic volumes; Moderate traffic speeds; Medium-width travel area for bicycles (shoulders or curb lanes; Low to moderate number of motor vehicles turning right or merging across bicyclist path of travel; Moderate to high parking turnover; somewhere in between Extreme Caution and Moderate.

- Moderate: Low traffic volumes; Moderate to low traffic speeds; Wide travel area for bicycles (shoulders or curb lanes); Low parking turnover or no curbside parking.

[4] Santa Clara Valley Bikeways Map. May 2008 http://www.vta.org



07109-000•Foothill Bicycle Facilities.ai•5/21/08

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Figure 4
Bicycle Facilities

The bicycle facilities map identifies El Monte Road from I-280 NB on/off ramps to I-280 SB on/off ramps as "Extreme Caution" street. El Monte Road (from I-280 SB on/ off ramps to Elena Road) and Elena Road as "Alert" streets. Bicycles are permitted along Foothill Expressway. Bicycle parking is provided on campus in various locations.

Pedestrian activity was observed to be light within the vicinity of the project site. However, a number of bicyclists and pedestrians were observed along Foothill Expressway. Pedestrian signals are only provided at the intersections of El Monte Road/Stonebrook Drive, El Monte Road/Foothill Expressway and at College Loop Road/Student Center. Within the campus, crosswalks accommodate pedestrian movements and connect the buildings and the parking areas bordering the campus. These crosswalks are mainly located at sharp curves and at locations where the pedestrian traffic in relative high connect the building and parking areas to the sidewalks bordering the campus.

2.4 Pedestrian Facilities

Other Improvements

The El Monte Road/Moody Road Bicycle/Pedestrian Path Project consists of five (5) roadway segments along El Monte Road and Moody Road. The project encompasses portions of the Foothill College Entrance Road (loop road). The project outlines several improvements along the corridor that would encourage bicycle and pedestrian use. Some of these improvements are currently under construction and not funded nor part of the proposed project. This discussion is intended only to guide implementation of additional bicycle and pedestrian improvements in the study area.

The improvements include pedestrian paths, additional bike lanes, shoulders and signal modifications. **Appendix B** includes an ill ustration of these improvements.

The improvements, which are not tied to the proposed project, are:

Segment 1

- New Path west of El Monte Road and Elena Road (under construction).

Segment 2

- A new path and 8' Bike Lane along the Foothill College Entrance Road from El Monte Road to Moody Road-Elena Road

Segment 3

- Signal Modification at El Monte Road & Foothill College Entrance Road
- New 5' Bike Lane along El Monte Road between Foothill College Entrance and Stonebrook Drive
- New path with 650' retaining wall between Foothill College Entrance and Stonebrook Drive
- Signal Modification at El Monte Road and Stonebrook Drive.

Segment 4

- New path, new 5’ bike lane and 8’ shoulder along El Monte Road between Stonebrook Drive and Voorhess Drive
- Signal Modification with new crossing at El Monte Road and Voorhees Drive.

Segment 5

- New 5’ bike lane and rehab path along El Monte Road between Voorhess Drive and Summerhill Avenue.

3.0 LEVEL OF SERVICE METHODOLOGY

To evaluate traffic conditions, as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the street system, intersection Level of Service (LOS) analysis was evaluated at five study intersections.

Per the Town of Los Altos Hills and Santa Clara County Congestion Management Program (CMP) requirements, traffic conditions for four of the five study intersections were evaluated using the methodologies provided in the 2000 Highway Capacity Manual (HCM 2000). The designated intersection level of service software analysis program is TRAFFIX. For reference purposes, LOS as defined in the HCM is a quality measure describing operating conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

In addition, the intersection of Foothill College Entrance and College Loop Road was evaluated with the software *SIDRA Intersection*, using the methodologies provided in the HCM 2000. SIDRA was used since this intersection was recently reconfigured to a roundabout.

3.1 Level of Service (LOS) Definition

The LOS evaluation indicates the degree of congestion that occurs during peak travel periods and is the principal measure of roadway and intersection performance. Level of Service can range from "A" representing free-flow conditions, to "F" representing extremely long delays. LOS B and C signify stable conditions with acceptable delays. LOS D is typically considered acceptable for a peak hour in urban areas. LOS E is approaching capacity and LOS F represents conditions at or above capacity.

Since TRAFFIX is also the CMP-designated intersection Level of Service software analysis program the Town of Los Altos Hills methodology embodies the CMP default values for the analysis parameters.

Signalized Intersections

At signalized intersections, level of service is evaluated on the basis of average stopped delay for all vehicles at the intersection. **Table 1** defines the levels of service for signalized intersections.

Table 1 Signalized Intersection LOS Thresholds

Level of Service	Average Stopped Delay (seconds/vehicle)	Description
A	Delay ≤ 10.0	Free flow; minimal to no delay
B+	10.0 < Delay ≤ 12.0	Stable flow, but speeds are beginning to be restricted by traffic condition; slight delays.
B	12.0 < Delay ≤ 18.0	
B-	18.0 < Delay ≤ 20.0	
C+	20.0 < Delay ≤ 23.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
C	23.0 < Delay ≤ 32.0	
C-	32.0 < Delay ≤ 35.0	
D+	35.0 < Delay ≤ 39.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
D	39.0 < Delay ≤ 51.0	
D-	51.0 < Delay ≤ 55.0	
E+	55.0 < Delay ≤ 60.0	Unstable flow with stop and go; delays
E	60.0 < Delay ≤ 75.0	
E-	75.0 < Delay ≤ 80.0	
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Source: Santa Clara County Congestion Management Program – Transportation Impact Analysis Guidelines. December 1, 2006 (draft).
Notes: 1 Control Delay per vehicle (in seconds per vehicle)

Unsignalized Intersections

At unsignalized intersections each approach to the intersection is evaluated separately and assigned a LOS. The level of service is based on the delay at the worst approach for two-way stop controlled intersections. Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. This time includes the time required for the vehicle to travel from the last-in-queue position to the first-in queue position. **Table 2** provides definitions of LOS for unsignalized intersections.

Table 2 Unsignalized Intersections – LOS Thresholds

Level of Service	Expected Delay	Average Control Delay
A	Little or no delay	≤ 10
B	Short traffic delay	> 10 and ≤ 15
C	Average traffic delays	> 15 and ≤ 25
D	Long traffic delays	> 25 and ≤ 35
E	Very long traffic delays	> 35 and ≤ 50
F	Extreme delays potentially affecting other traffic movements in the intersection	> 50

Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Chapter 17-Unsignalized Intersections, 2000.
Notes: Worst Approach Delay (in seconds per vehicle)

Roundabouts

The intersection of Foothill College Entrance and College Loop Road was analyzed using SIDRA. Note that HCM does not provide level of service criteria for vehicle traffic at roundabouts. In *SIDRA Intersection*, the signalized intersection LOS criteria are applied to roundabouts. Therefore, the level of service is evaluated on the basis of average stopped delay for all vehicles at the intersection. **Table 3** provides definitions of LOS for roundabouts.

Table 3 Roundabouts – LOS Thresholds

Level of Service	Control Delay (d)
A	≤ 10
B	10 < d ≤ 20
C	20 < d ≤ 35
D	35 < d ≤ 55
E	55 < d ≤ 80
F	80 < d

Source: *SIDRA Intersection*
Notes: Control Delay (in seconds per vehicle)

Freeway Level of Service

To evaluate the existing freeway traffic conditions, as well as provide a basis for comparison of conditions before and after project-generated traffic is added to the freeway system, the Level of Service (LOS) was evaluated at segments along nearby freeway facilities using the operational analysis procedures from the Transportation Research Board's 2000 Highway Capacity Manual, as required by the Santa Clara County Congestion Management Program.

As described in the 2000 Highway Capacity Manual, the determination of LOS for freeway segments is based on density, with density calculated as:

$$d = \frac{V}{N \times S}$$

where, d: density (vehicles per mile per lane, vpmpl)

V: peak hour volume (vehicles per hour, vph)

N: number of travel lanes (lanes)

S: average travel speed (miles per hour, mph)

Table 4 identifies the ranges density used to define levels of service for freeway segments. LOS ranges from LOS A, or free-flow conditions, to LOS F, or highly congested conditions. The density values from the LOS A/B, B/C and C/D thresholds are based on values from HCM 2000. The LOS D/E and E/F thresholds are modified from the values in HCM 2000 to reflect Santa Clara County conditions.

Table 4 Freeway Segment LOS Thresholds

Level of Service Definition Freeway Segments			
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	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).

3.2 Standards of Significance

Based on the Town of Los Altos Hills level of service standards, an acceptable operating level of service (LOS) is defined as LOS D or better at all signalized and unsignalized intersections during the peak hours except for one intersection.

According to the County of Santa Clara, the performance standard at Congestion Management Program (CMP) facilities is LOS "E". The level of service at CMP intersection is based on evaluations of all intersection movements.

4.0 EXISTING CONDITION

Vehicle turning movement counts were conducted at all five study intersections in May 2007. Counts were conducted during a typical weekday A.M. period of 7:00-9:00 A.M., Midday period 11:00 a.m. – 1:00 p.m. and during the P.M. peak period of 4:00-6:00 P.M. Intersection counts were recently conducted at the intersection of Foothill College Entrance and College Loop Road (#1) in May 2008, as this intersection was recently reconfigured from a t-intersection to a roundabout. All counts were conducted when Foothill College was in session to represent typical traffic conditions in the study area.

Intersection turning movement count surveys consisted of counting each vehicle at each study intersection location by turning movement, and included documenting intersection geometry diagrams and signal phasing. **Appendix A** includes the detailed intersection count sheets for the A.M., Midday and P.M. peak periods.

Figure 5 illustrates the project site and study intersections. **Figure 6** illustrates the existing intersection lane geometry and traffic control at each of the study intersections.

The intersections and their corresponding existing levels of service are presented in **Table 5**. **Appendix A** includesthe detailed calculation level of service analysis sheets, including the weekday A.M. and P.M. peak hours.

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Figure 5
Project Site and Study Intersections

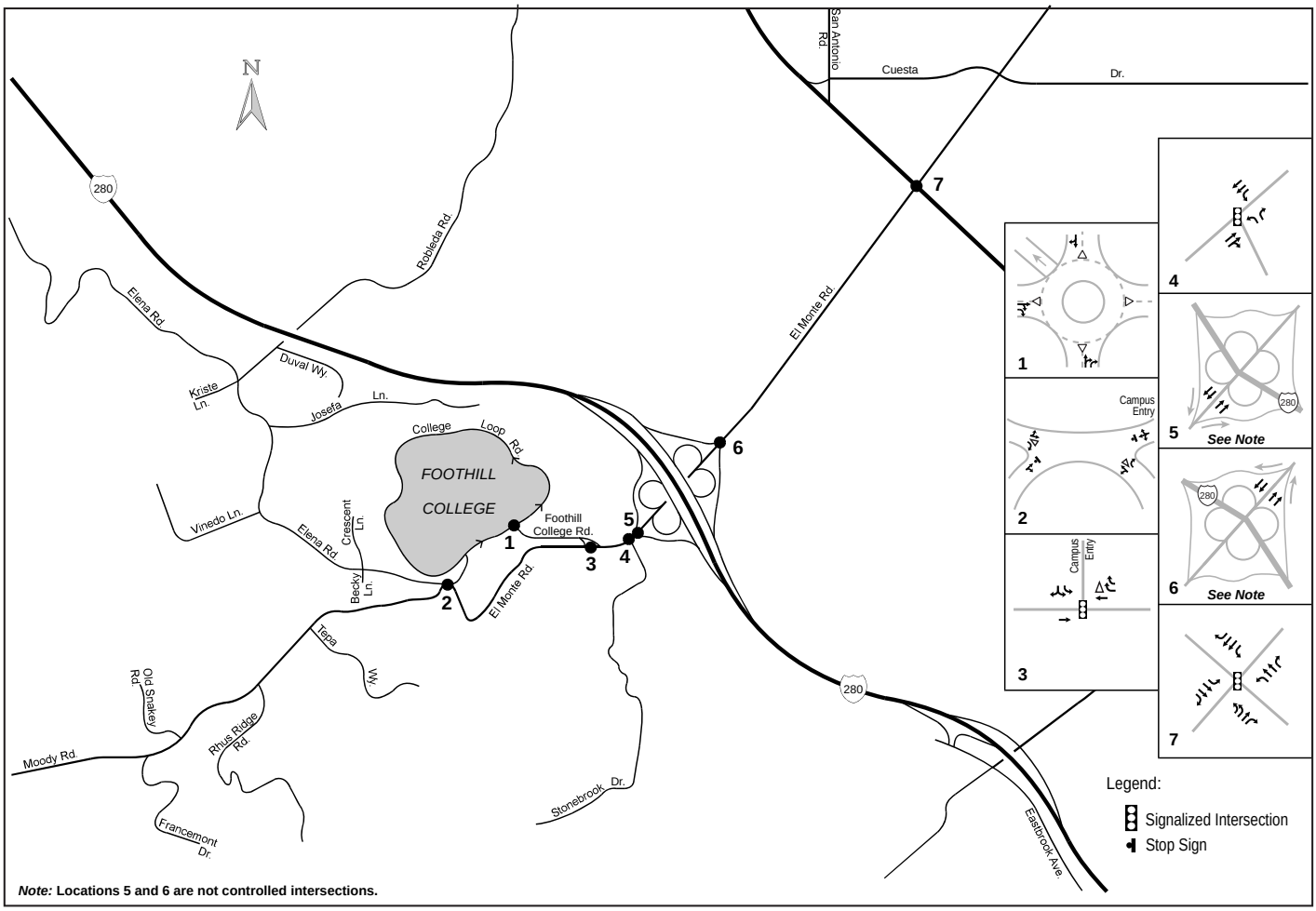

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Figure 6
Existing Lane Geometry and Traffic Control

Table 5 Existing Level of Service Summary

Level of Service Analysis Summary Existing Condition											
#	Intersection	Traffic Control	A.M. Peak			Midday			P.M. Peak		
			Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]
1.	College Loop Road & Foothill College Road	Roundabout	3.4	-	A	3.4	-	A	3.4	-	A
2.	El Monte Road - Elena Road & Moody Road	Unsignalized	10.7	-	B	11.5	-	B	11.7	-	B
3.	El Monte Road & Foothill College Road	Signal	16.0	0.296	C	21.7	0.472	C	25.7	0.582	C
4.	El Monte Road & Stonebrook Drive	Signal	10.0	0.426	A	7.6	0.331	A	25.0	0.514	C
5.	El Monte Road & Foothill Expressway[c]	Signal	60.1	0.578	E	43.2	0.336	D	50.2	0.705	D

Source: DKS Associates, 2007.

Intersections operating below acceptable LOS D

Notes: Average Delay: in seconds per vehicle V/C: Volume to Capacity Ratio LOS: Level of Service

[a] For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For unsignalized intersections, delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For roundabouts, the average delay is based on the worst approach delay.

[b] For signalized intersections, LOS based on Average Control Delay (in seconds per vehicle). For unsignalized intersections, LOS is based on worst approach delay.

[c] CMP intersection

4.1 Intersection Operation

According to the Town of Los Altos Hills and the Santa Clara County Congestion Management Program intersection level of service standards, all study intersections would operate at acceptable levels of service under the existing condition.

I-280 on/off ramps operation

Based on recent field observations, vehicles traveling in the westbound direction through the Stonebrook Drive/El Monte Road intersection spillback past the El Monte Road/I-280 southbound off-ramp to westbound El Monte Road, which in turn results in a vehicle queue on the off-ramp itself. Similarly, vehicles traveling in the eastbound direction at the Voorhees Drive/El Monte Road intersection spillback past the El Monte Road/I-280 northbound off-ramp to east El Monte Road, which results in a vehicle queue on the off-ramp. There are designated merge lanes prior to maneuvering onto of off of El Monte Road for motorists using one of the cloverleaf ramps. Even in cases where the on- or off-ramp volume is relatively heavy, no spillbacks were observed that resulted in queues on El Monte Road.

4.2 Freeway Segment Operation

According the 2005 Santa Clara County Freeway Monitoring Report, three of the mixed-flow freeway segments currently operate at an unacceptable level of service "F" during the P.M. peak hour.

Table 6 lists the existing mixed-flow freeway segments A.M. Peak Level of Service. **Table 7** lists the existing mixed-flow freeway segments P.M. Peak Level of Service.

Table 6 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	1.76	4	25	C	66	6,600
I-280	La Barranca Rd	El Monte Rd	EB	1.60	4	18	B	67	4,820
I-280	El Monte Rd	Magdalena Ave	EB	0.95	4	22	C	66	5,810
I-280	Magdalena Ave	El Monte Rd	WB	0.95	4	35	D	62	8,680
I-280	El Monte Rd	La Barranca Rd	WB	1.60	4	39	D	57	8,890
I-280	La Barranca Rd	Page Mill Rd	WB	1.76	4	31	D	65	8,060

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

Table 7 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	1.76	4	66	F	29	7,660
I-280	La Barranca Rd	El Monte Rd	EB	1.60	4	82	F	20	6,560
I-280	El Monte Rd	Magdalena Ave	EB	0.95	4	91	F	17	6,190
I-280	Magdalena Ave	El Monte Rd	WB	0.95	4	23	C	66	6,070
I-280	El Monte Rd	La Barranca Rd	WB	1.60	4	22	C	66	5,810
I-280	La Barranca Rd	Page Mill Rd	WB	1.76	4	26	C	66	6,860

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

5.0 PROJECT CONDITION

This section evaluates existing traffic conditions plus project-generated traffic estimated for the proposed project. The amount of traffic associated with a project is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. Trip generation is the process of predicting the number of peak hour trips a proposed development would contribute to the roadways, and whether these trips would be entering or exiting the site. After the number of trips is determined, the distribution process projects the direction these trips use to approach and depart the site, from a regional perspective. Trip assignment involves determining which specific roadways a vehicle would use to travel between its origin and destination.

5.1 Significance Criteria and Project Impacts

According to the California Environmental Quality Act (CEQA) and CEQA Guidelines, the standards of significance for traffic impacts for a project are:

- If the project traffic will cause the existing intersection or highway roadway levels of service to drop below acceptable levels (below LOS "D");
- If the project traffic will contribute traffic increase along arterials or at intersections currently operating at unacceptable levels;
- If the project design does not have adequate parking or circulation capacity to accommodate traffic increase;
- If traffic increase or roadway design will result in safety concerns; or
- If the project does not include adequate provision for bicycle, pedestrian, or transit access.

According to the County of Santa Clara, the performance standard of intersection is LOS "D" during the A.M. and P.M. peak hours. The level of service methodology is based on critical movements. At CMP facilities, the LOS standard is LOS "E". The level of service at CMP intersection is based on evaluations of all intersection movements.

For CMP[5] intersections, a significant impact for a project is defined as:

- When addition of project traffic causes intersection's LOS under background scenario to deteriorate from acceptable level to LOS "F", or
- If an intersection under background conditions scenario already operates at LOS "F", and under project conditions scenarios, critical movement delay increased by 4 seconds or more and
- Project traffic increases the critical v/c value by 0.01 or more.

[5] Congestion Management Program. Traffic Impact Analysis Guidelines. December 1, 2006.

If there is a decrease (negative change) in critical delay or v/c with the added traffic, then only one of the two criteria need to apply to determine the impact of the proposed project.

For CMP freeway segment, a significant impact for a project is defined as:

- When addition of project traffic under the project condition causes a freeway segment LOS to deteriorate from acceptable level to LOS "F", or
- If a freeway segment already operates at LOS "F", and under the project condition scenario, traffic increases by 1% or more of capacity.

The Town of Los Altos Hills determines a significant impact for intersections based on the County of Santa Clara guidelines.

Based on the Town of Los Altos Hills level of service standards, an acceptable operating level of service (LOS) is defined as LOS D or better at all signalized and unsignalized intersections during the peak hours except for one intersection.

According to the County of Santa Clara, the performance standard at Congestion Management Program (CMP) facilities is LOS "E". The level of service at CMP intersection is based on evaluations of all intersection movements.

5.2 Trip Generation

Trip generation of the proposed project was based on the Institute of Transportation Engineers Trip Generation Manual, 7th Edition (2003), as summarized in **Table 8**, for the A.M., Midday and P.M. peak hours, respectively. Based on the addition of 2,839 students to the Foothill College campus, the proposed project would generate 3,407 daily new trips, including 341 A.M. peak hour trips (221 in, 119 out), 341 Midday peak hours (85 in, 256 out) and 341 P.M. peak hour trips (187 in, 153 out).

Table 8 Proposed Project–Trip Generation

Trip Generation Proposed Project																			
Land Use	Size	Units	Daily		A.M. Peak					Midday Peak					P.M. Peak				
			Rate	Trips	Rate	Percent		Trips		Rate	Percent		Trips		Rate	Percent		Trips	
						In	Out	In	Out		In	Out	In	Out		In	Out	In	Out
Community College	2,839	Students	1.2	3,407	0.12	65%	35%	221	119	0.12	25%	75%	85	256	0.12	55%	45%	187	153
Total				**3,407**				**221**	**119**				**85**	**256**				**187**	**153**

Source: Institute of Transportation Engineers – Trip Generation Manual, 7th Edition 2003. Land Use Code 540 – Junior/Community College – Peak Hour of Generator.

5.3 Trip Distribution

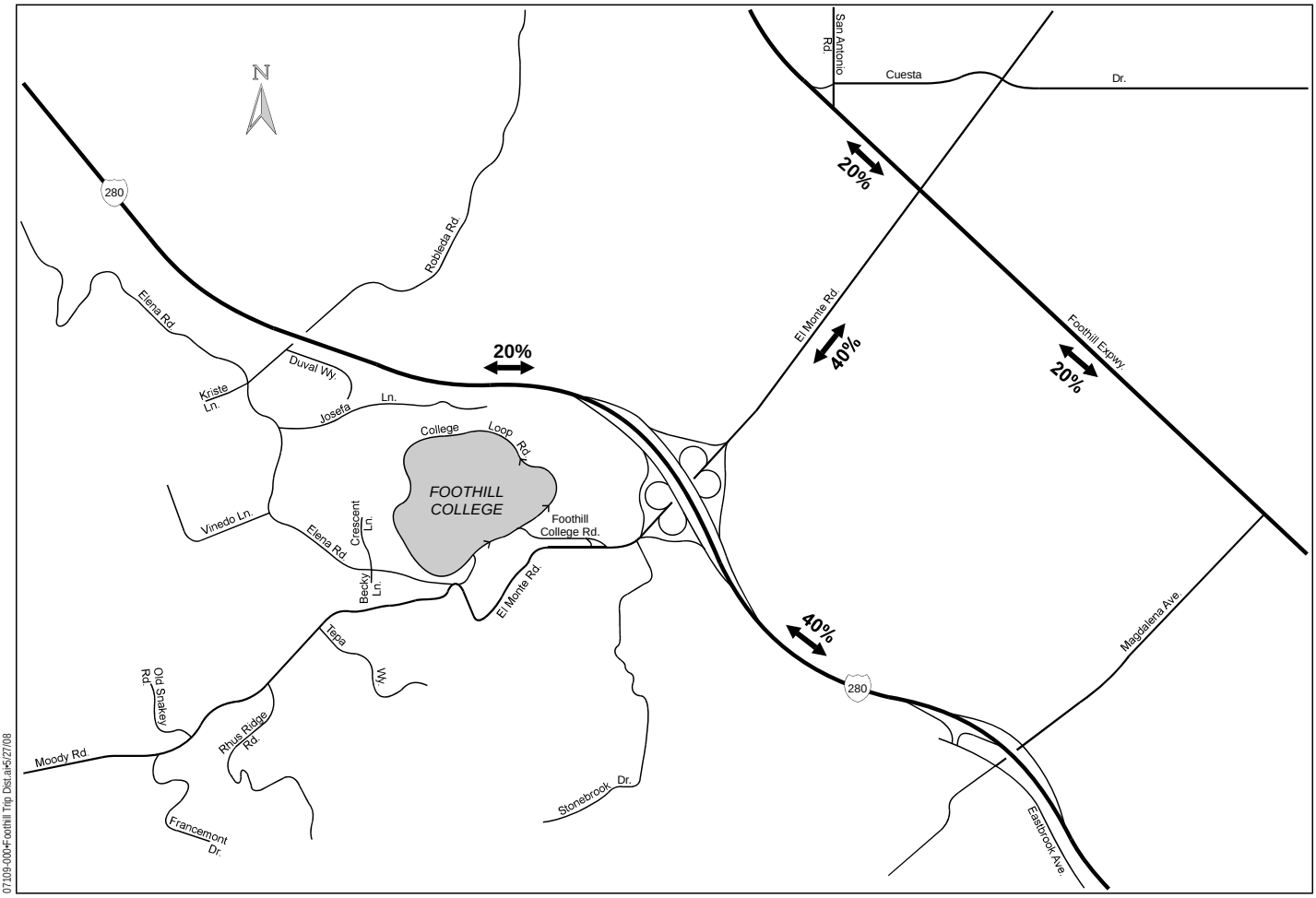
The direction of approach and departure for project trips of the proposed project was estimated based on existing travel patterns, a projection of likely travel patterns for project-generated trips, the locations of Foothill College access points, existing and proposed parking and the locations of complementary land uses. DKS reviewed traffic volumes, turning movements at intersections, and locations of various land uses as part of this analysis. **Figure 7** illustrates the trip distribution for the A.M. Peak hour, Midday peak hour and P.M. peak hour.

5.4 Trip Assignment

Project-generated trips were assigned to the roadway network based on access points, trip distribution assumptions and likely travel patterns. The proportion of these trips that would travel through the study intersections was used for the intersection LOS analysis under the project condition.

5.5 Project Condition – Intersection Level of Service Analysis

All intersections were evaluated under each of the significance criteria as outlined in Section 5.1 of this report. Intersection operational levels of service along with their associated critical and average delays are summarized in **Table 9**. **Appendix A** incldes the detailed level of service analysis sheets for the project condition, including the A.M., Midday and P.M. peak hours.



07109-000-Foothill Trip Dist.ai6/27/08

DKS *Associates*
TRANSPORTATION SOLUTIONS

Figure 7
Project Trip Distribution

Table 9 Project Condition LOS Summary

Level of Service Analysis Summary Project Condition											
#	Intersection	Traffic Control	A.M. Peak			Midday			P.M. Peak		
			Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]
1.	College Loop Road & Foothill College Road	Unsignalized									
2.	El Monte Road - Elena Road & Moody Road	Unsignalized	10.7	-	B	11.4	-	B	11.5	-	B
3.	El Monte Road & Foothill College Road	Signal	20.3	0.337	C	21.1	0.559	C	27.0	0.642	C
4.	El Monte Road & Stonebrook Drive	Signal	9.4	0.494	A	7.1	0.409	A	24.5	0.602	C
5.	El Monte Road & Foothill Expressway[c]	Signal	65.1	0.611	E	43.9	0.379	D	52.2	0.737	D

Source: DKS Associates, 2007.

Intersections operating below acceptable LOS D

Notes: Average Delay: in seconds per vehicle V/C: Volume to Capacity Ratio LOS: Level of Service

[a] For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For unsignalized intersections, delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

[b] For signalized intersections, LOS based on Average Control Delay (in seconds per vehicle). For unsignalized intersections, LOS is based on worst approach delay.

[c] CMP intersection

5.5.1 Intersection Operation

According to the Town of Los Altos Hills and the Santa Clara County Congestion Management Program intersection level of service standards, all study intersections would continue to operate at acceptable levels of service under the project condition.

Appendix A includes the detailed calculation level of service analysis sheets including the weekday A.M., Midday and P.M. peak hours.

I-280 on/off ramps operation

The expected moderate increase in vehicular traffic volumes along El Monte Road and the on/off ramps is not anticipated to significantly impact the operation of the ramp junctions.

5.5.2 Freeway Segment Operation

Freeway segments operational levels of service along with their associated densities are summarized in **Table 10** for the A.M. peak hour and **Table 11** for the P.M. peak hour**.**

Table 10 Freeway LOS Summary – A.M. Peak

Freeway	Segment		Dir.	Lanes	Avg. Speed	Vol.	Project Trips	Density	LOS	Percent Capacity	Significant Impact
	From	To									
I-280	Page Mill Rd	La Barranca Rd	EB	4	66	6,600	44	25.2	C	0.48%	No
I-280	La Barranca Rd	El Monte Rd	EB	4	67	4,820	44	18.1	C	0.48%	No
I-280	El Monte Rd	Magdalena Ave	EB	4	66	5,810	48	22.2	C	0.52%	No
I-280	Magdalena Ave	El Monte Rd	WB	4	62	8,680	88	35.4	D	0.96%	No
I-280	El Monte Rd	La Barranca Rd	WB	4	57	8,890	24	39.1	D	0.26%	No
I-280	La Barranca Rd	Page Mill Rd	WB	4	65	8,060	24	31.1	D	0.26%	No

Source: DKS Associates

Table 11 Freeway LOS Summary – P.M. Peak

Freeway	Segment		Dir.	Lanes	Avg. Speed	Vol.	Project Trips	Density	LOS	Percent Capacity	Significant Impact
	From	To									
I-280	Page Mill Rd	La Barranca Rd	EB	4	29	7,660	37	66.4	F	0.40%	No
I-280	La Barranca Rd	El Monte Rd	EB	4	20	6,560	37	82.5	F	0.40%	No
I-280	El Monte Rd	Magdalena Ave	EB	4	17	6,190	61	91.9	F	0.66%	No
I-280	Magdalena Ave	El Monte Rd	WB	4	66	6,070	75	23.3	C	0.82%	No
I-280	El Monte Rd	La Barranca Rd	WB	4	66	5,810	31	22.1	C	0.34%	No
I-280	La Barranca Rd	Page Mill Rd	WB	4	66	6,860	31	26.1	D	0.34%	No

Source: DKS Associates

As show in **Table 10** and **Table 11**, the addition of traffic generated by the proposed project would not result in an increase of more than 1% of capacity for the freeway segments. Thus, the project would not result in a significant impact at these facilities.

NON-CEQA Planning Related Issues

5.8 Pedestrian Safety and Circulation

The expected moderate increase in vehicular traffic volumes at the study intersections would not significantly impact the pedestrian movements. Also, the additional pedestrian movements generated by the proposed project would continue to be accommodated by existing sidewalks (within the project site). In addition, the proposed project includes the construction of three footbridge connections and relocation of pedestrian paths to reduce traffic conflicts and improve pedestrian and bicycle safety.

The pedestrian footbridges would be constructed at Parking Lot 1, Parking Lot 2 and 3 and Parking Lot 4, see **Figure 2** for parking lot locations.

As described in Section 2.3 of this report, the signalized study intersections are equipped with pedestrian crossing signals, push buttons, and crosswalks to accommodate pedestrian movements in the vicinity of the project. Based on the presence and current condition of sidewalks, pedestrian amenities and crosswalks, no adverse pedestrian impacts are anticipated due to the project-generated additional pedestrians that would be spread throughout the day,

5.9 Site Access and Internal Circulation

Project access and circulation were analyzed for the proposed project to assess operational issues. The site plan (**Figure 2**) indicates vehicular access to the project site from El Monte Boulevard and Elena Road-Moody Road, with full-access in and out of the site.

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

The overall project internal design appears acceptable. No adverse internal circulation impacts related to the proposed project are anticipated. Pedestrian safety would continue to be maintained and vehicular access would continue to be facilitated in a safe and efficient manner.

5.10 Parking Analysis

Proposed parking improvements include parking lot expansion and resurfacing. It is anticipated that the parking improvement would add approximately 240 parking spaces, for a total of 3,501 parking spaces.

Currently there are 3,261 parking spaces available on campus. Using a "rule of thumb" estimate for community colleges of a 1:6 parking ratio, the minimum parking demand for the proposed project would be 2,978 parking spaces, based on a population of 17,869 students plus staff. To summarize, the parking needs of the project would be accommodated on-site with the provision of 3,501 parking spaces, and therefore no parking deficit is anticipated in the long term.

6.0 NEAR-TERM CUMULATIVE CONDITION

In order to evaluate the overall near-term condition, a growth rate of 1.2 percent per year (to year 2015), was added to the Existing Condition turning movement volumes at the study intersection. No vehicular traffic that would be generated by pending projects in the neighboring area was considered, as no pending projects were identified that would be impact any of the study intersections. In addition, the proposed project trips were added to the near-term cumulative baseline condition. The growth rate accounts for traffic growth that may occur due to speculative developments and ambient traffic growth in the neighboring areas.

Intersection operational levels of service along with their associated average delays are summarized in **Table 12**. **Appendix A** inludes the detailed level of service analysis sheets for the project condition, including the A.M., Midday and P.M. peak hours.

Table 12 Near-Term Cumulative LOS Summary

Level of Service Analysis Summary Near-Term Cumulative											
#	Intersection	Traffic Control	A.M. Peak			Midday			P.M. Peak		
			Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]	Avg. Delay[a]	V/C	LOS[b]
1.	College Loop Road & Foothill College Road	Unsignalized									
2.	El Monte Road - Elena Road & Moody Road	Unsignalized	11.3		B	12.2		B	12.4		A
3.	El Monte Road & Foothill College Road	Signal	20.3	0.365	C	22.0	0.604	C	28.3	0.693	C
4.	El Monte Road & Stonebrook Drive	Signal	9.6	0.535	A	7.3	0.441	A	25.7	0.650	C
5.	El Monte Road & Foothill Expressway[c]	Signal	77.2	0.666	E	44.7	0.412	D	55.8	0.805	E

Source: DKS Associates, 2007.

Intersections operating below acceptable LOS D

Notes: Average Delay: in seconds per vehicle V/C: Volume to Capacity Ratio LOS: Level of Service

[a] For signalized intersections, delays >80 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies. For unsignalized intersections, delays >50 are beyond the upper limits of LOS delay estimation equations under the HCM 2000 methodologies.

[b] For signalized intersections, LOS based on Average Control Delay (in seconds per vehicle). For unsignalized intersections, LOS is based on worst approach delay.

[c] CMP intersection

6.1 Intersection Operation

According to the Town of Los Altos Hills and the Santa Clara County Congestion Management Program intersection level of service standards, all study intersections would continue to operate at acceptable levels of service under the near-term cumulative condition.

Appendix A includes the detailed calculation level of service analysis sheets including the weekday A.M., Midday and P.M. peak hours.

7.0 CONCLUSION

The proposed project would generate 3,407 daily new trips, including 341 A.M. peak hour trips (221 in, 119 out), 341 Midday peak hours (85 in, 256 out) and 341 P.M. peak hour trips (187 in, 153 out). The proposed project would provide an additional 240 parking spaces for a total of 3,651 on-site parking spaces.

The parking needs of the project would be accommodated on-site with the provision of 3,501 parking spaces and therefore no parking deficit is anticipated in the long term. In addition, bicycle parking spaces are provided on the campus.

Under the Town of Los Altos Hills and the Santa Clara County Congestion Management Program (CMP) traffic impact analysis guidelines, the proposed project would not result in significant and transportation impacts at study intersections.

The proposed project would not result in significant impacts on nearby freeway segments. The addition of project-generated traffic would not result in an increase of more than 1% of capacity for the freeway segments analyzed.

Appendices

Appendix A

Intersection Level of Service Analysis

Existing Condition

A.M. Peak

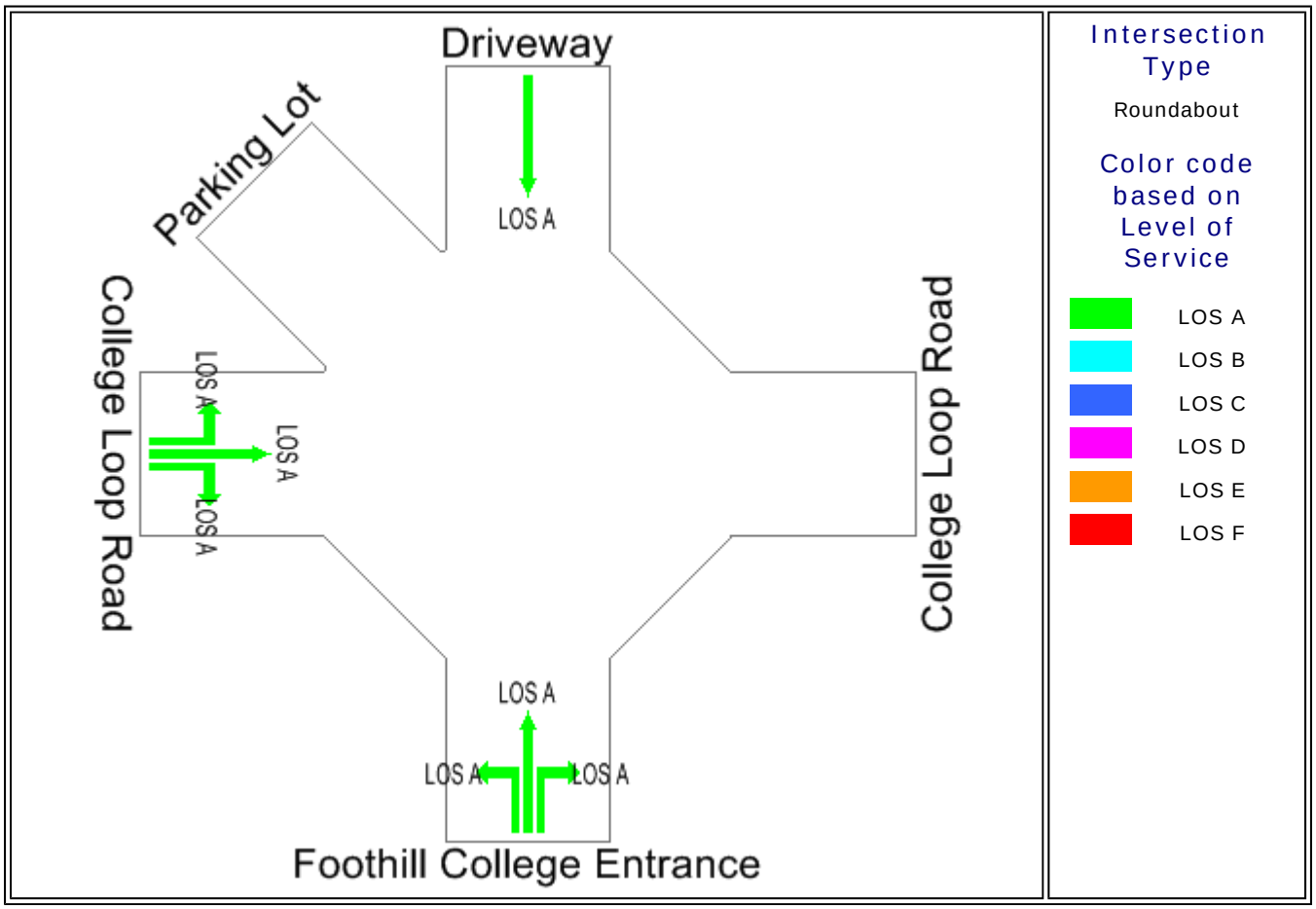
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-AM existing



SIDRA SOLUTIONS

Site: AM Peak Existing
P:\Q\A\08\08x03-029 Foothill College Roundabout Signing & Striping\SIDRA Analysis\AM Peak.aap
Processed May 28, 2008 11:35:53AM

M0115, DKS associates, Small Office
Produced by SIDRA Intersection 3.2.2.1563

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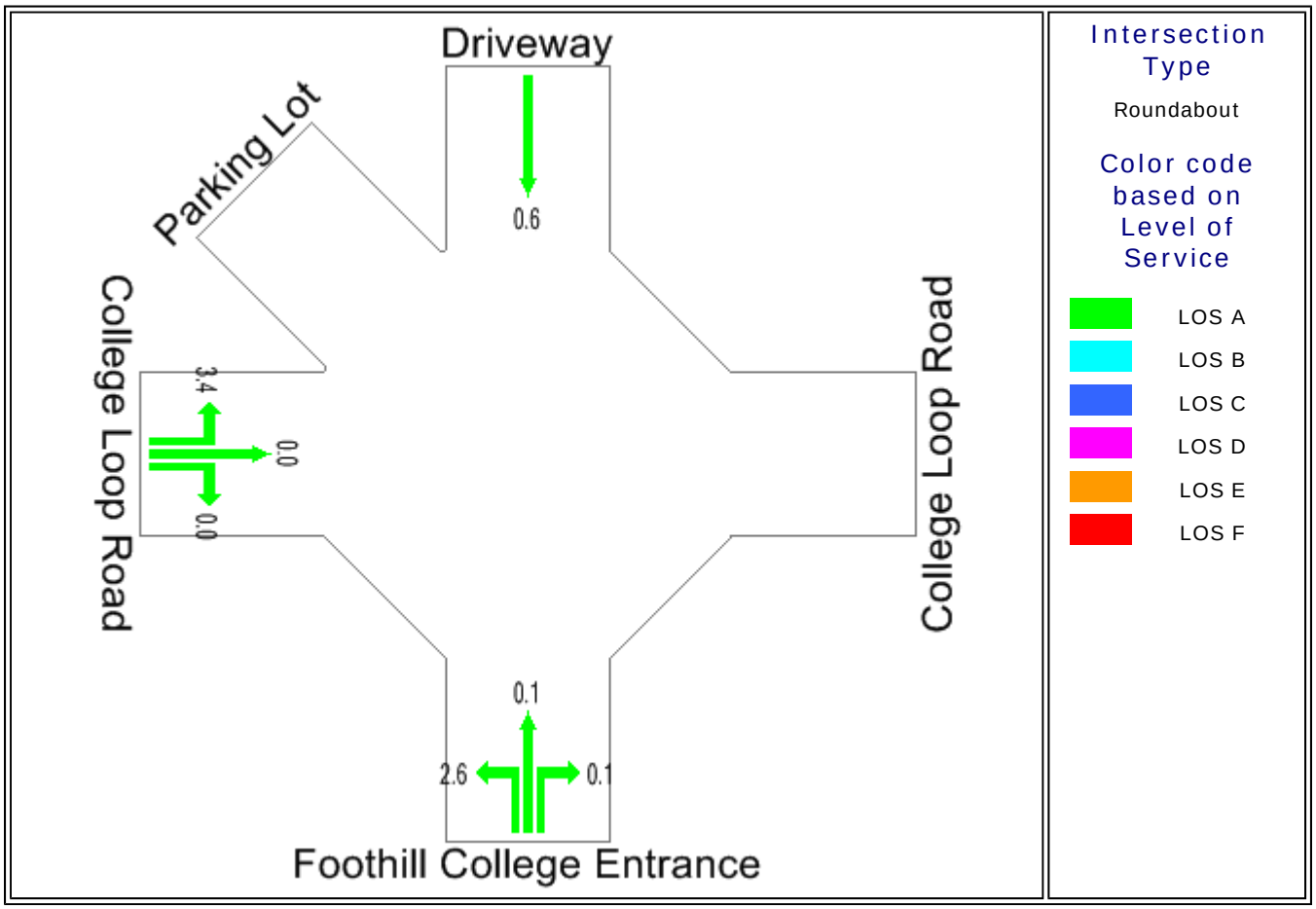
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-AM existing



SIDRA SOLUTIONS

Site: AM Peak Existing
P:\P\07\07109-000 Foothill-DeAnza EIR\Foothill College EIR\SIDRA Analysis\AM Peak\AM Peak.aap
Processed May 28, 2008 11:35:53AM

M0115, DKS associates, Small Office
Produced by SIDRA Intersection 3.2.2.1563

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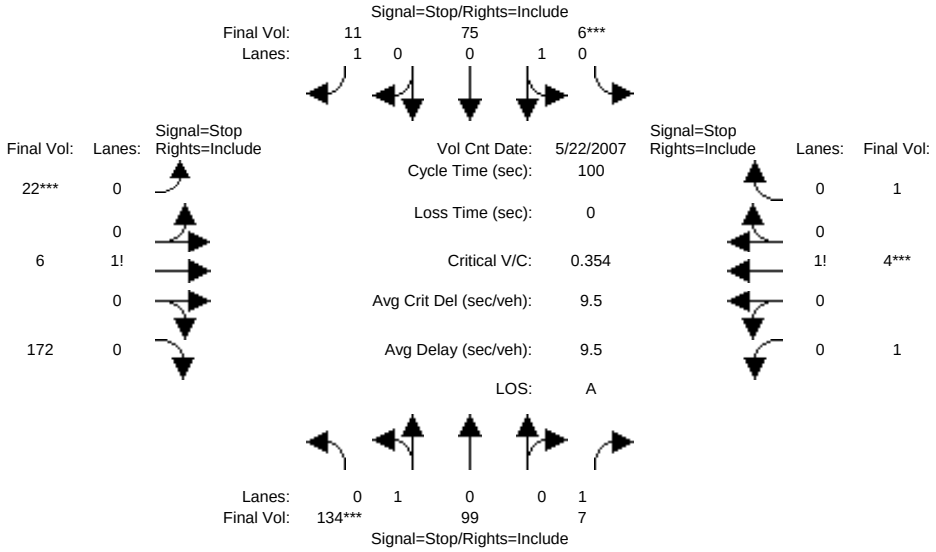
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #2: Moody Road & Elena Road



Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 22 May 2007 << 7:45 - 8:45 AM												
Base Vol:	134	99	7	6	75	11	22	6	172	1	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	99	7	6	75	11	22	6	172	1	4	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	99	7	6	75	11	22	6	172	1	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	99	7	6	75	11	22	6	172	1	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	99	7	6	75	11	22	6	172	1	4	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.07	0.93	1.00	0.11	0.03	0.86	0.17	0.66	0.17
Final Sat.:	379	280	803	49	615	768	88	24	687	113	451	113
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.01	0.12	0.12	0.01	0.25	0.25	0.25	0.01	0.01	0.01
Crit Moves:	****			****			****				****	
Delay/Veh:	10.8	10.8	7.1	8.6	8.6	7.2	8.6	8.6	8.6	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	7.1	8.6	8.6	7.2	8.6	8.6	8.6	8.0	8.0	8.0
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:	10.7			8.4			8.6			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			8.4			8.6			8.0		
LOS by Appr:	B			A			A			A		

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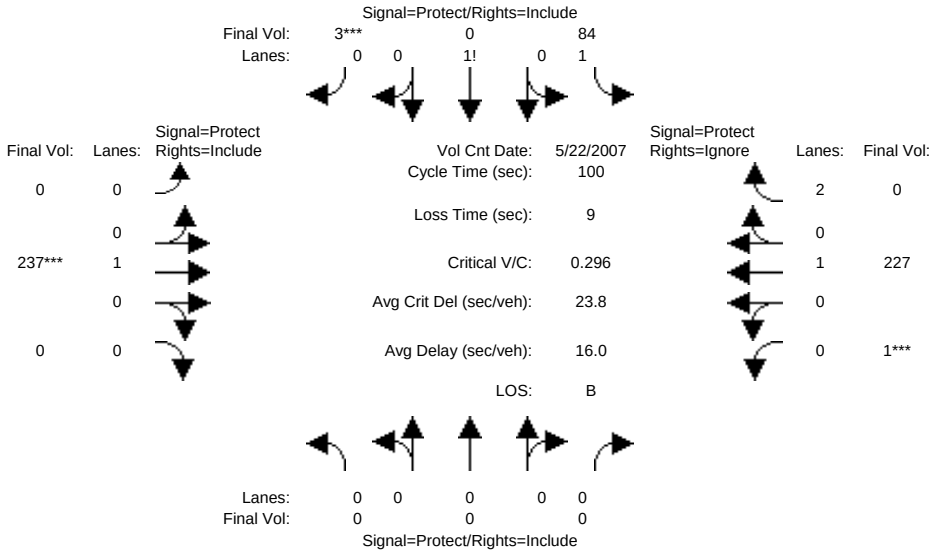
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #3: College Loop Road & El Monte Road



Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 22 May 2007 << 7:30 - 8:30 AM												
Base Vol:	0	0	0	84	0	3	0	237	0	1	227	939
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	84	0	3	0	237	0	1	227	939
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	84	0	3	0	237	0	1	227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	3	0	237	0	1	227	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	84	0	3	0	237	0	1	227	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.88
Lanes:	0.00	0.00	0.00	1.93	0.00	0.07	0.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	0	0	0	3487	0	120	0	1900	0	8	1892	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.12	0.00	0.12	0.12	0.00
Crit Moves:						****		****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.25	0.00	0.30	0.00	0.30	0.15	0.00
Delay/Veh:	0.0	0.0	0.0	41.8	0.0	41.9	0.0	19.9	0.0	20.9	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.8	0.0	41.9	0.0	19.9	0.0	20.9	2.1	0.0
LOS by Move:	A	A	A	D	A	D	A	B	A	C	A	A

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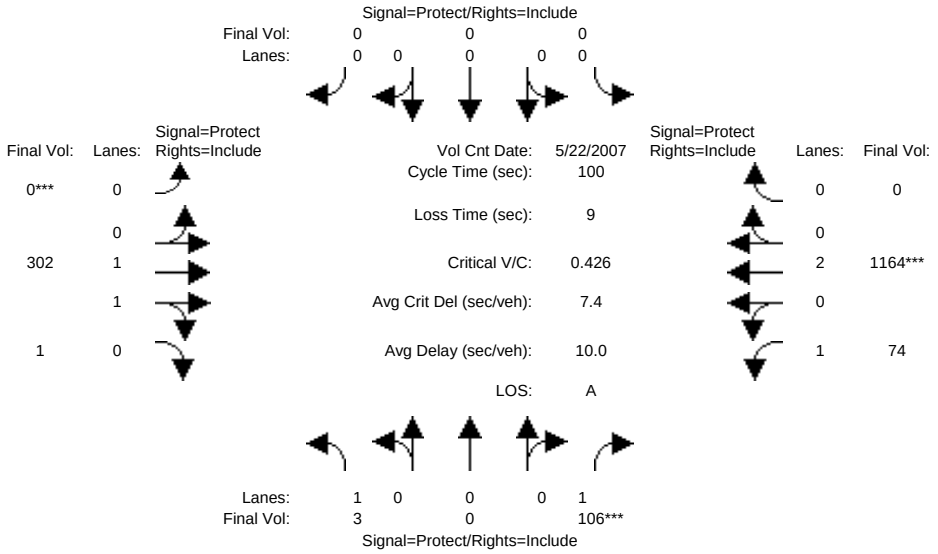
Level Of Service Computation Report
2000 HCM Operations (alternative)
Existing AM

Intersection #4: Stonebrook Road & S. El Monte Road



Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module: >> Count Date: 22 May 2007 << 7:30 - 8:30 AM												
Base Vol:	3	0	106	0	0	0	0	302	1	74	1164	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	106	0	0	0	0	302	1	74	1164	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	106	0	0	0	0	302	1	74	1164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	106	0	0	0	0	302	1	74	1164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	106	0	0	0	0	302	1	74	1164	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3598	12	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.08	0.08	0.04	0.32	0.00
Crit Moves:			****				****				****	
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
Volume/Cap:	0.01	0.00	0.43	0.00	0.00	0.00	0.00	0.19	0.19	0.13	0.43	0.00
Delay/Veh:	35.9	0.0	39.5	0.0	0.0	0.0	0.0	16.9	16.9	24.8	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	0.0	39.5	0.0	0.0	0.0	0.0	16.9	16.9	24.8	4.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A

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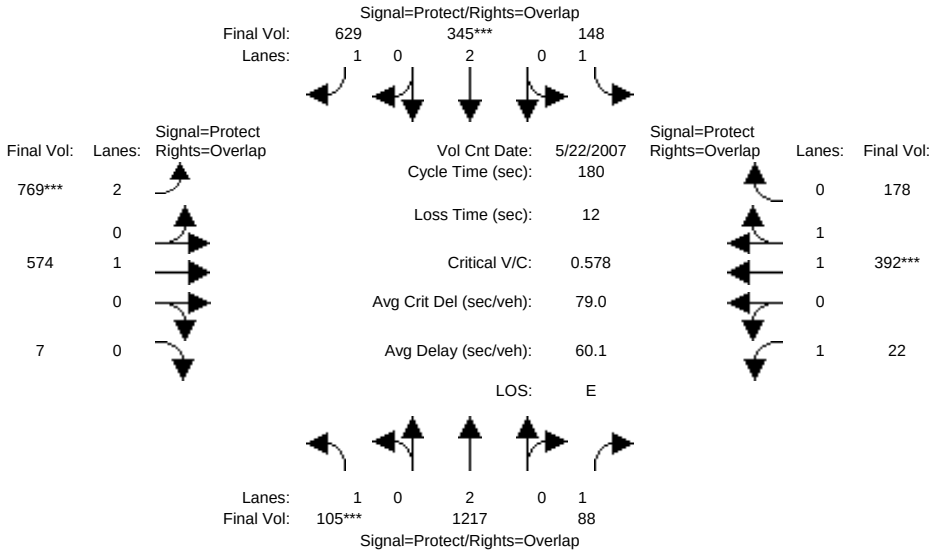
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #7: Foothill Expressway & El Monte Avenue



Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module: >> Count Date: 22 May 2007 << 7:45 - 8:45 AM												
Base Vol:	105	1217	88	148	345	629	769	574	7	22	392	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1217	88	148	345	629	769	574	7	22	392	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1217	88	148	345	629	769	574	7	22	392	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1217	88	148	345	629	769	574	7	22	392	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1217	88	148	345	629	769	574	7	22	392	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	1.00	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.99	0.01	1.00	1.38	0.62
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1873	23	1805	2366	1074
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.05	0.08	0.10	0.39	0.22	0.31	0.31	0.01	0.17	0.17
Crit Moves:	****				****		****				****	
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
Volume/Cap:	0.75	0.80	0.11	0.80	0.22	0.57	0.94	0.93	0.76	0.15	0.94	0.59
Delay/Veh:	101.0	48.9	23.5	100.8	30.8	16.0	85.6	80.0	50.1	77.0	95.3	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.0	48.9	23.5	100.8	30.8	16.0	85.6	80.0	50.1	77.0	95.3	57.1
LOS by Move:	F	D	C	F	C	B	F	F	D	E	F	E

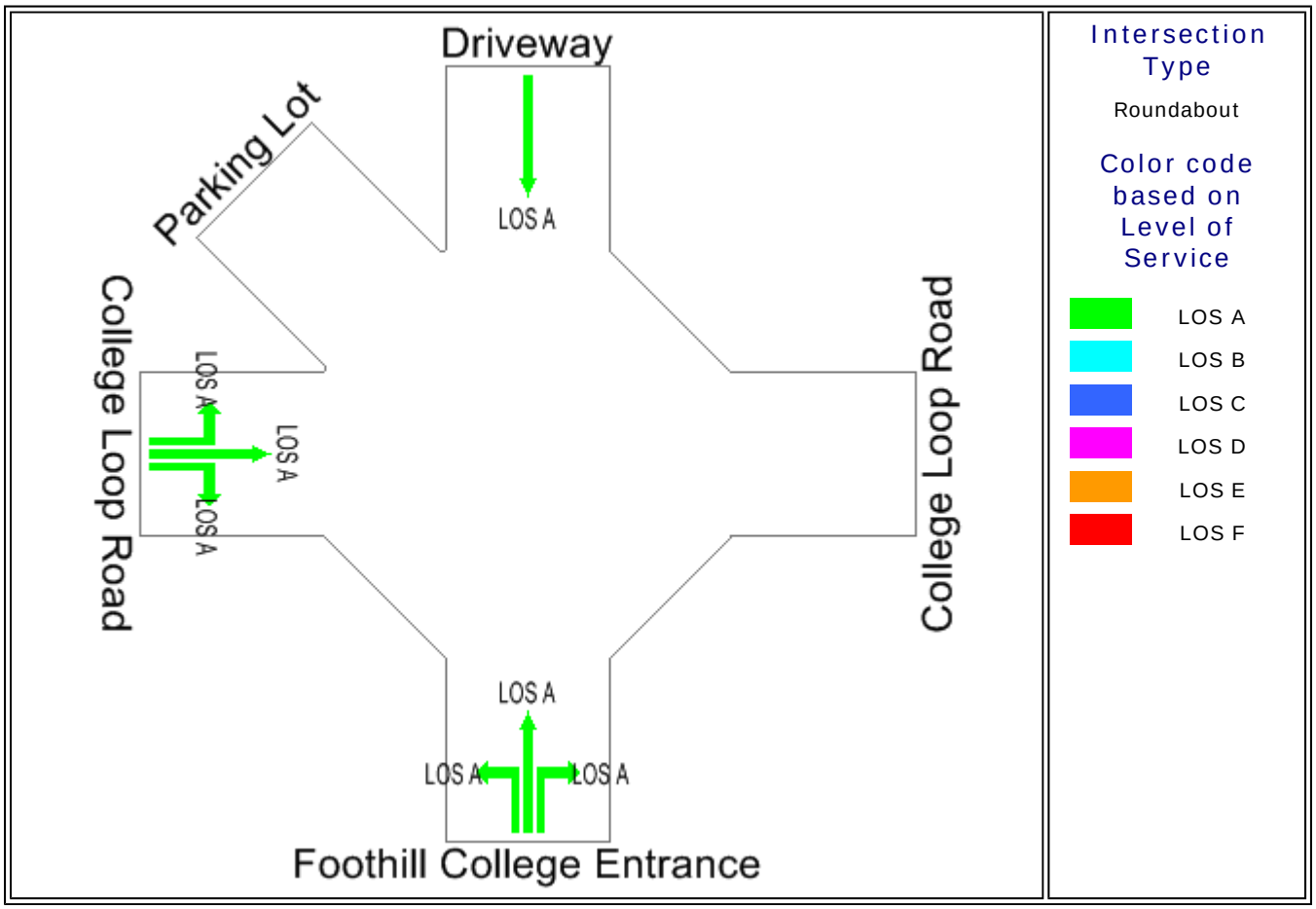
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance- Mid day existing



SIDRA SOLUTIONS

Site: Mid day Existing
P:\Q\A\08\08x03-029 Foothill College Roundabout Signing & Striping\SIDRA Analysis\Mid Day Peak.aap
Processed May 28, 2008 12:09:56PM

M0115, DKS associates, Small Office
Produced by SIDRA Intersection 3.2.2.1563

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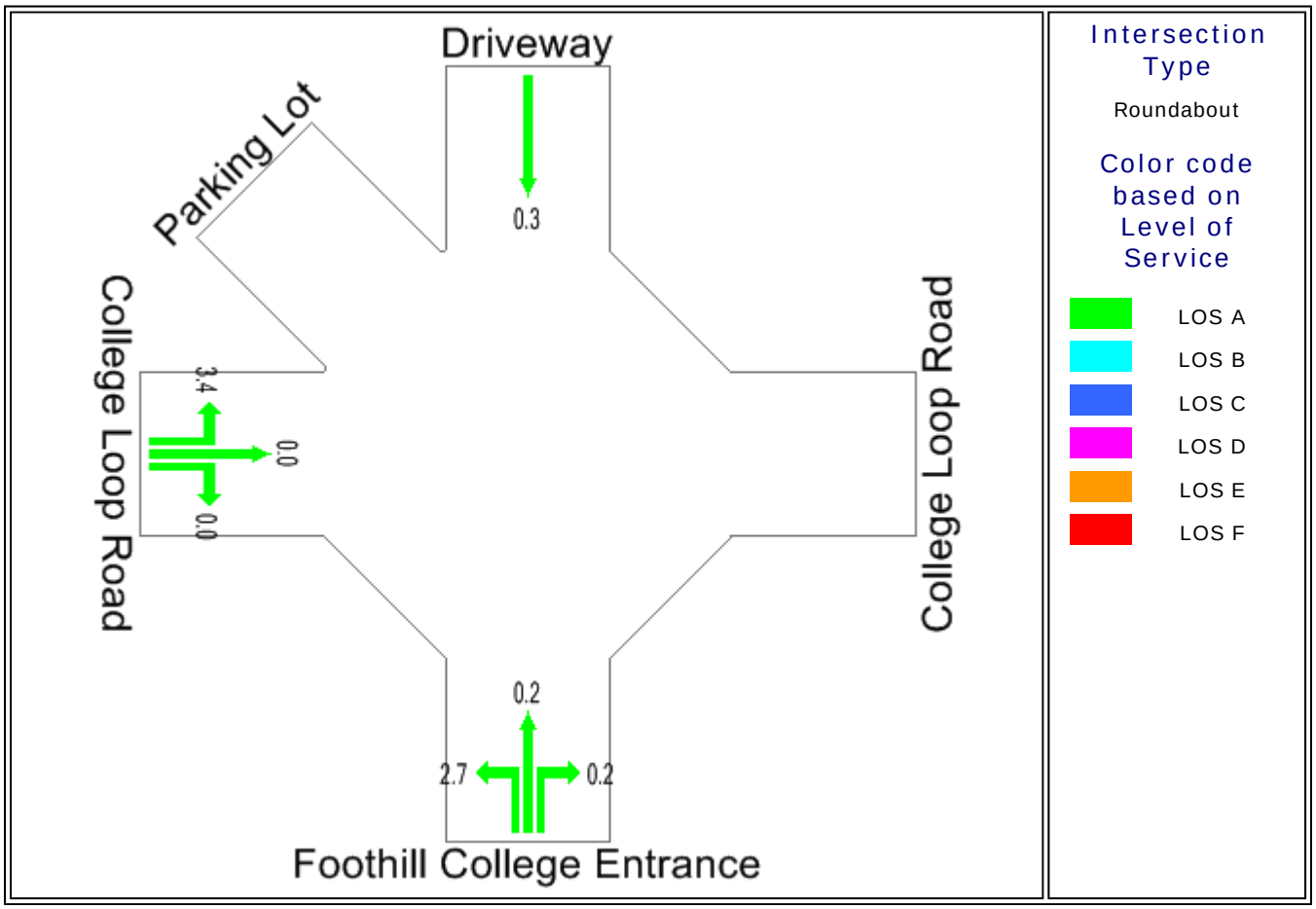
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance- Mid day existing



SIDRA SOLUTIONS

Site: Mid day Existing
P:\P\07\07109-000 Foothill-DeAnza EIR\Foothill College EIR\SIDRA Analysis\Mid day\Mid Day Peak.aap
Processed May 28, 2008 12:09:56PM

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Midday Peak

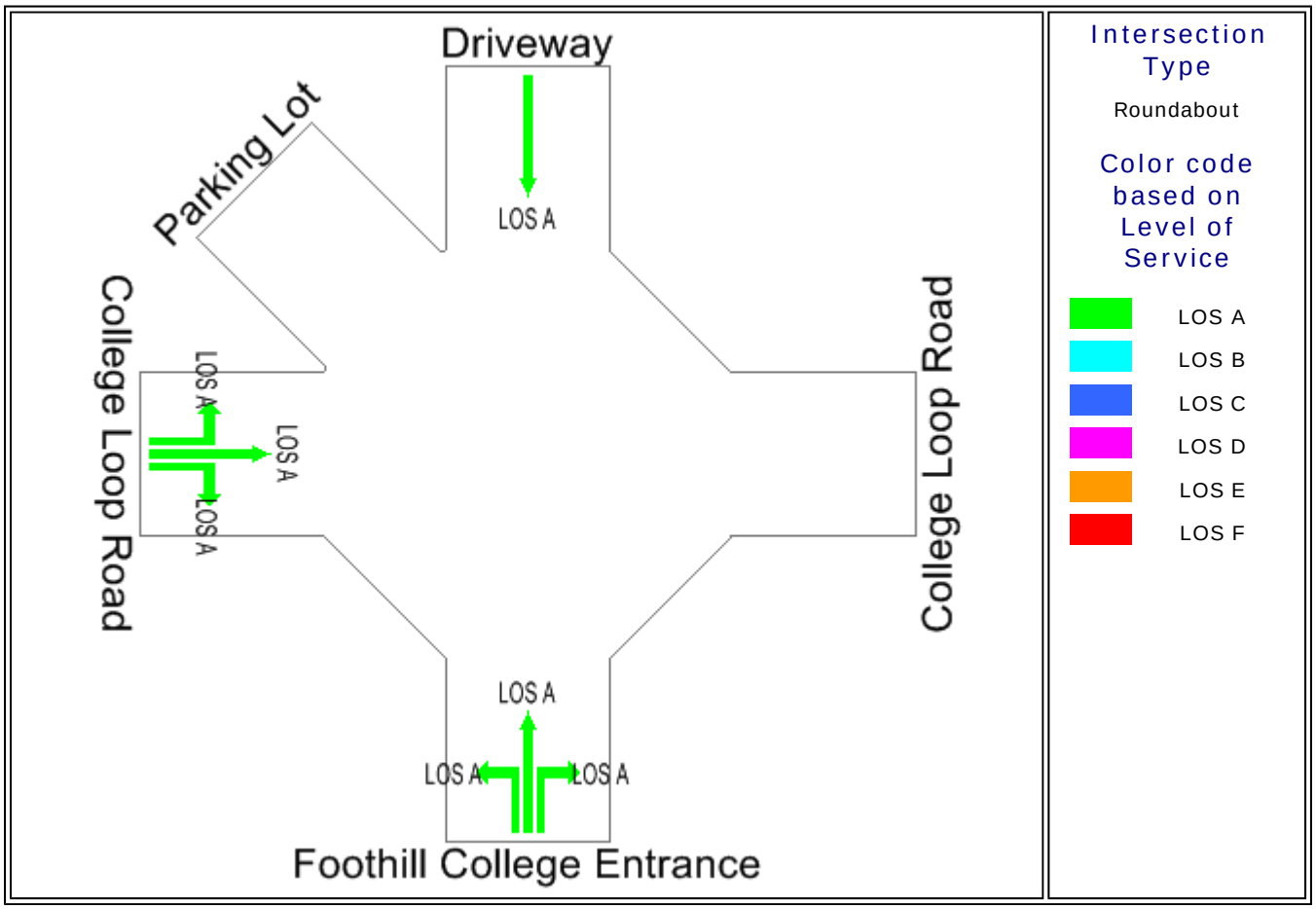
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance- Mid day existing



SIDRA SOLUTIONS

Site: Mid day Existing
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Processed May 28, 2008 12:09:56PM

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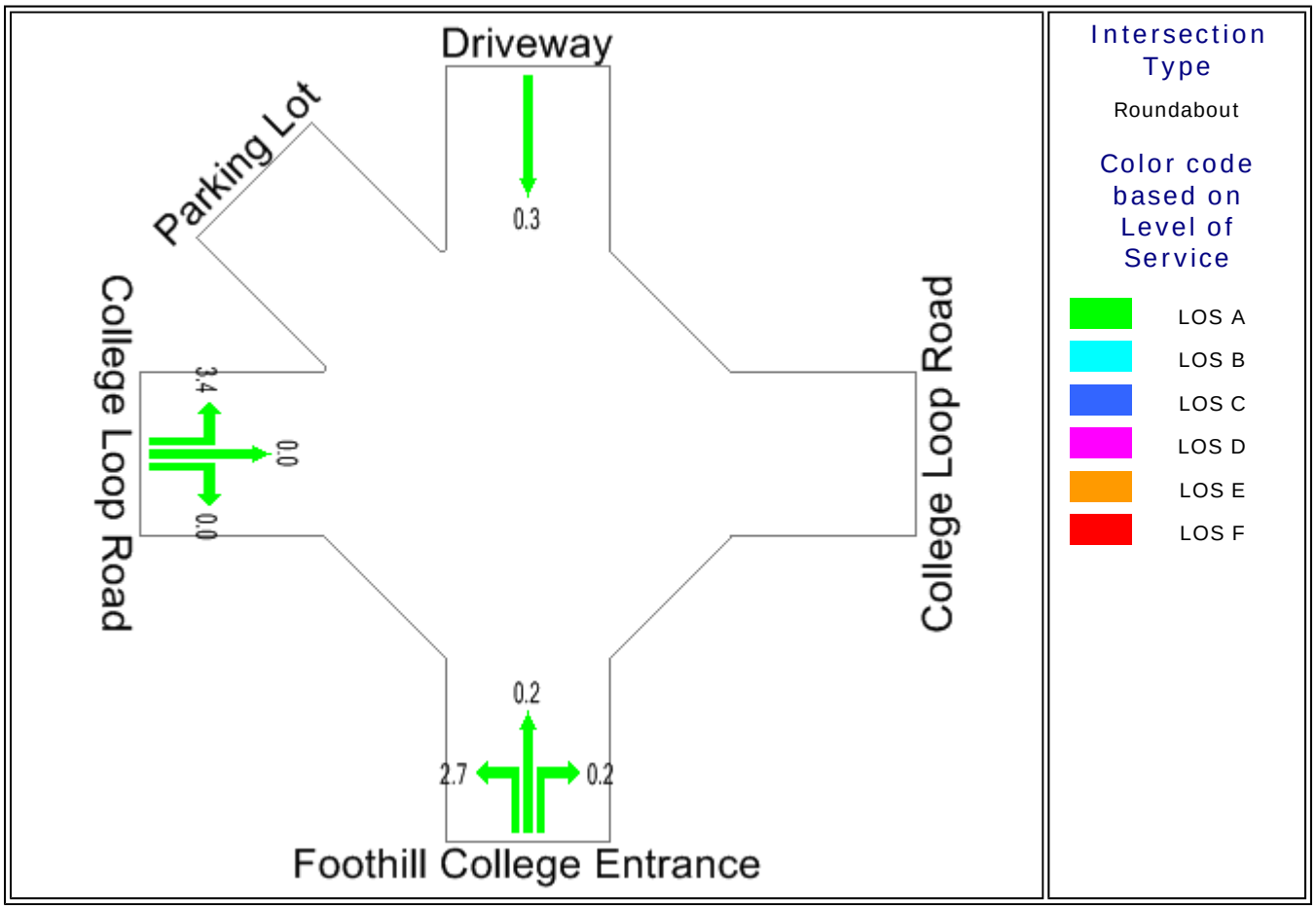
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance- Mid day existing



SIDRA SOLUTIONS

Site: Mid day Existing
P:\P\07\07109-000 Foothill-DeAnza EIR\Foothill College EIR\SIDRA Analysis\Mid day\Mid Day Peak.aap
Processed May 28, 2008 12:09:56PM

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FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
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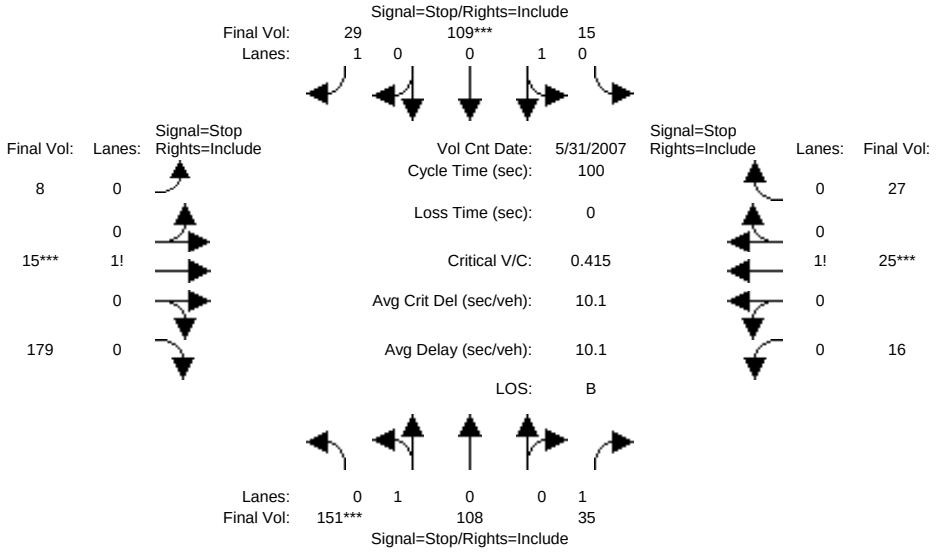
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing MD

Intersection #2: Moody Road & Elena Road

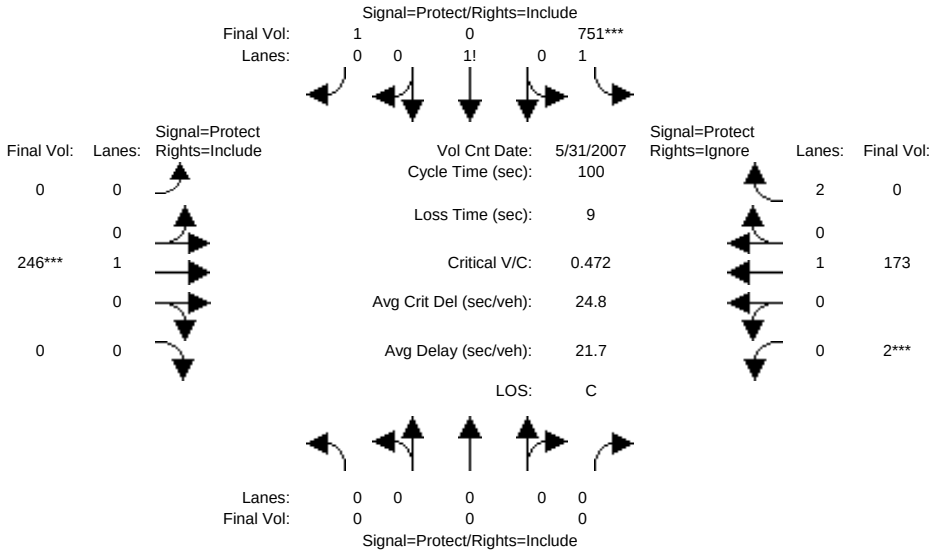


Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 31 May 2007 << 1:00 2:00 PM												
Base Vol:	151	108	35	15	109	29	8	15	179	16	25	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	108	35	15	109	29	8	15	179	16	25	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	108	35	15	109	29	8	15	179	16	25	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	108	35	15	109	29	8	15	179	16	25	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	108	35	15	109	29	8	15	179	16	25	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.12	0.88	1.00	0.04	0.07	0.89	0.23	0.37	0.40
Final Sat.:	364	260	753	75	548	715	29	54	647	152	237	256
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.05	0.20	0.20	0.04	0.28	0.28	0.28	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Delay/Veh:	12.0	12.0	7.5	9.5	9.5	7.6	9.2	9.2	9.2	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	7.5	9.5	9.5	7.6	9.2	9.2	9.2	8.7	8.7	8.7
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:	11.5			9.2			9.2			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			9.2			9.2			8.7		
LOS by Appr:	B			A			A			A		

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing MD

Intersection #3: College Loop Road & El Monte Road

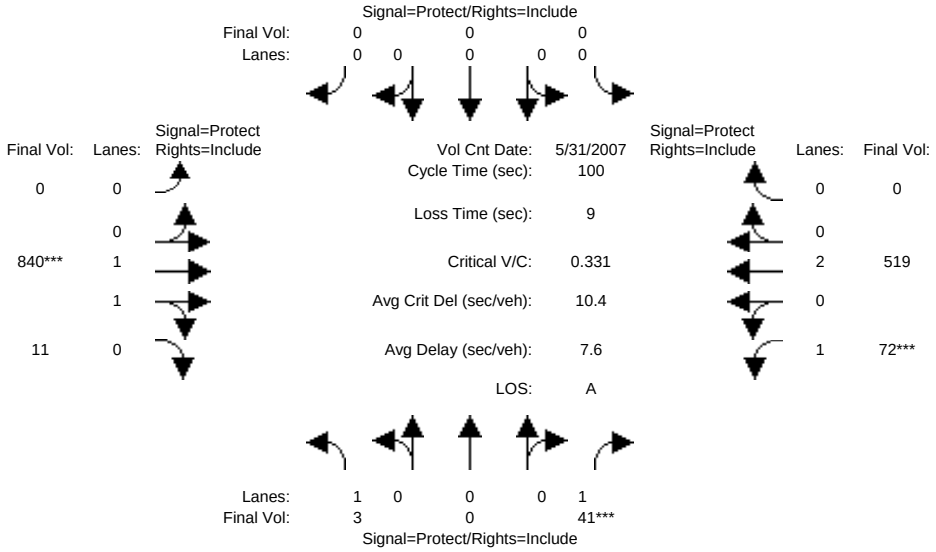


Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 31 May 2007 << 12:00 - 1:00 PM												
Base Vol:	0	0	0	751	0	1	0	246	0	2	173	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	751	0	1	0	246	0	2	173	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	751	0	1	0	246	0	2	173	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	751	0	1	0	246	0	2	173	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	751	0	1	0	246	0	2	173	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.88
Lanes:	0.00	0.00	0.00	1.99	0.00	0.01	0.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	0	0	0	3613	0	5	0	1900	0	22	1876	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.13	0.00	0.09	0.09	0.00
Crit Moves:				****				****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.47	0.00	0.47	0.00	0.47	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	20.0	0.0	20.0	0.0	30.9	0.0	36.6	15.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	0.0	20.0	0.0	30.9	0.0	36.6	15.6	0.0
LOS by Move:	A	A	A	B	A	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	8	0	8	0	7	0	5	3	0

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (alternative)
Existing MD

Intersection #4: Stonebrook Road & S. El Monte Road

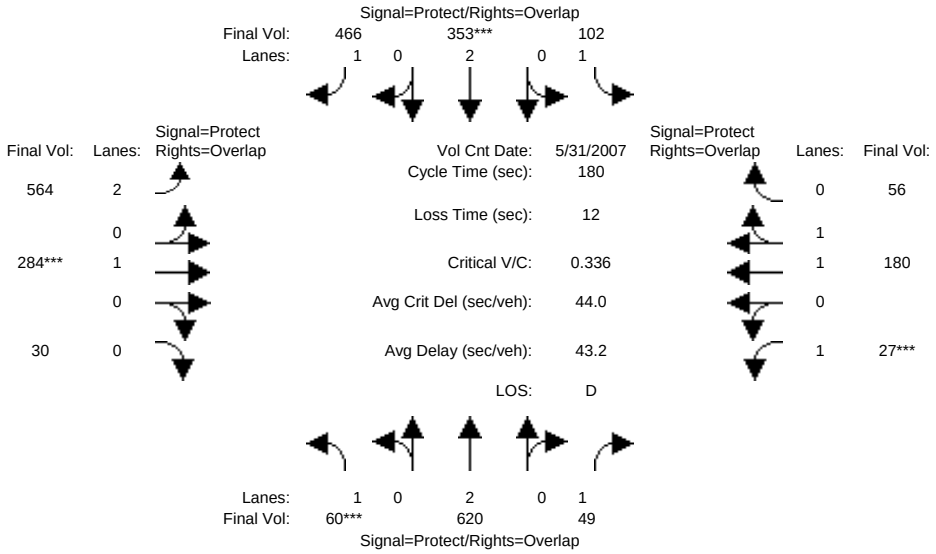


Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module: >> Count Date: 31 May 2007 << 12:45 - 1:45 PM												
Base Vol:	3	0	41	0	0	0	0	840	11	72	519	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	41	0	0	0	0	840	11	72	519	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	41	0	0	0	0	840	11	72	519	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	41	0	0	0	0	840	11	72	519	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	41	0	0	0	0	840	11	72	519	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.97	0.03	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3556	47	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.24	0.24	0.04	0.14	0.00
Crit Moves:			****					****		****		
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
Volume/Cap:	0.02	0.00	0.25	0.00	0.00	0.00	0.00	0.34	0.34	0.34	0.18	0.00
Delay/Veh:	40.6	0.0	42.4	0.0	0.0	0.0	0.0	6.3	6.3	41.6	2.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	42.4	0.0	0.0	0.0	0.0	6.3	6.3	41.6	2.1	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing MD

Intersection #7: Foothill Expressway & El Monte Avenue



Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module: >> Count Date: 31 May 2007 << 12:00 - 1:00 PM												
Base Vol:	60	620	49	102	353	466	564	284	30	27	180	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	620	49	102	353	466	564	284	30	27	180	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	620	49	102	353	466	564	284	30	27	180	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	620	49	102	353	466	564	284	30	27	180	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	620	49	102	353	466	564	284	30	27	180	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.99	0.99	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.90	0.10	1.00	1.53	0.47
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1694	179	1805	2654	826
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.03	0.06	0.10	0.29	0.16	0.17	0.17	0.01	0.07	0.07
Crit Moves:	****				****			****		****		
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
Volume/Cap:	0.43	0.48	0.07	0.35	0.22	0.39	0.56	0.50	0.41	0.19	0.56	0.24
Delay/Veh:	81.3	44.9	29.4	67.6	30.9	9.2	54.9	48.7	37.8	78.4	76.1	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	44.9	29.4	67.6	30.9	9.2	54.9	48.7	37.8	78.4	76.1	49.5
LOS by Move:	F	D	C	E	C	A	D	D	D	E	E	D

P..M. Peak

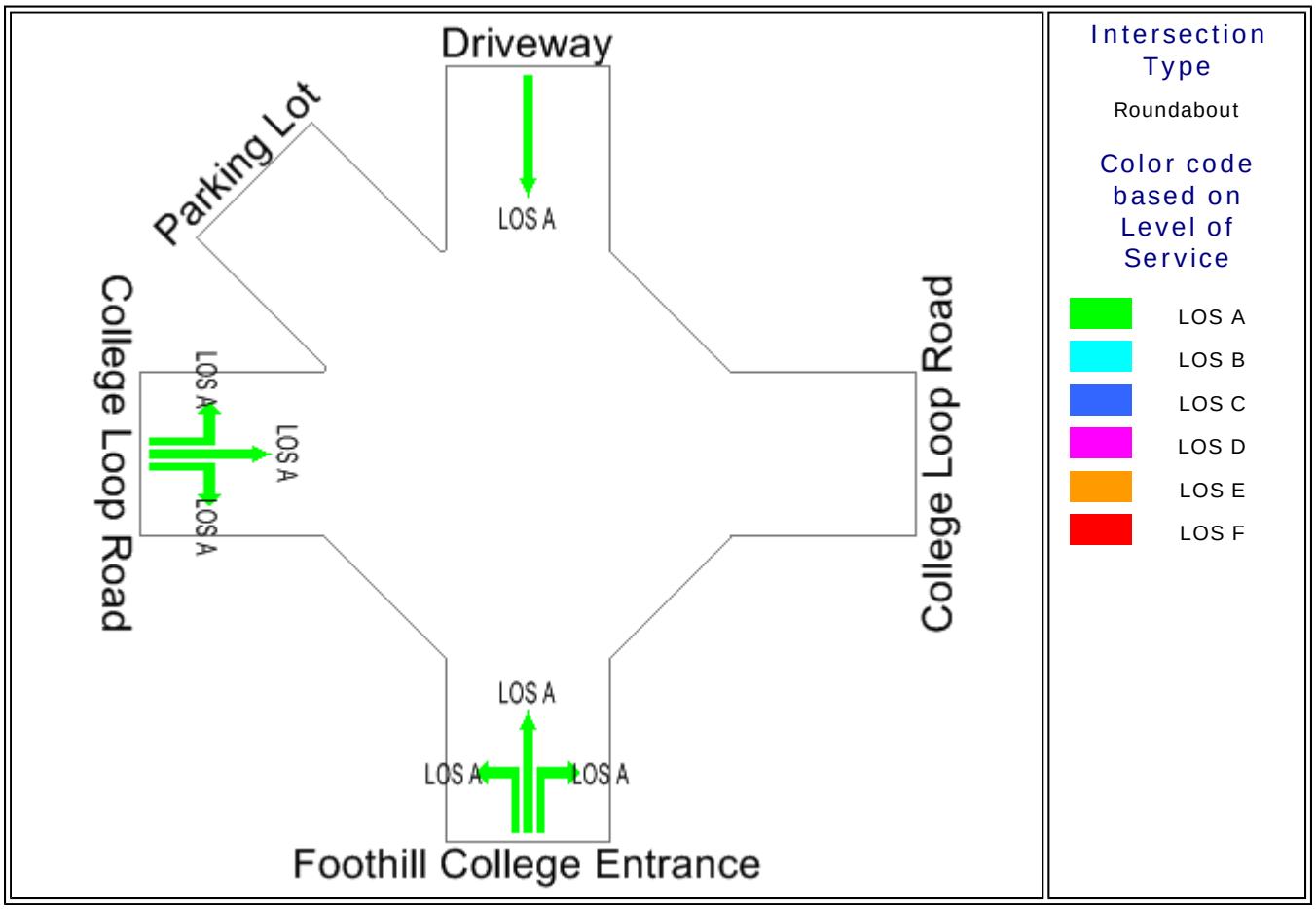
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-PM existing



SIDRA SOLUTIONS

Site: PM Peak Existing
P:\Q\A\08\08x03-029 Foothill College Roundabout Signing & Striping\SIDRA Analysis\PM Peak.aap
Processed May 28, 2008 11:45:30AM

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Produced by SIDRA Intersection 3.2.2.1563

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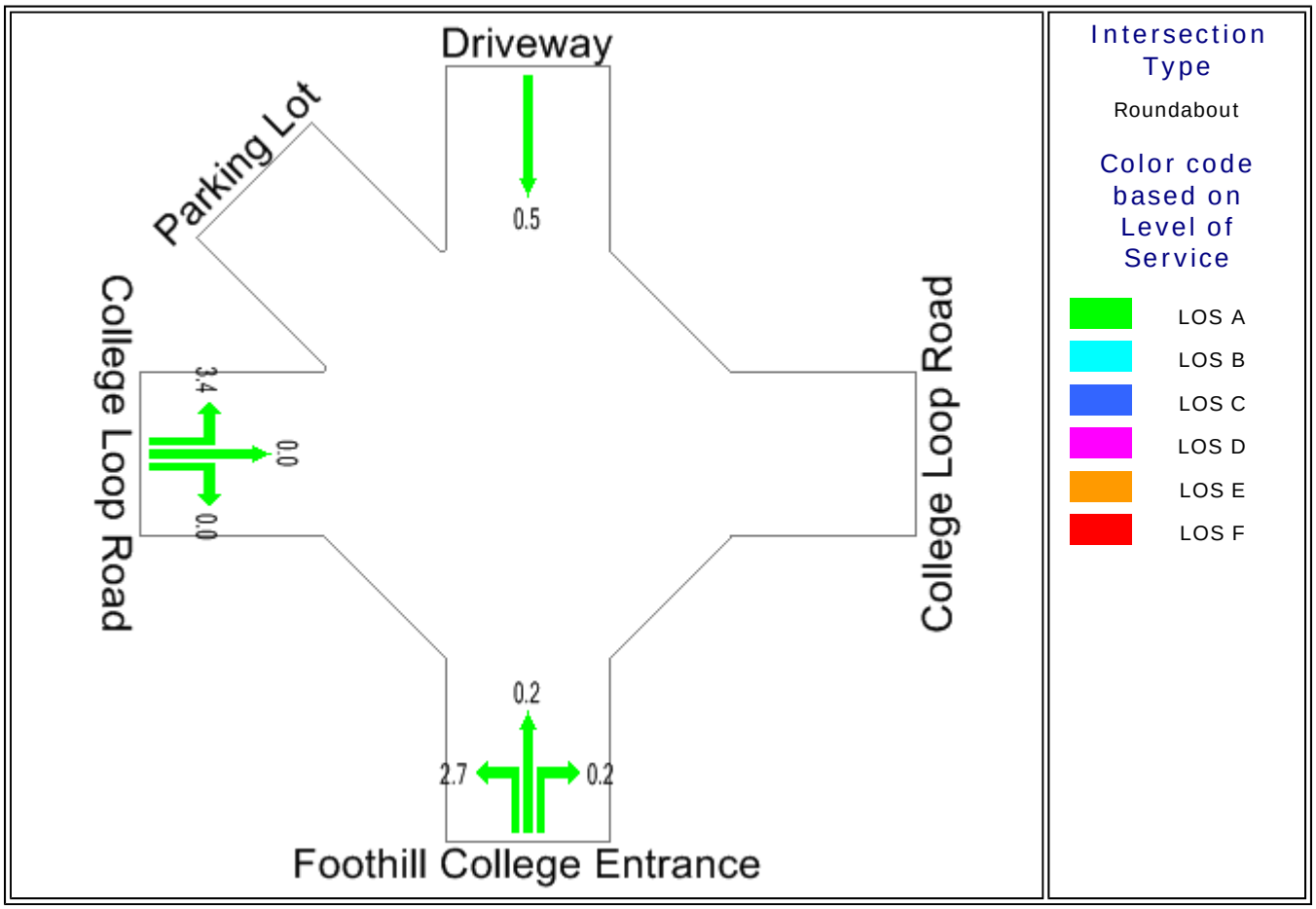
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-PM existing



SIDRA SOLUTIONS

Site: PM Peak Existing
P:\P\07\07109-000 Foothill-DeAnza EIR\Foothill College EIR\SIDRA Analysis\PM Peak\PM Peak.aap
Processed May 28, 2008 11:45:30AM

M0115, DKS associates, Small Office
Produced by SIDRA Intersection 3.2.2.1563

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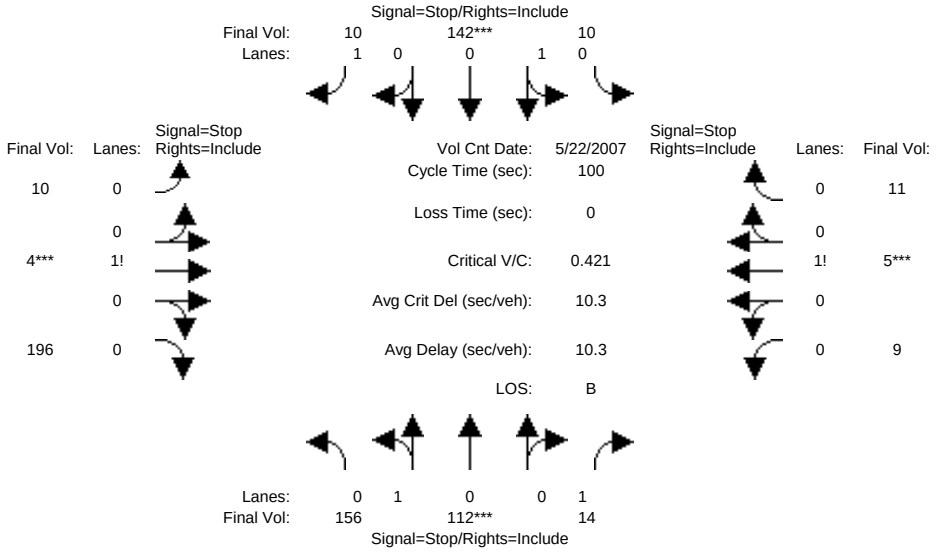
FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #2: Moody Road & Elena Road

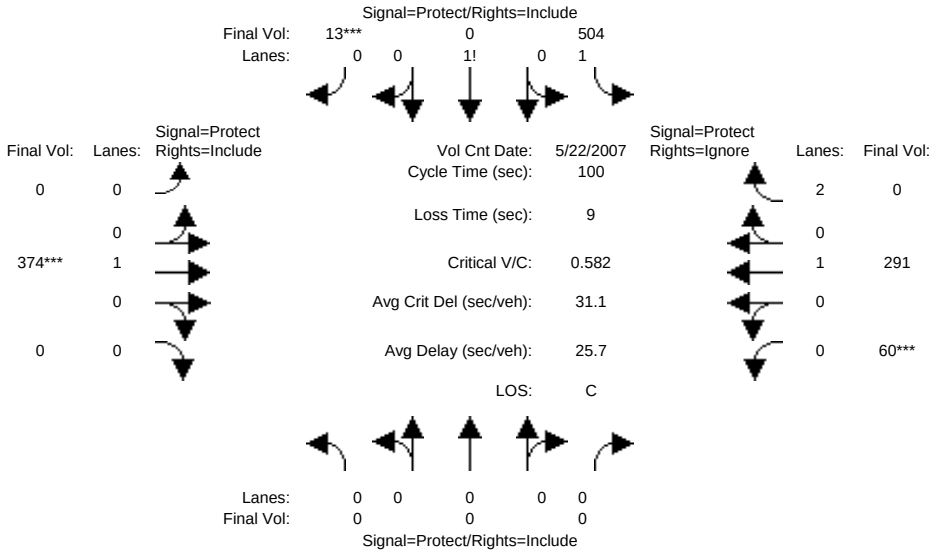


Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 22 May 2007 << 4:00 - 5:00 PM												
Base Vol:	156	112	14	10	142	10	10	4	196	9	5	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	112	14	10	142	10	10	4	196	9	5	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	112	14	10	142	10	10	4	196	9	5	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	112	14	10	142	10	10	4	196	9	5	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	112	14	10	142	10	10	4	196	9	5	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.07	0.93	1.00	0.05	0.02	0.93	0.36	0.20	0.44
Final Sat.:	371	266	771	42	603	740	35	14	694	229	127	280
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.02	0.24	0.24	0.01	0.28	0.28	0.28	0.04	0.04	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	12.0	12.0	7.3	9.6	9.6	7.4	9.1	9.1	9.1	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	7.3	9.6	9.6	7.4	9.1	9.1	9.1	8.3	8.3	8.3
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		11.7			9.5			9.1			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			9.5			9.1			8.3	
LOS by Appr:		B			A			A			A	

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #3: College Loop Road & El Monte Road

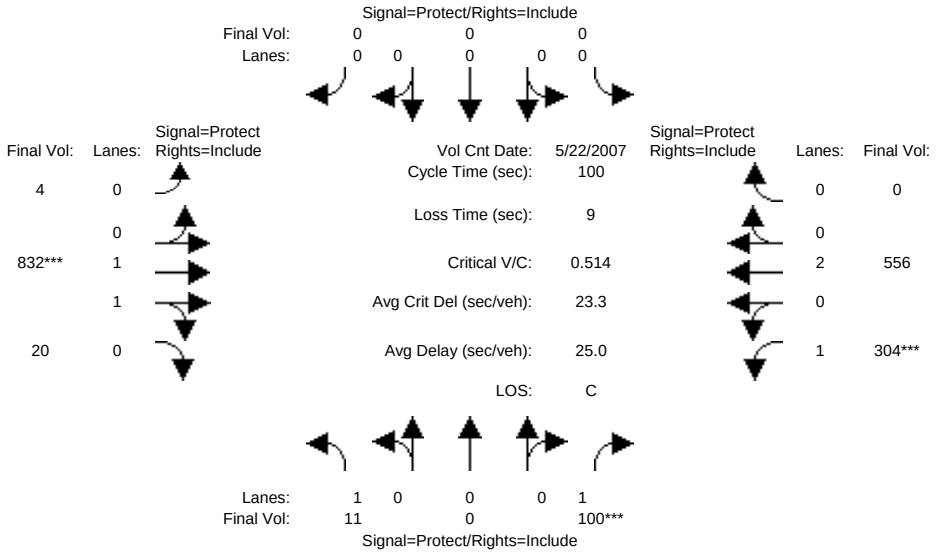


Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 22 May 2007 << 4:00 - 5:00 PM												
Base Vol:	0	0	0	504	0	13	0	374	0	60	291	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	504	0	13	0	374	0	60	291	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	504	0	13	0	374	0	60	291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	504	0	13	0	374	0	60	291	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	504	0	13	0	374	0	60	291	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.99	0.99	0.88
Lanes:	0.00	0.00	0.00	1.95	0.00	0.05	0.00	1.00	0.00	0.17	0.83	2.00
Final Sat.:	0	0	0	3522	0	89	0	1900	0	322	1563	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.15	0.00	0.20	0.00	0.19	0.19	0.00
Crit Moves:						****		****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.58	0.00	0.58	0.00	0.58	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	33.5	0.0	33.8	0.0	28.6	0.0	29.9	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.5	0.0	33.8	0.0	28.6	0.0	29.9	7.3	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	C	A	A

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (alternative)
Existing PM

Intersection #4: Stonebrook Road & S. El Monte Road

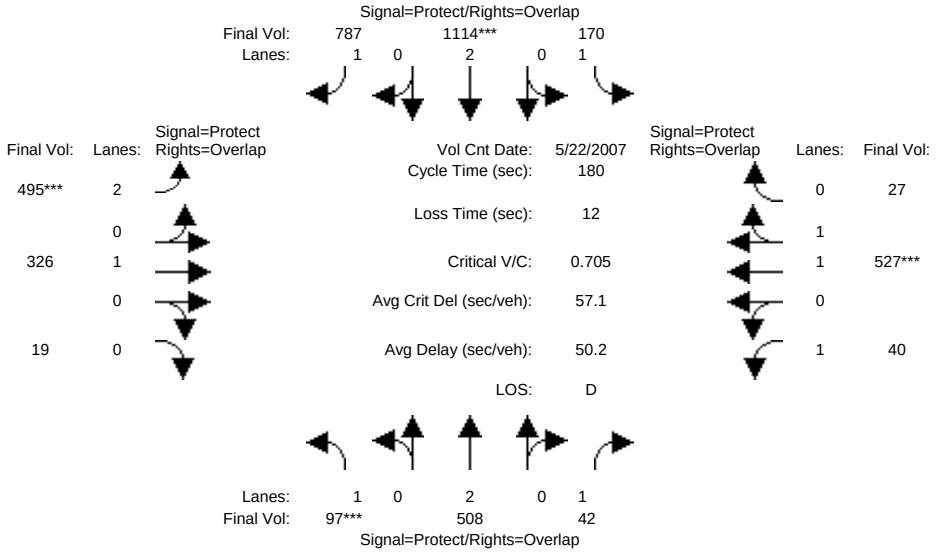


Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module: >> Count Date: 22 May 2007 << 4:00 5:00 PM												
Base Vol:	11	0	100	0	0	0	4	832	20	304	556	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	100	0	0	0	4	832	20	304	556	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	100	0	0	0	4	832	20	304	556	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	100	0	0	0	4	832	20	304	556	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	100	0	0	0	4	832	20	304	556	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.01	1.94	0.05	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	17	3498	84	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.24	0.24	0.24	0.17	0.15	0.00
Crit Moves:			****					****		****		
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
Volume/Cap:	0.05	0.00	0.51	0.00	0.00	0.00	0.50	0.51	0.51	0.51	0.50	0.00
Delay/Veh:	39.0	0.0	43.6	0.0	0.0	0.0	18.0	19.2	19.2	28.0	28.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	0.0	43.6	0.0	0.0	0.0	18.0	19.2	19.2	28.0	28.5	0.0
LOS by Move:	D	A	D	A	A	A	B	B	B	C	C	A

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #7: Foothill Expressway & El Monte Avenue



Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module: >> Count Date: 22 May 2007 << 4:15 - 5:15 PM												
Base Vol:	97	508	42	170	1114	787	495	326	19	40	527	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	508	42	170	1114	787	495	326	19	40	527	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	508	42	170	1114	787	495	326	19	40	527	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	508	42	170	1114	787	495	326	19	40	527	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	508	42	170	1114	787	495	326	19	40	527	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.99	0.99	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.94	0.06	1.00	1.90	0.10
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1781	104	1805	3410	175
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.03	0.09	0.31	0.49	0.14	0.18	0.18	0.02	0.15	0.15
Crit Moves:	****				****		****				****	
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
Volume/Cap:	0.69	0.45	0.06	0.45	0.69	0.76	0.72	0.63	0.50	0.18	0.72	0.36
Delay/Veh:	94.6	49.7	29.5	63.0	41.5	26.0	71.4	58.2	44.8	71.3	69.0	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	49.7	29.5	63.0	41.5	26.0	71.4	58.2	44.8	71.3	69.0	35.5
LOS by Move:	F	D	C	E	D	C	E	E	D	E	E	D

Project Condition

A.M. Peak

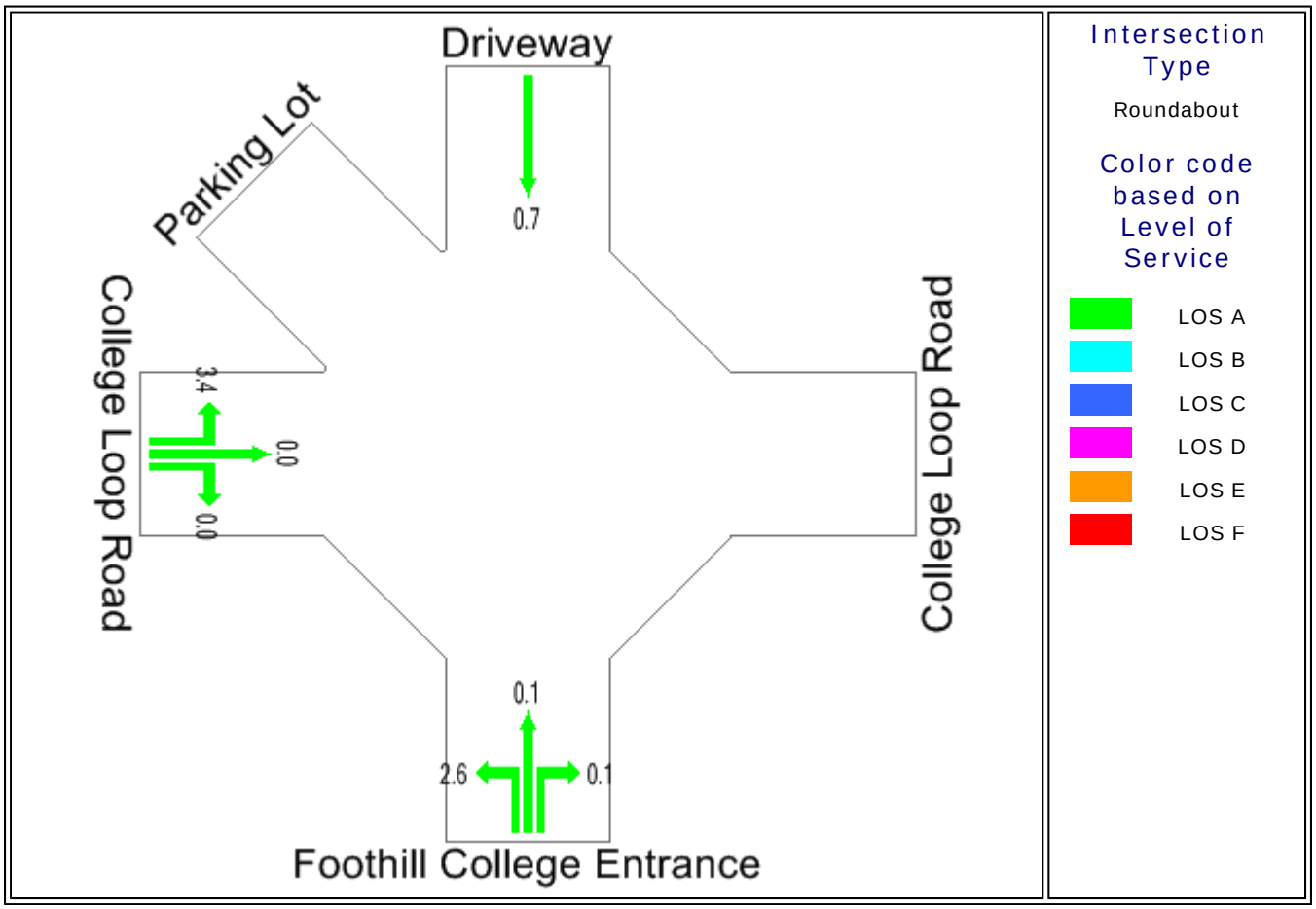
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-AM Project



SIDRA SOLUTIONS

Site: AM Project
P:\P\07\07109-000 Foothill-DeAnza EIR\Foothill College EIR\SIDRA Analysis\AM Peak\AM Peak.aap
Processed May 28, 2008 11:35:54AM

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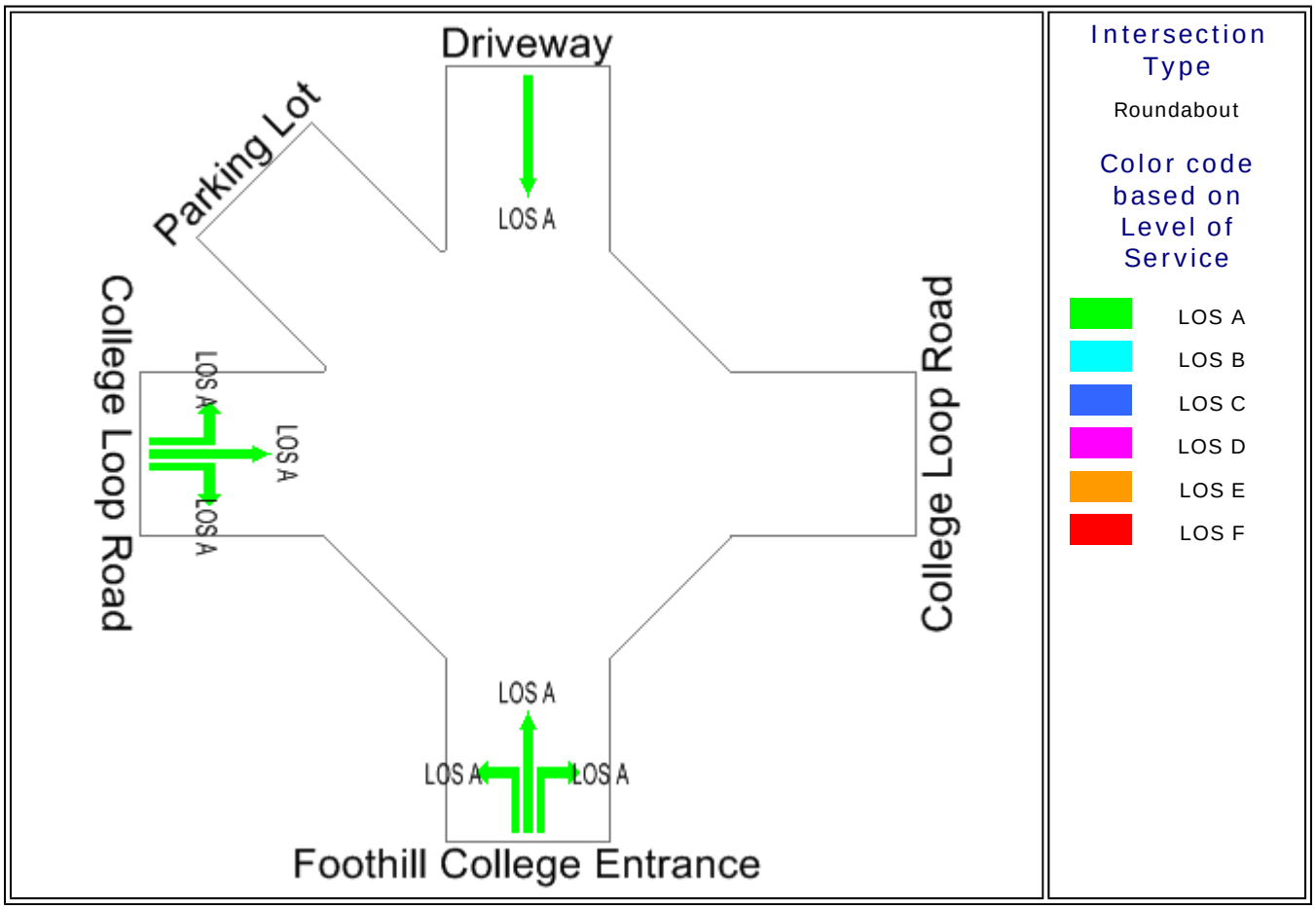
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-AM Project



SIDRA SOLUTIONS

Site: AM Project
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Processed May 28, 2008 11:35:54AM

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FOOTHILL COLLEGE EIR
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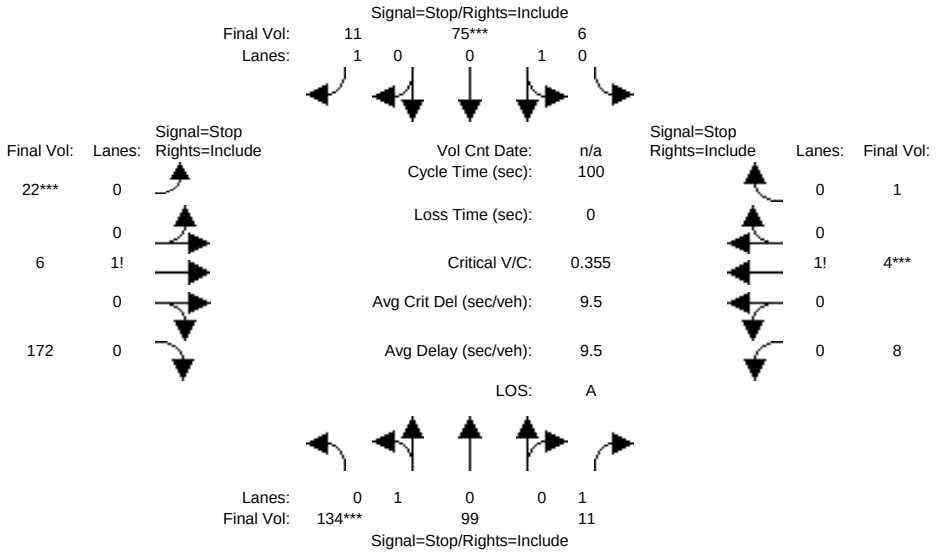
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Project AM

Intersection #2: Moody Road & Elena Road

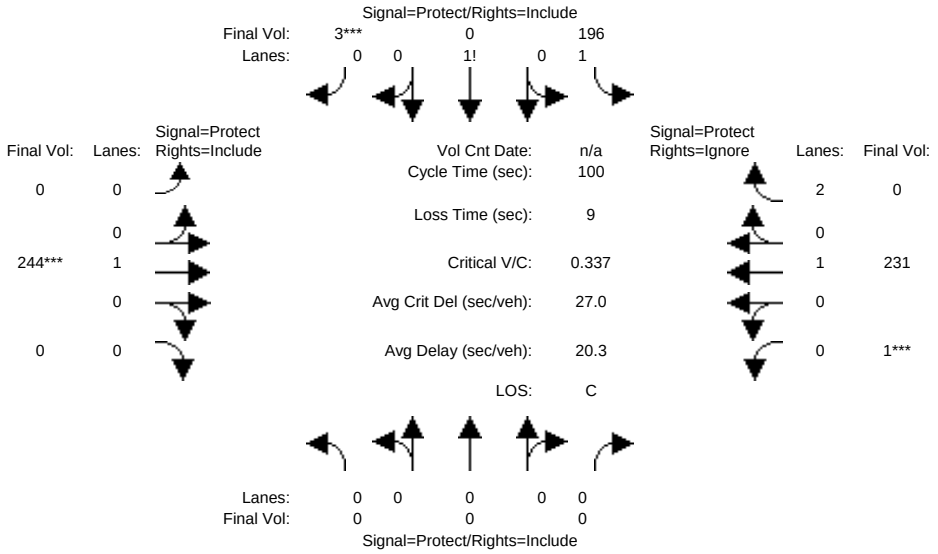


Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	134	99	11	6	75	11	22	6	172	8	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	99	11	6	75	11	22	6	172	8	4	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	99	11	6	75	11	22	6	172	8	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	99	11	6	75	11	22	6	172	8	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	99	11	6	75	11	22	6	172	8	4	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.07	0.93	1.00	0.11	0.03	0.86	0.61	0.31	0.08
Final Sat.:	378	279	799	49	611	762	87	24	684	405	202	51
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.01	0.12	0.12	0.01	0.25	0.25	0.25	0.02	0.02	0.02
Crit Moves:	****				****		****				****	
Delay/Veh:	10.8	10.8	7.1	8.6	8.6	7.3	8.6	8.6	8.6	8.2	8.2	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	7.1	8.6	8.6	7.3	8.6	8.6	8.6	8.2	8.2	8.2
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:	10.7			8.5			8.6			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			8.5			8.6			8.2		
LOS by Appr:	B			A			A			A		

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
DKS ASSOCIATES

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Project AM

Intersection #3: College Loop Road & El Monte Road



Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	196	0	3	0	244	0	1	231	1156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	196	0	3	0	244	0	1	231	1156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	196	0	3	0	244	0	1	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	196	0	3	0	244	0	1	231	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	196	0	3	0	244	0	1	231	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.88
Lanes:	0.00	0.00	0.00	1.97	0.00	0.03	0.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	0	0	0	3560	0	54	0	1900	0	8	1892	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.13	0.00	0.12	0.12	0.00
Crit Moves:						****		****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.34	0.00	0.34	0.00	0.34	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	37.1	0.0	37.2	0.0	22.2	0.0	23.4	3.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.1	0.0	37.2	0.0	22.2	0.0	23.4	3.8	0.0
LOS by Move:	A	A	A	D	A	D	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	5	0	5	2	0

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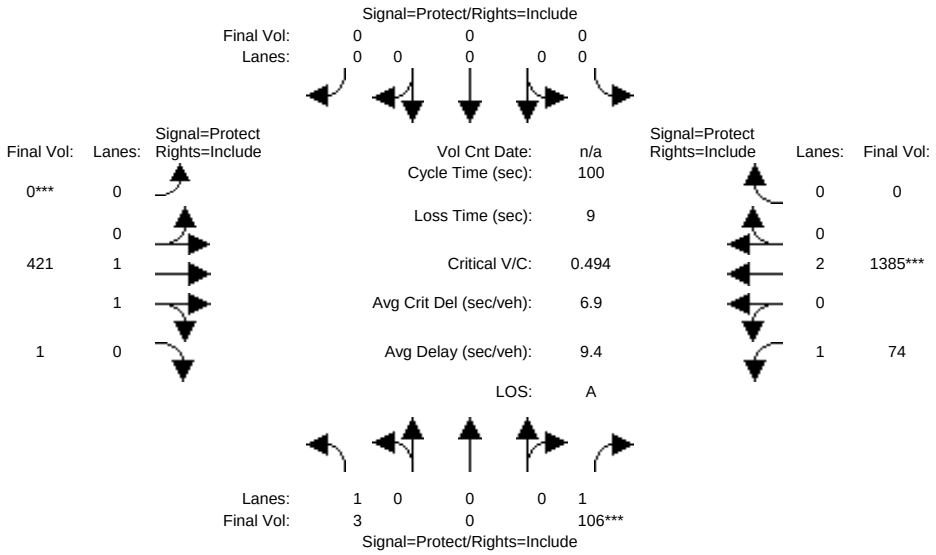
Level Of Service Computation Report
2000 HCM Operations (alternative)
Project AM

Intersection #4: Stonebrook Road & S. El Monte Road



Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module:												
Base Vol:	3	0	106	0	0	0	0	421	1	74	1385	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	106	0	0	0	0	421	1	74	1385	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	106	0	0	0	0	421	1	74	1385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	106	0	0	0	0	421	1	74	1385	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	106	0	0	0	0	421	1	74	1385	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3601	9	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.12	0.12	0.04	0.38	0.00
Crit Moves:			****				****				****	
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
Volume/Cap:	0.01	0.00	0.49	0.00	0.00	0.00	0.00	0.24	0.24	0.14	0.49	0.00
Delay/Veh:	37.7	0.0	42.0	0.0	0.0	0.0	0.0	15.0	15.0	26.3	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	0.0	42.0	0.0	0.0	0.0	0.0	15.0	15.0	26.3	4.2	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A

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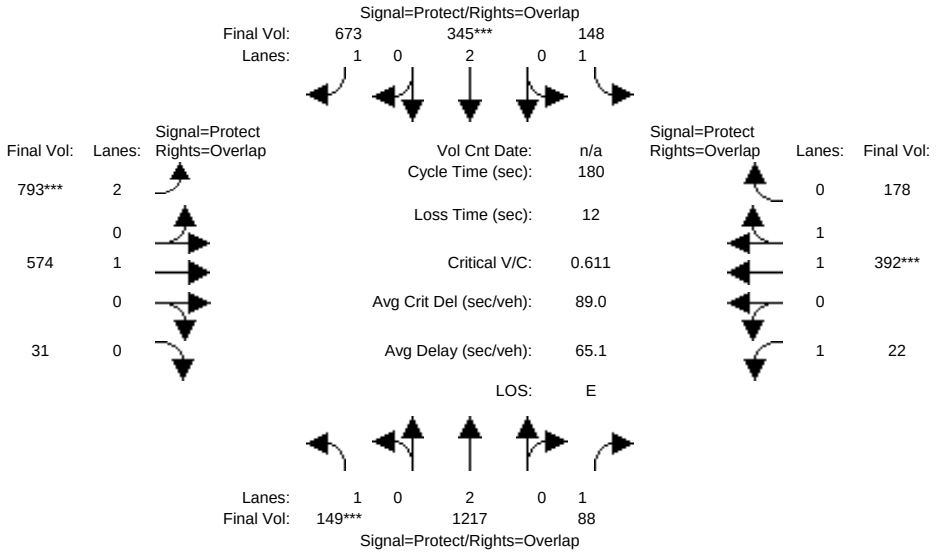
Level Of Service Computation Report
2000 HCM Operations (alternative)
Project AM

Intersection #7: Foothill Expressway & El Monte Avenue



Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module:												
Base Vol:	149	1217	88	148	345	673	793	574	31	22	392	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	1217	88	148	345	673	793	574	31	22	392	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	1217	88	148	345	673	793	574	31	22	392	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1217	88	148	345	673	793	574	31	22	392	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	1217	88	148	345	673	793	574	31	22	392	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.99	0.99	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.95	0.05	1.00	1.38	0.62
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1788	97	1805	2366	1074
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.05	0.08	0.10	0.42	0.23	0.32	0.32	0.01	0.17	0.17
Crit Moves:	****				****		****				****	
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
Volume/Cap:	0.97	0.79	0.11	0.79	0.22	0.61	0.97	0.99	0.78	0.15	0.97	0.60
Delay/Veh:	145.8	47.6	23.4	98.9	30.8	17.1	92.9	93.4	51.3	77.8	104	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	145.8	47.6	23.4	98.9	30.8	17.1	92.9	93.4	51.3	77.8	104	57.9
LOS by Move:	F	D	C	F	C	B	F	F	D	E	F	E

Midday Peak

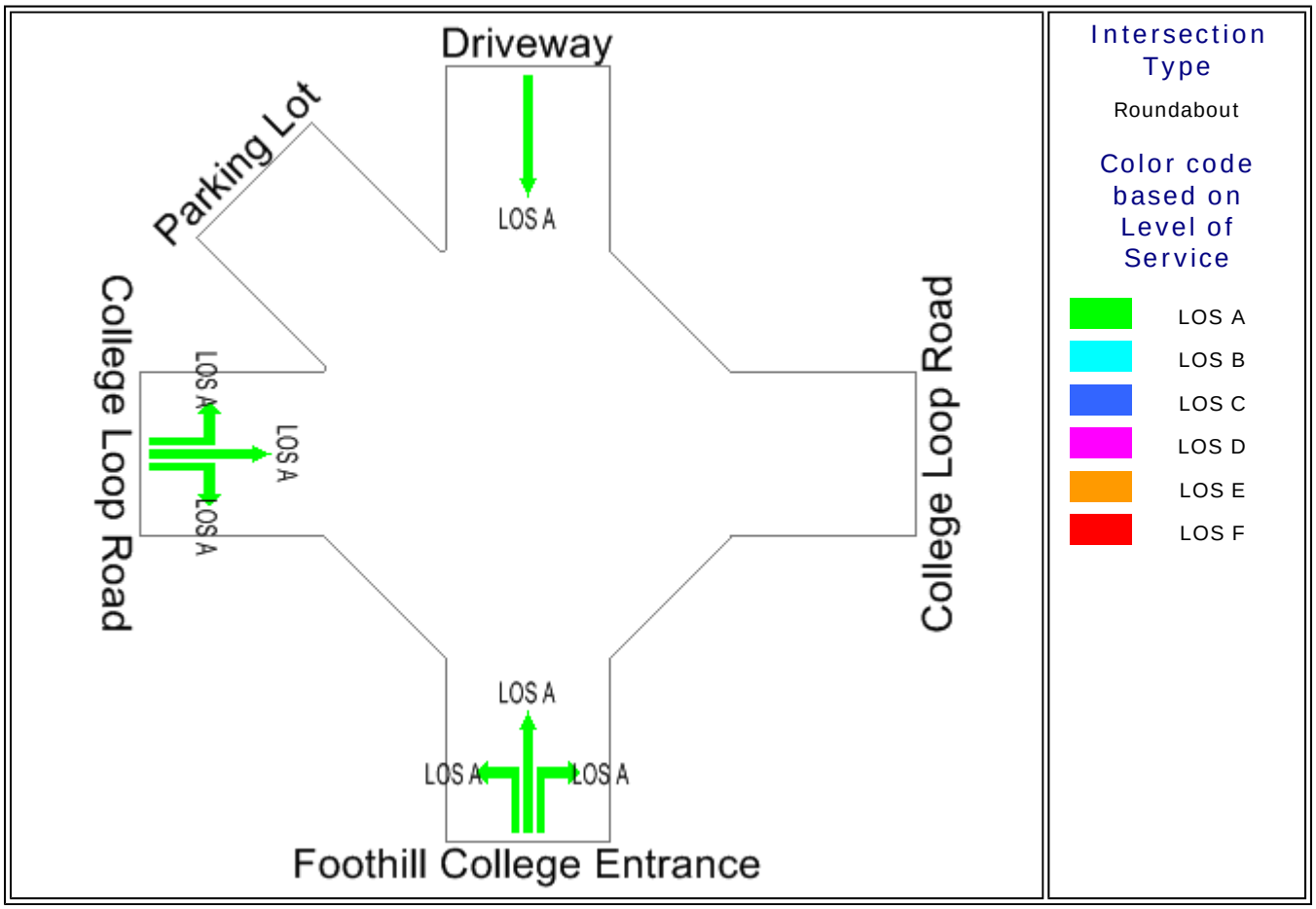
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-Mid day Project



SIDRA SOLUTIONS

Site: Mid day Project
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Processed May 28, 2008 12:09:56PM

M0115, DKS associates, Small Office
Produced by SIDRA Intersection 3.2.2.1563

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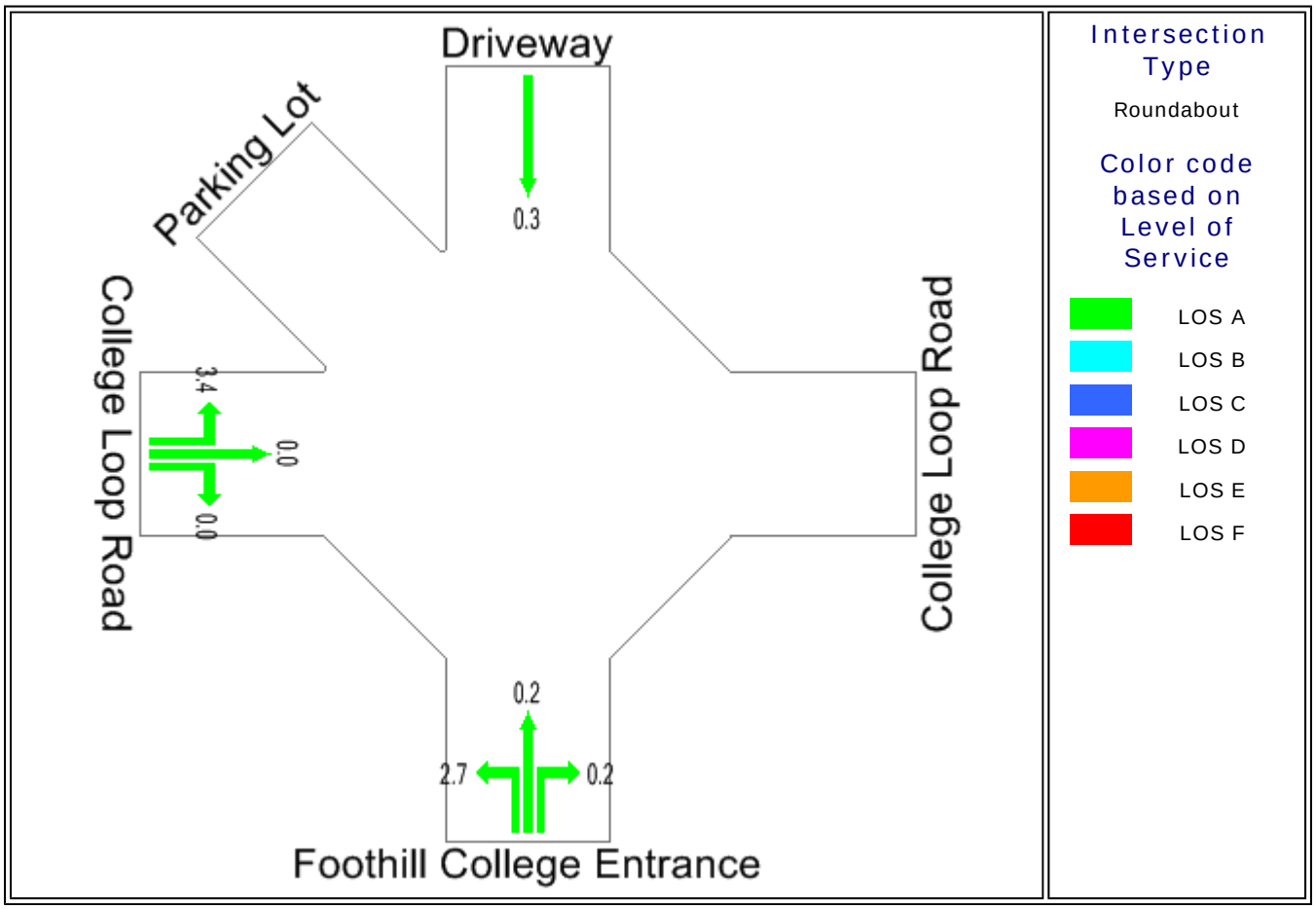
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-Mid day Project



SIDRA SOLUTIONS

Site: Mid day Project
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Processed May 28, 2008 12:09:56PM

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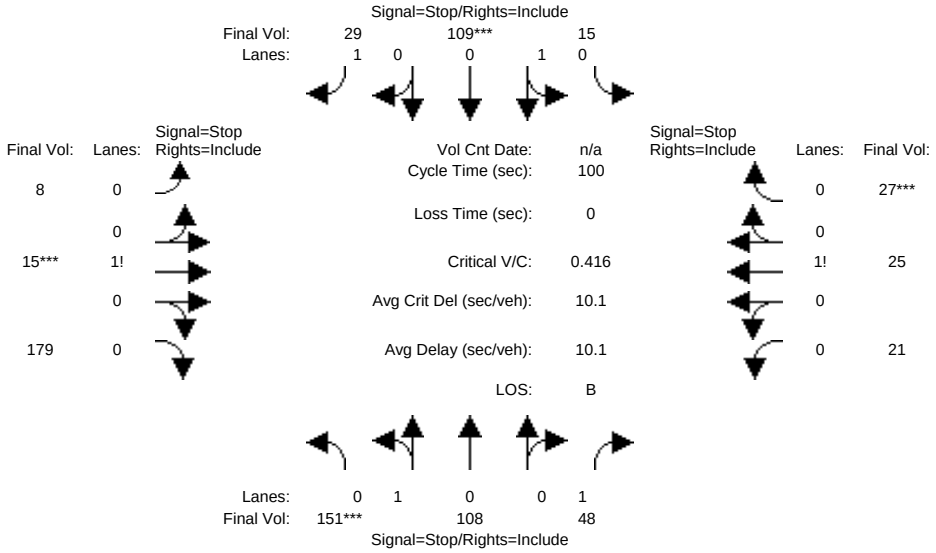
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Project MD

Intersection #2: Moody Road & Elena Road



Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	151	108	48	15	109	29	8	15	179	21	25	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	108	48	15	109	29	8	15	179	21	25	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	108	48	15	109	29	8	15	179	21	25	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	108	48	15	109	29	8	15	179	21	25	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	108	48	15	109	29	8	15	179	21	25	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.12	0.88	1.00	0.04	0.07	0.89	0.29	0.34	0.37
Final Sat.:	363	259	749	75	544	710	29	54	643	184	219	236
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.06	0.20	0.20	0.04	0.28	0.28	0.28	0.11	0.11	0.11
Crit Moves:	****				****			****				****
Delay/Veh:	12.1	12.1	7.6	9.6	9.6	7.7	9.3	9.3	9.3	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	7.6	9.6	9.6	7.7	9.3	9.3	9.3	8.8	8.8	8.8
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:	11.4			9.2			9.3			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.4			9.2			9.3			8.8		
LOS by Appr:	B			A			A			A		

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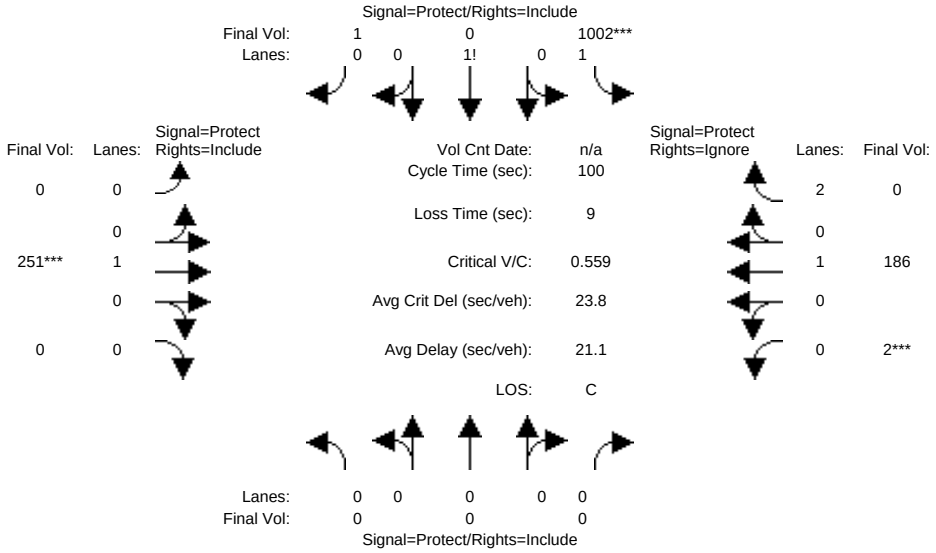
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Project MD

Intersection #3: College Loop Road & El Monte Road



Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	1002	0	1	0	251	0	2	186	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1002	0	1	0	251	0	2	186	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1002	0	1	0	251	0	2	186	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1002	0	1	0	251	0	2	186	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1002	0	1	0	251	0	2	186	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.88
Lanes:	0.00	0.00	0.00	1.99	0.00	0.01	0.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	0	0	0	3614	0	4	0	1900	0	20	1878	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.13	0.00	0.10	0.10	0.00
Crit Moves:				****				****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.56	0.00	0.56	0.00	0.56	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	0.0	18.0	0.0	35.2	0.0	39.7	19.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.0	0.0	18.0	0.0	35.2	0.0	39.7	19.2	0.0
LOS by Move:	A	A	A	B	A	B	A	D	A	D	B	A

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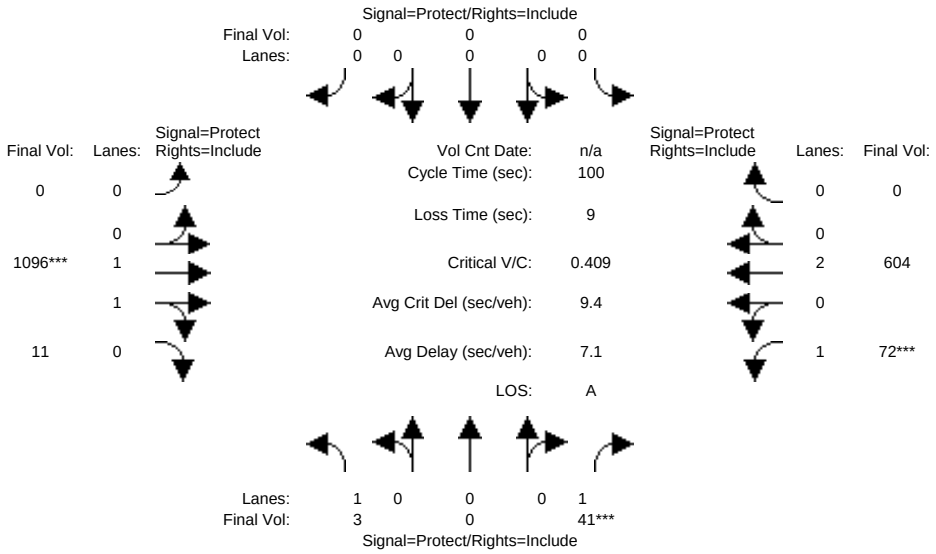
2000 HCM Operations (alternative)
Project MD

Intersection #4: Stonebrook Road & S. El Monte Road



Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module:												
Base Vol:	3	0	41	0	0	0	0	1096	11	72	604	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	41	0	0	0	0	1096	11	72	604	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	41	0	0	0	0	1096	11	72	604	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	41	0	0	0	0	1096	11	72	604	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	41	0	0	0	0	1096	11	72	604	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.98	0.02	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3571	36	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.31	0.31	0.04	0.17	0.00
Crit Moves:			****					****		****		
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
Volume/Cap:	0.02	0.00	0.25	0.00	0.00	0.00	0.00	0.43	0.43	0.43	0.21	0.00
Delay/Veh:	40.6	0.0	42.4	0.0	0.0	0.0	0.0	5.9	5.9	44.6	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	42.4	0.0	0.0	0.0	0.0	5.9	5.9	44.6	2.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A

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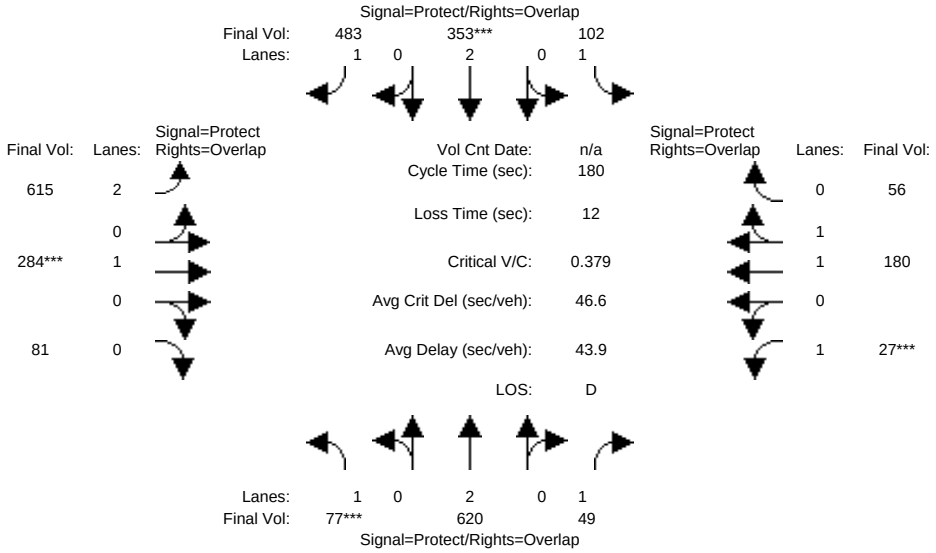
2000 HCM Operations (alternative)
Project MD

Intersection #7: Foothill Expressway & El Monte Avenue



Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module:												
Base Vol:	77	620	49	102	353	483	615	284	81	27	180	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	620	49	102	353	483	615	284	81	27	180	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	620	49	102	353	483	615	284	81	27	180	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	620	49	102	353	483	615	284	81	27	180	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	620	49	102	353	483	615	284	81	27	180	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.97	0.97	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.78	0.22	1.00	1.53	0.47
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1430	408	1805	2654	826
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.03	0.06	0.10	0.30	0.18	0.20	0.20	0.01	0.07	0.07
Crit Moves:	****				****			****			****	
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
Volume/Cap:	0.55	0.48	0.07	0.35	0.22	0.40	0.59	0.60	0.48	0.19	0.59	0.24
Delay/Veh:	84.5	44.9	29.4	67.6	30.9	8.8	54.9	51.5	39.4	78.4	78.1	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	44.9	29.4	67.6	30.9	8.8	54.9	51.5	39.4	78.4	78.1	50.6
LOS by Move:	F	D	C	E	C	A	D	D	D	E	E	D

P.M. Peak

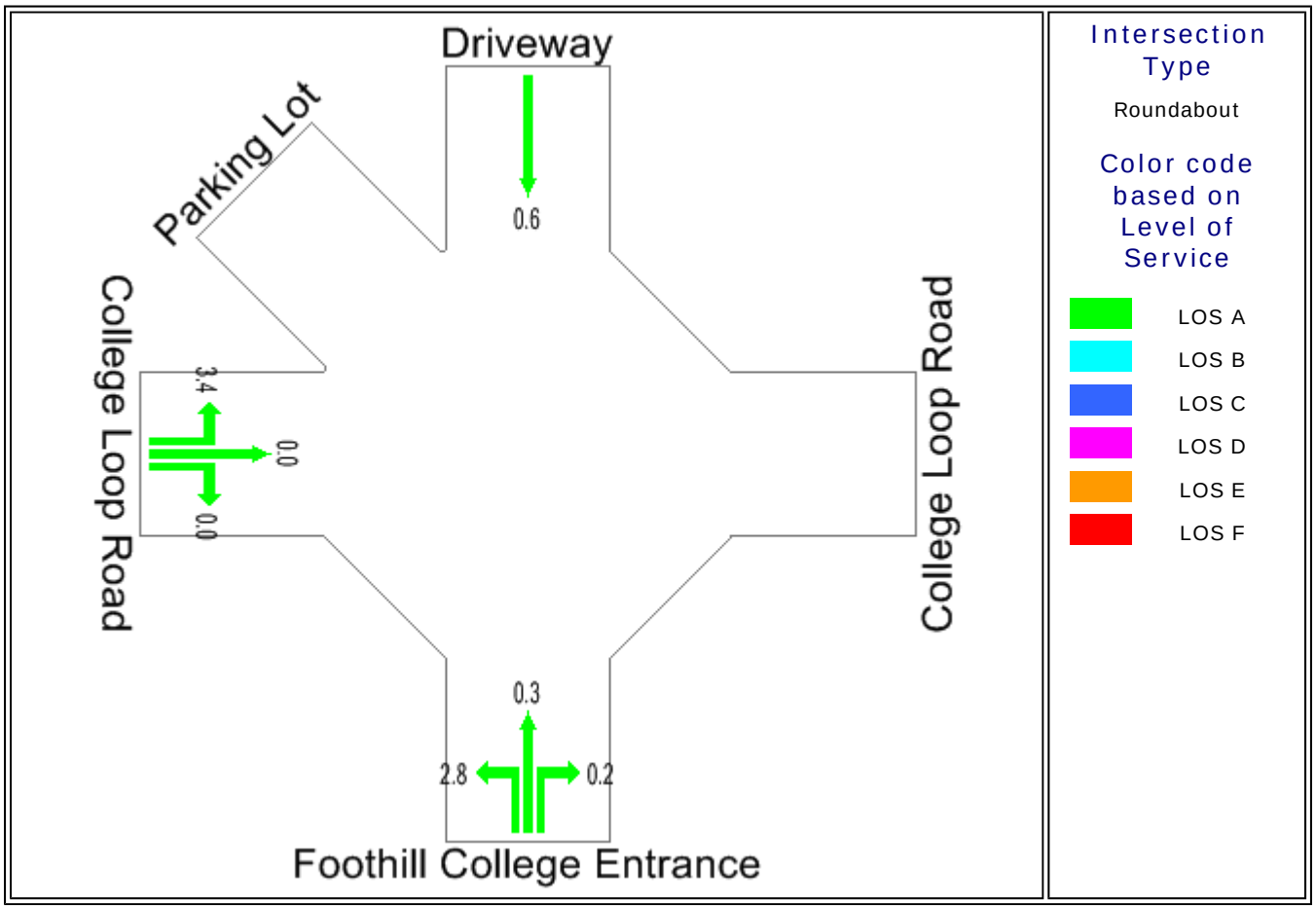
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-PM Project



SIDRA SOLUTIONS

Site: PM Project
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Processed May 28, 2008 11:45:30AM

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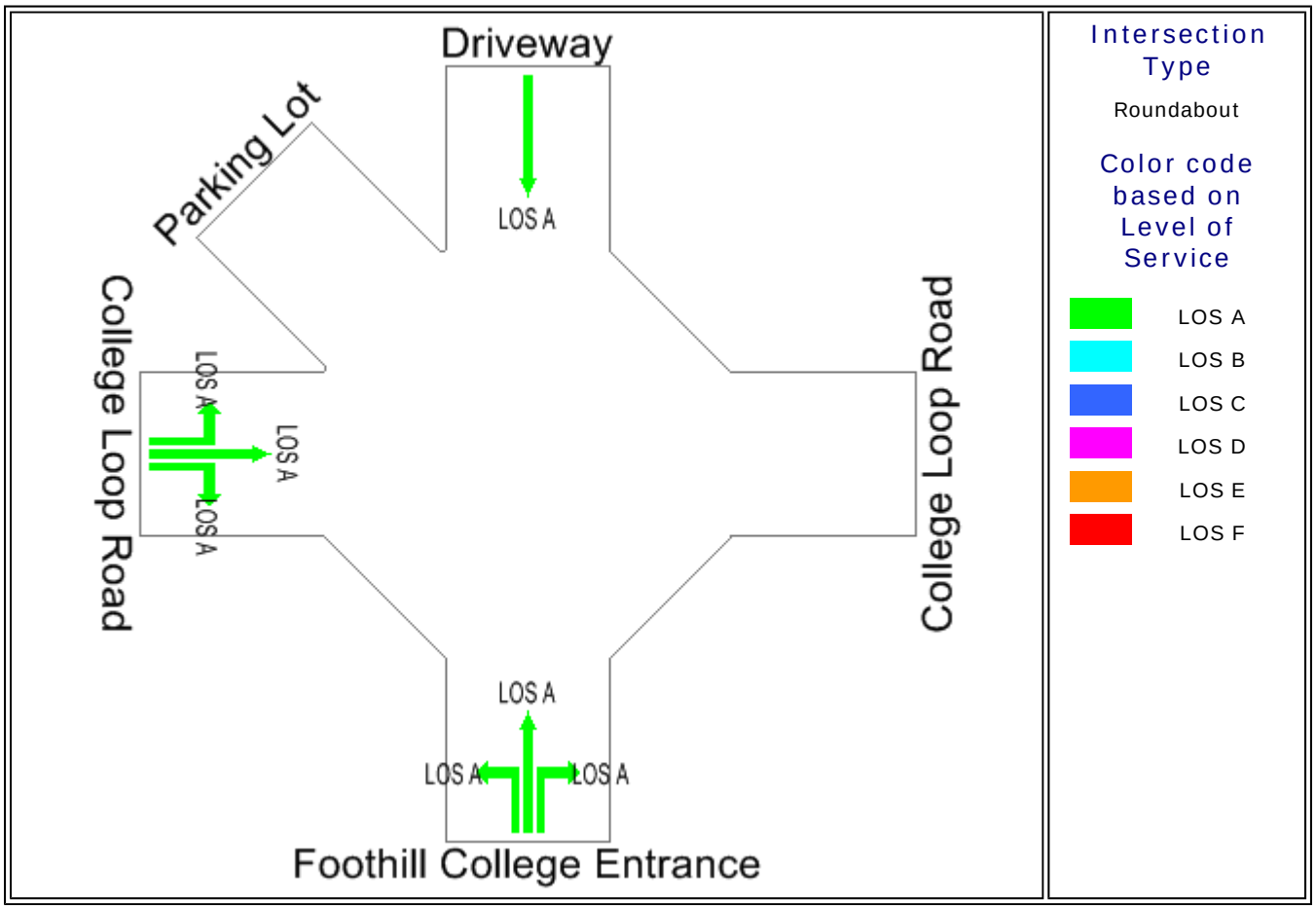
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-PM Project



SIDRA SOLUTIONS

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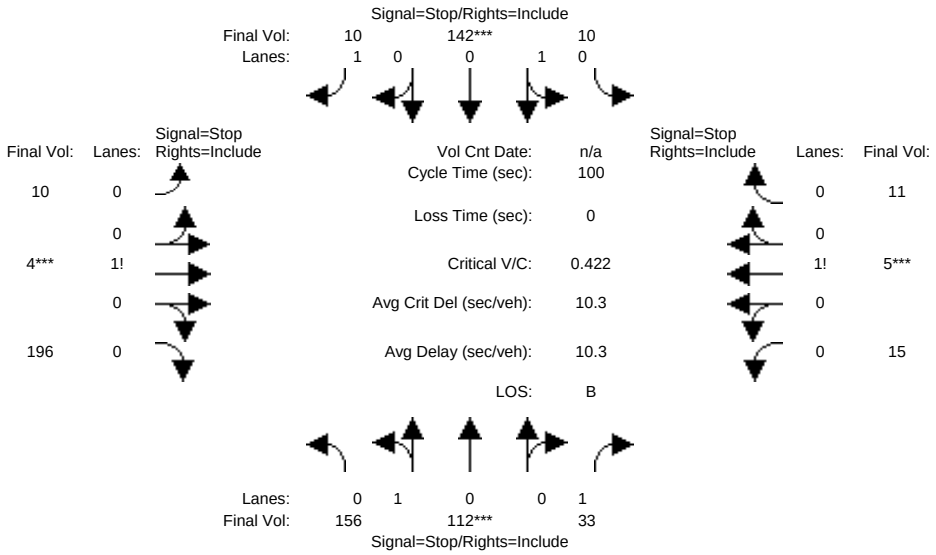
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Project PM

Intersection #2: Moody Road & Elena Road



Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	156	112	33	10	142	10	10	4	196	15	5	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	112	33	10	142	10	10	4	196	15	5	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	112	33	10	142	10	10	4	196	15	5	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	112	33	10	142	10	10	4	196	15	5	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	112	33	10	142	10	10	4	196	15	5	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.07	0.93	1.00	0.05	0.02	0.93	0.49	0.16	0.35
Final Sat.:	369	265	767	42	597	732	35	14	688	302	101	221
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.04	0.24	0.24	0.01	0.28	0.28	0.28	0.05	0.05	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	12.0	12.0	7.4	9.7	9.7	7.4	9.2	9.2	9.2	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	7.4	9.7	9.7	7.4	9.2	9.2	9.2	8.5	8.5	8.5
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		11.5			9.6			9.2			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			9.6			9.2			8.5	
LOS by Appr:		B			A			A			A	

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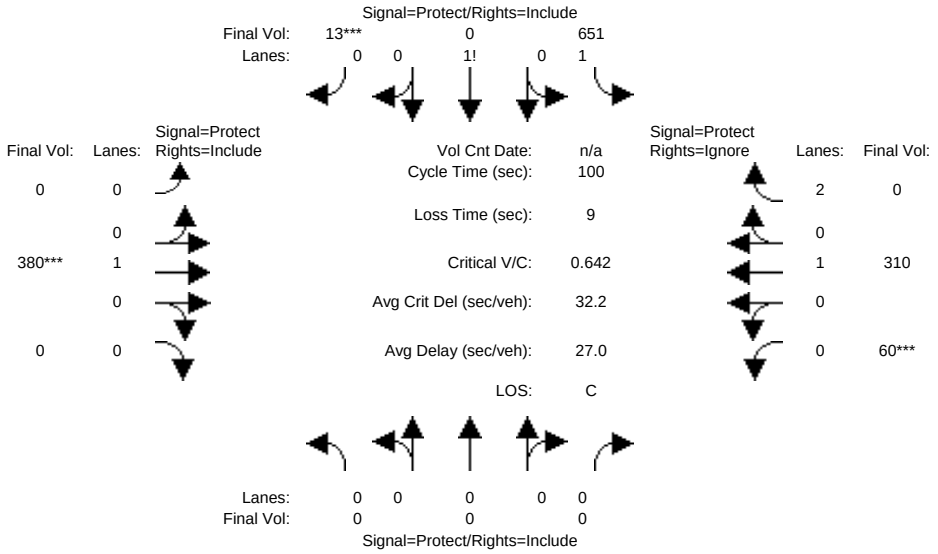
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Project PM

Intersection #3: College Loop Road & El Monte Road



Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	651	0	13	0	380	0	60	310	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	651	0	13	0	380	0	60	310	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	651	0	13	0	380	0	60	310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	651	0	13	0	380	0	60	310	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	651	0	13	0	380	0	60	310	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.99	0.99	0.88
Lanes:	0.00	0.00	0.00	1.96	0.00	0.04	0.00	1.00	0.00	0.16	0.84	2.00
Final Sat.:	0	0	0	3541	0	69	0	1900	0	306	1579	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.19	0.00	0.20	0.00	0.20	0.20	0.00
Crit Moves:						****		****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.63	0.00	0.64	0.00	0.64	0.00	0.64	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	31.9	0.0	32.2	0.0	32.0	0.0	32.4	9.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.9	0.0	32.2	0.0	32.0	0.0	32.4	9.2	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	C	A	A

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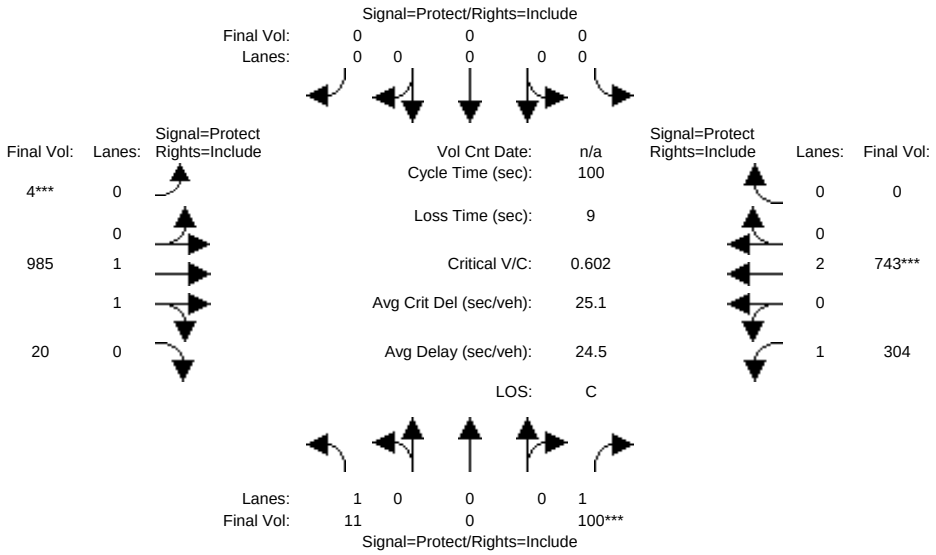
Level Of Service Computation Report
2000 HCM Operations (alternative)
Project PM

Intersection #4: Stonebrook Road & S. El Monte Road



Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module:												
Base Vol:	11	0	100	0	0	0	4	985	20	304	743	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	0	100	0	0	0	4	985	20	304	743	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	100	0	0	0	4	985	20	304	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	100	0	0	0	4	985	20	304	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	100	0	0	0	4	985	20	304	743	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.01	1.95	0.04	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	14	3514	71	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.28	0.28	0.28	0.17	0.21	0.00
Crit Moves:			****				****				****	
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
Volume/Cap:	0.06	0.00	0.60	0.00	0.00	0.00	0.60	0.56	0.56	0.56	0.60	0.00
Delay/Veh:	40.6	0.0	49.0	0.0	0.0	0.0	20.5	17.5	17.5	30.5	28.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	49.0	0.0	0.0	0.0	20.5	17.5	17.5	30.5	28.1	0.0
LOS by Move:	D	A	D	A	A	A	C	B	B	C	C	A
HCM2kAvgQ:	0	0	4	0	0	0	12	11	11	8	10	0

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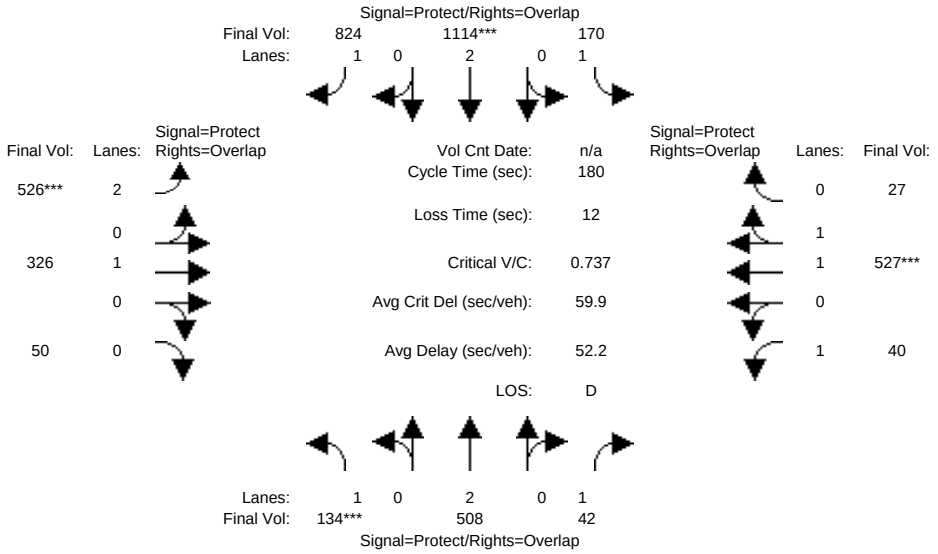
Level Of Service Computation Report
2000 HCM Operations (alternative)
Project PM

Intersection #7: Foothill Expressway & El Monte Avenue



Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module:												
Base Vol:	134	508	42	170	1114	824	526	326	50	40	527	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	508	42	170	1114	824	526	326	50	40	527	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	508	42	170	1114	824	526	326	50	40	527	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	508	42	170	1114	824	526	326	50	40	527	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	508	42	170	1114	824	526	326	50	40	527	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.98	0.98	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.87	0.13	1.00	1.90	0.10
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1614	248	1805	3410	175
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.03	0.09	0.31	0.51	0.15	0.20	0.20	0.02	0.15	0.15
Crit Moves:	****				****		****				****	
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
Volume/Cap:	0.78	0.43	0.06	0.43	0.69	0.80	0.78	0.71	0.53	0.20	0.78	0.37
Delay/Veh:	98.9	48.2	29.8	61.8	41.5	28.6	74.4	62.4	44.2	73.5	73.6	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.9	48.2	29.8	61.8	41.5	28.6	74.4	62.4	44.2	73.5	73.6	36.5
LOS by Move:	F	D	C	E	D	C	E	E	D	E	E	D

Near-Term Cumulative Condition

A.M. Peak

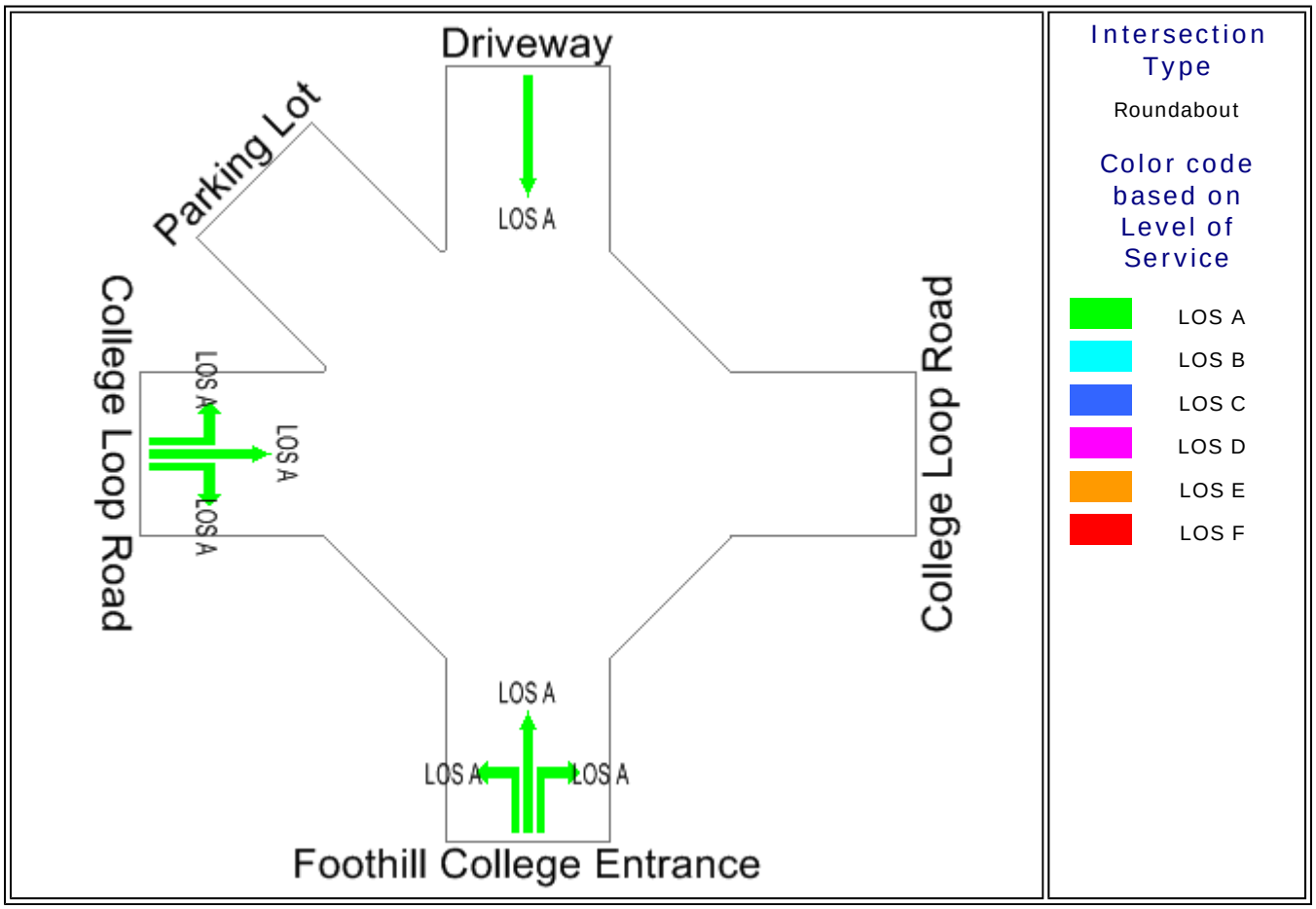
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-AM Near-Term



SIDRA SOLUTIONS

Site: AM near term
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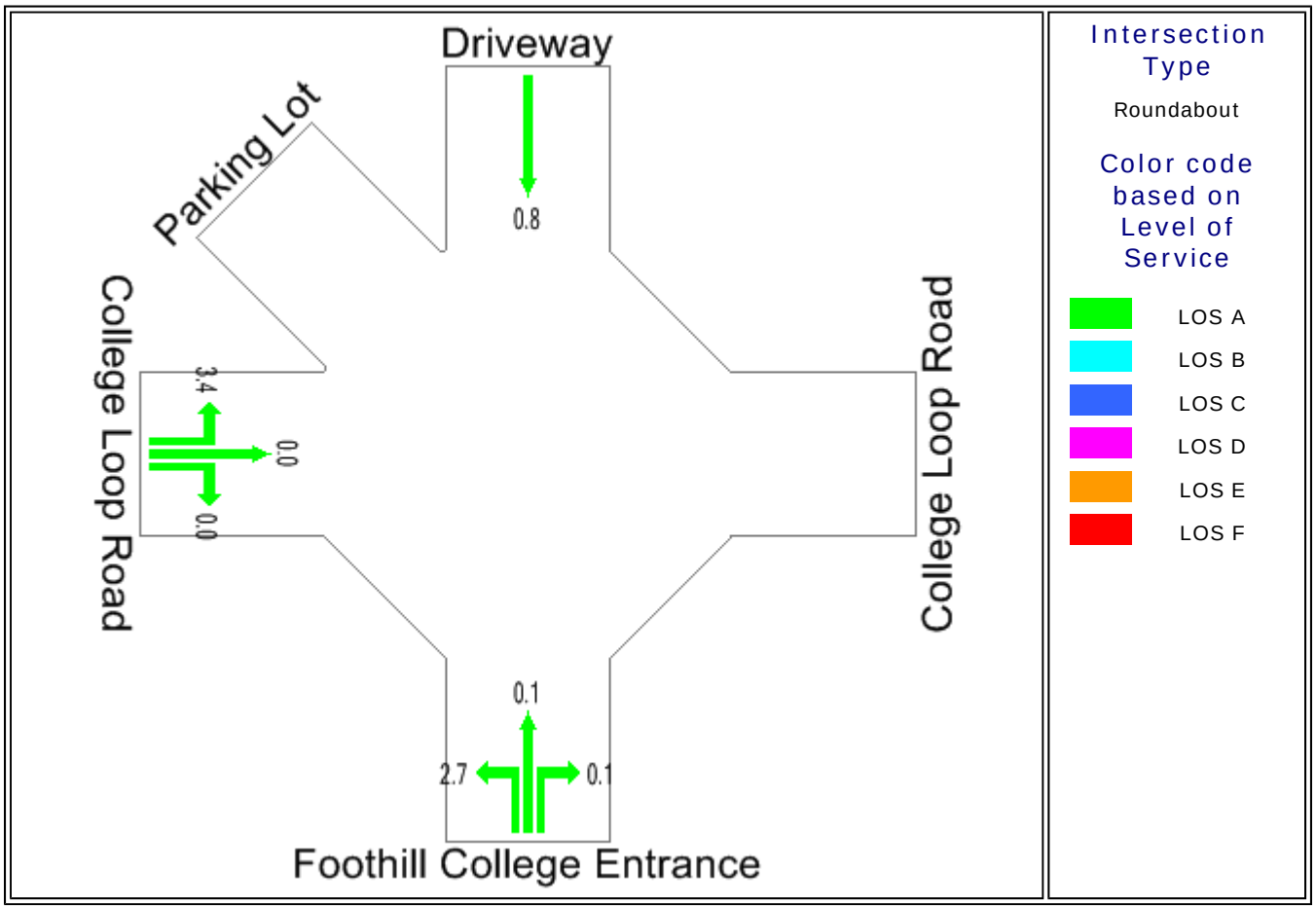
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-AM Near-Term



SIDRA SOLUTIONS

Site: AM near term
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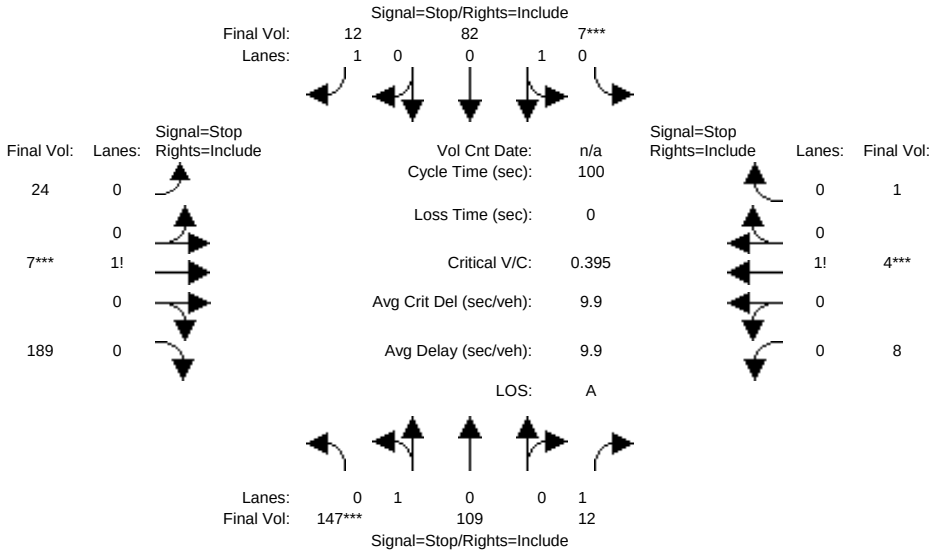
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Near-Term with Project AM

Intersection #2: Moody Road & Elena Road



Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	147	109	12	7	82	12	24	7	189	8	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	109	12	7	82	12	24	7	189	8	4	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	109	12	7	82	12	24	7	189	8	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	109	12	7	82	12	24	7	189	8	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	109	12	7	82	12	24	7	189	8	4	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	0.08	0.92	1.00	0.11	0.03	0.86	0.61	0.31	0.08
Final Sat.:	372	276	787	51	596	745	85	25	668	392	196	49
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.02	0.14	0.14	0.02	0.28	0.28	0.28	0.02	0.02	0.02
Crit Moves:	****			****				****			****	
Delay/Veh:	11.5	11.5	7.2	8.8	8.8	7.4	9.0	9.0	9.0	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	7.2	8.8	8.8	7.4	9.0	9.0	9.0	8.3	8.3	8.3
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:	11.3			8.7			9.0			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			8.7			9.0			8.3		
LOS by Appr:	B			A			A			A		

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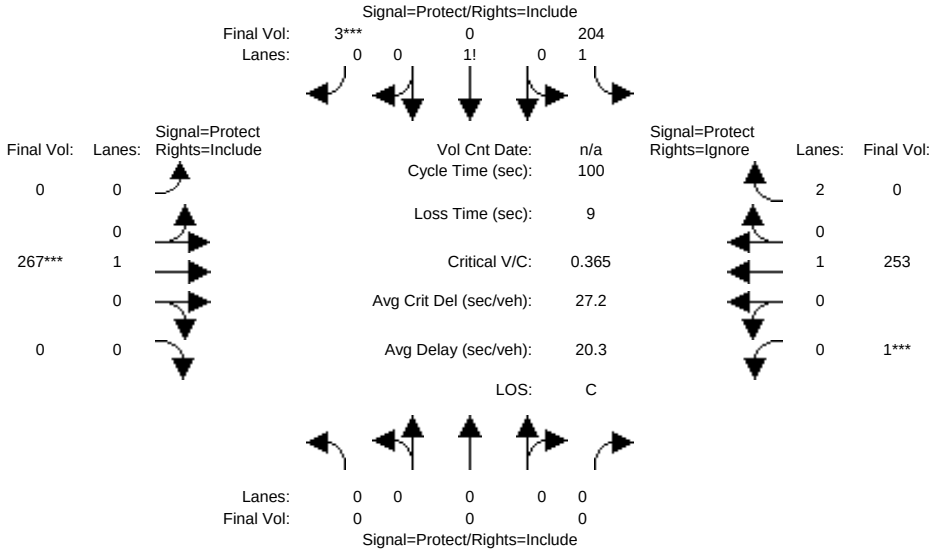
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Near-Term with Project AM

Intersection #3: College Loop Road & El Monte Road



Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	204	0	3	0	267	0	1	253	1246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	204	0	3	0	267	0	1	253	1246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	204	0	3	0	267	0	1	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	204	0	3	0	267	0	1	253	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	204	0	3	0	267	0	1	253	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.88
Lanes:	0.00	0.00	0.00	1.97	0.00	0.03	0.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	0	0	0	3563	0	52	0	1900	0	7	1893	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.14	0.00	0.13	0.13	0.00
Crit Moves:						****		****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.37	0.00	0.37	0.00	0.37	0.18	0.00
Delay/Veh:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	22.3	0.0	23.5	3.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.9	0.0	37.9	0.0	22.3	0.0	23.5	3.6	0.0
LOS by Move:	A	A	A	D	A	D	A	C	A	C	A	A

FOOTHILL COLLEGE EIR
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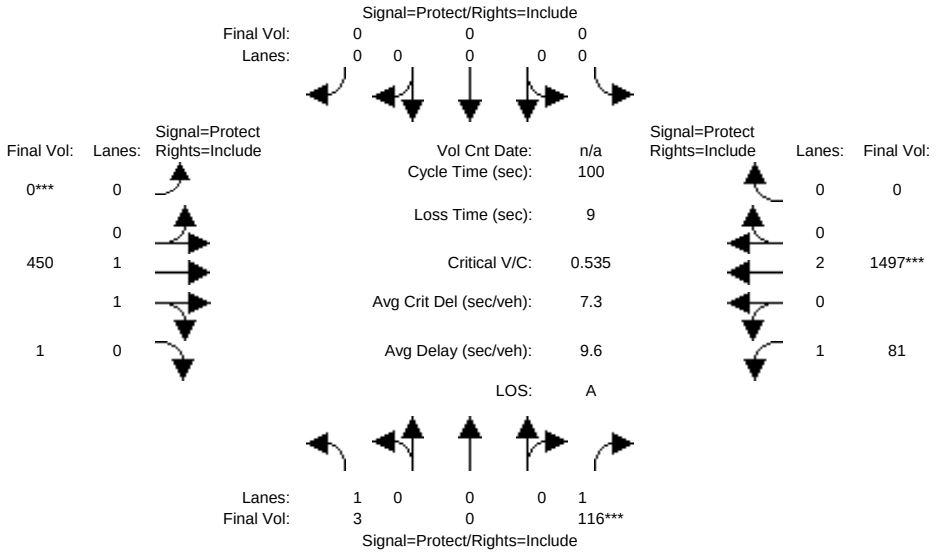
Level Of Service Computation Report
2000 HCM Operations (alternative)
Near-Term with Project AM

Intersection #4: Stonebrook Road & S. El Monte Road



Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module:												
Base Vol:	3	0	116	0	0	0	0	450	1	81	1497	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	116	0	0	0	0	450	1	81	1497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	116	0	0	0	0	450	1	81	1497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	116	0	0	0	0	450	1	81	1497	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	116	0	0	0	0	450	1	81	1497	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3602	8	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.12	0.12	0.04	0.41	0.00
Crit Moves:			****				****				****	
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
Volume/Cap:	0.01	0.00	0.53	0.00	0.00	0.00	0.00	0.25	0.25	0.16	0.53	0.00
Delay/Veh:	37.6	0.0	43.0	0.0	0.0	0.0	0.0	14.5	14.5	27.4	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	0.0	43.0	0.0	0.0	0.0	0.0	14.5	14.5	27.4	4.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	C	A	A

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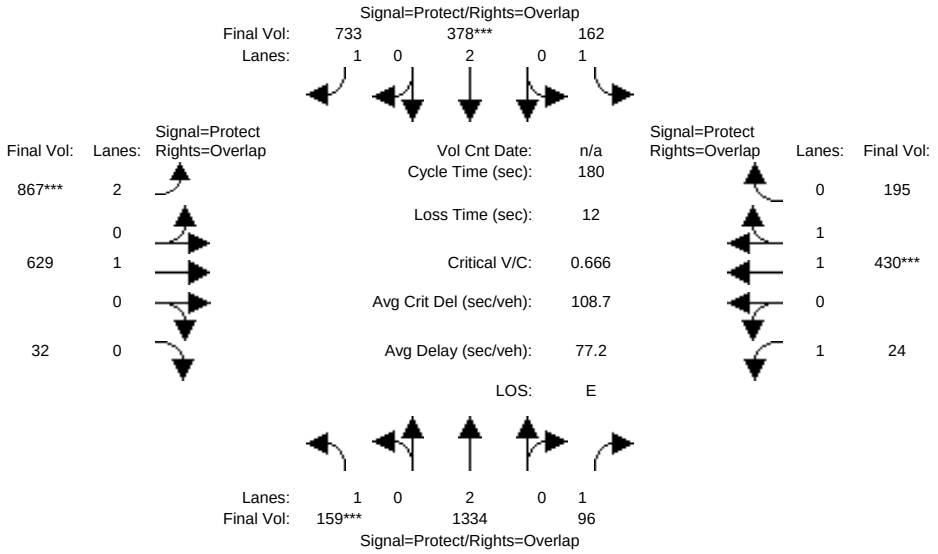
Level Of Service Computation Report
2000 HCM Operations (alternative)
Near-Term with Project AM

Intersection #7: Foothill Expressway & El Monte Avenue



Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module:												
Base Vol:	159	1334	96	162	378	733	867	629	32	24	430	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1334	96	162	378	733	867	629	32	24	430	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	1334	96	162	378	733	867	629	32	24	430	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1334	96	162	378	733	867	629	32	24	430	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	1334	96	162	378	733	867	629	32	24	430	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.99	0.99	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.95	0.05	1.00	1.38	0.62
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1795	91	1805	2367	1073
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.06	0.09	0.10	0.45	0.25	0.35	0.35	0.01	0.18	0.18
Crit Moves:	****				****		****				****	
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
Volume/Cap:	1.06	0.87	0.12	0.87	0.24	0.67	1.06	1.07	0.85	0.17	1.06	0.66
Delay/Veh:	172.3	53.0	23.8	112.4	31.1	18.7	116.9	116	57.0	78.2	128	59.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.3	53.0	23.8	112.4	31.1	18.7	116.9	116	57.0	78.2	128	59.6
LOS by Move:	F	D	C	F	C	B	F	F	E	E	F	E

Midday Peak

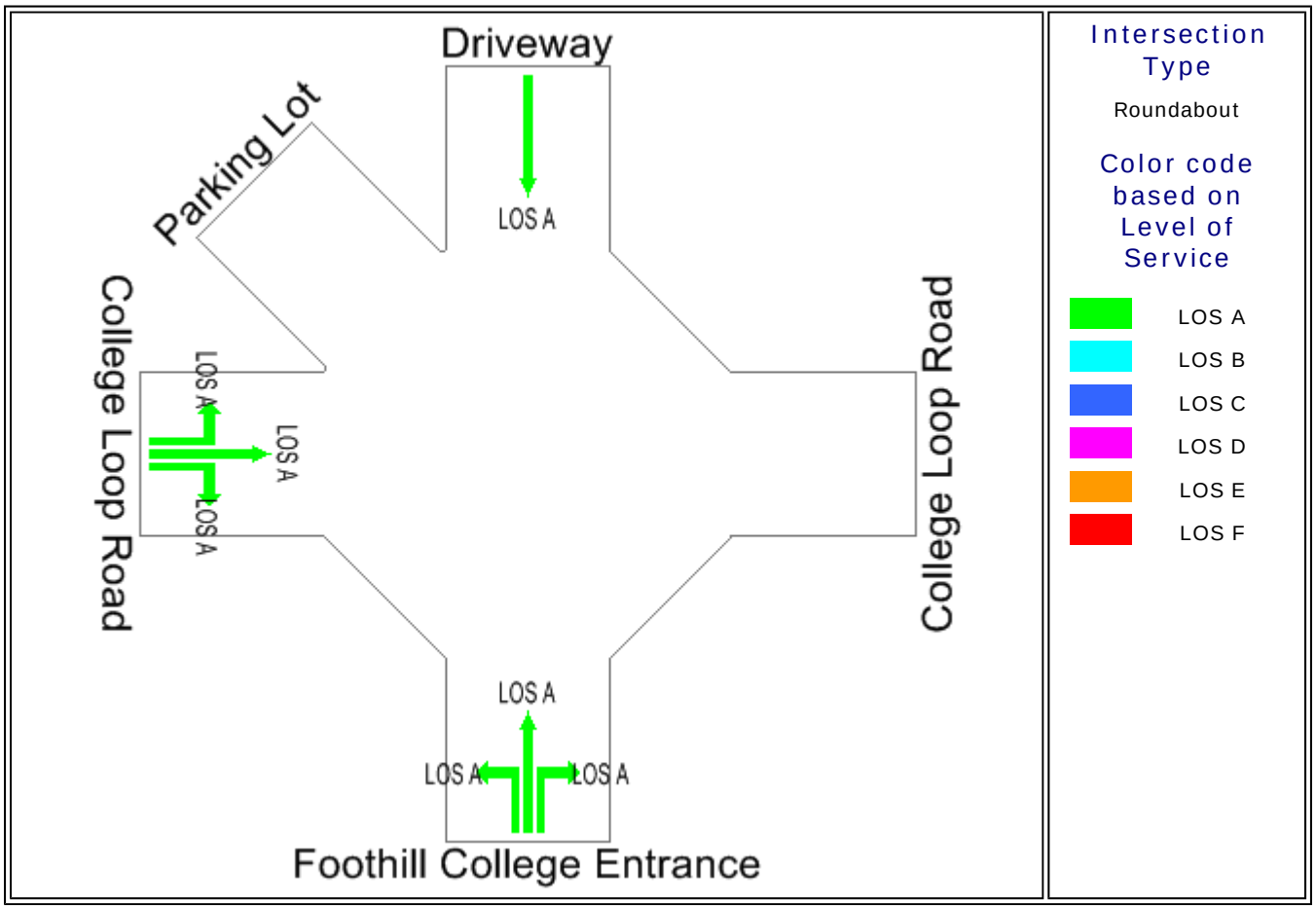
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-Mid day Near-Term



SIDRA SOLUTIONS

Site: Mid day near term
P:\Q\A\08\08x03-029 Foothill College Roundabout Signing & Striping\SIDRA Analysis\Mid Day Peak.aap
Processed May 28, 2008 12:09:56PM

M0115, DKS associates, Small Office
Produced by SIDRA Intersection 3.2.2.1563

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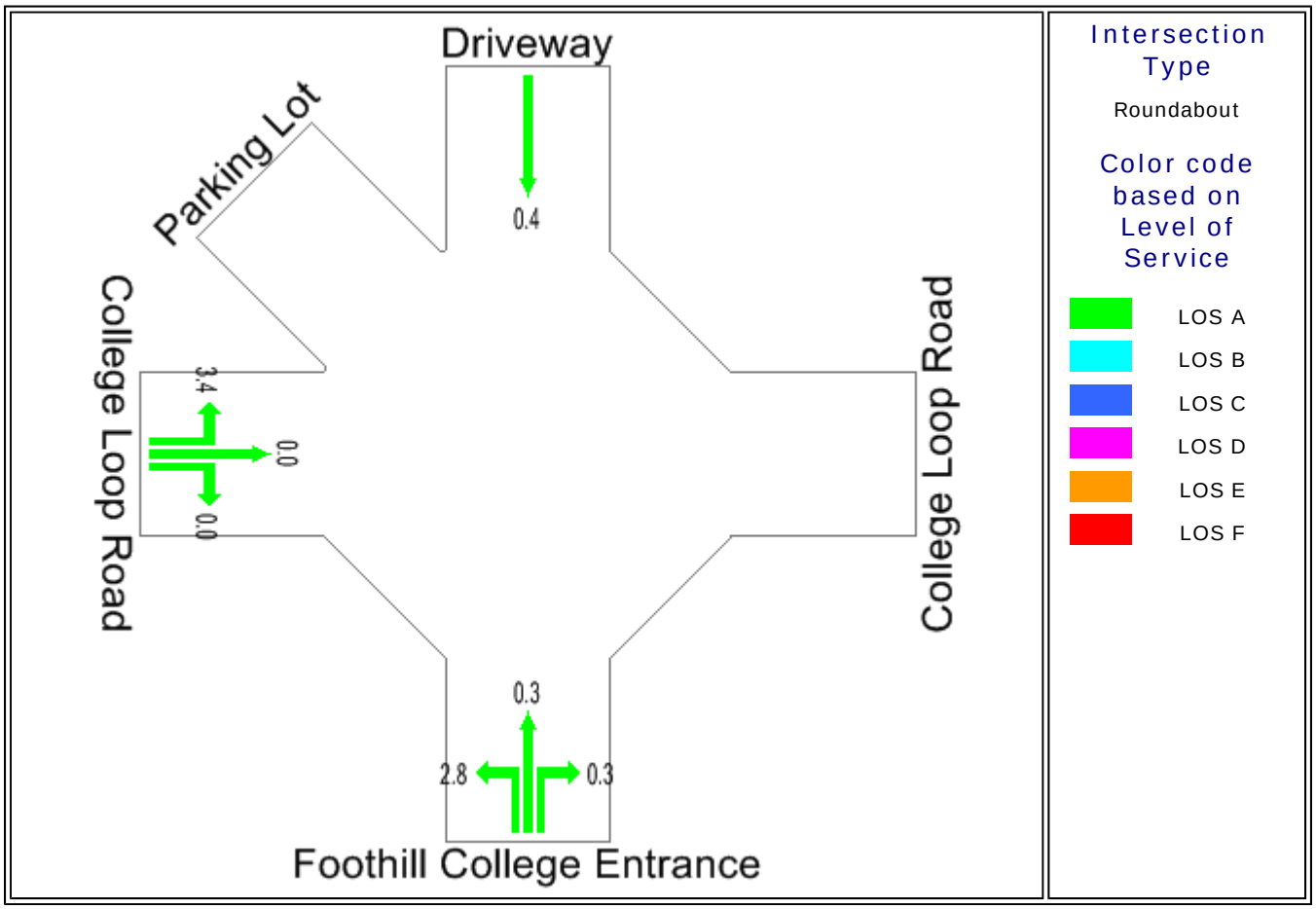
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-Mid day Near-Term



SIDRA SOLUTIONS

Site: Mid day near term
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Processed May 28, 2008 12:09:56PM

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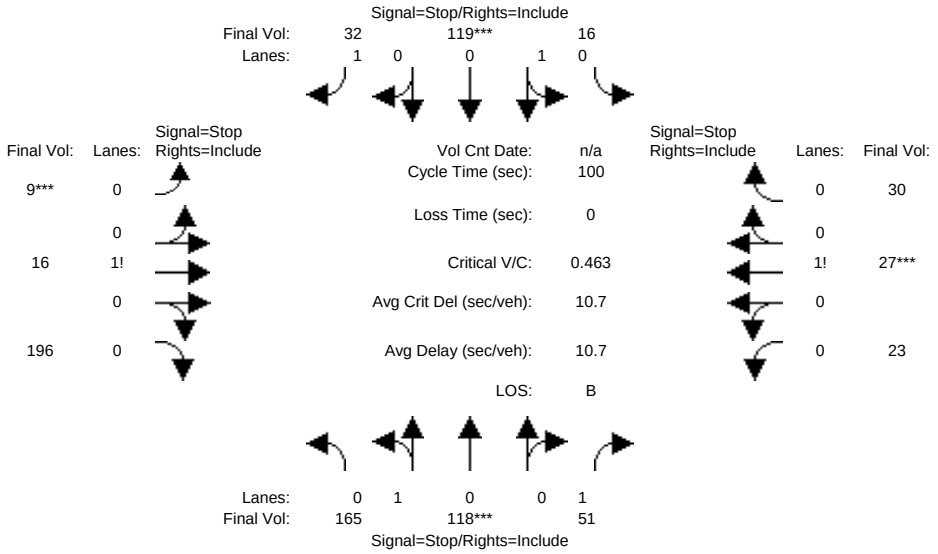
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Near-Term with Project MD

Intersection #2: Moody Road & Elena Road



Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	165	118	51	16	119	32	9	16	196	23	27	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	118	51	16	119	32	9	16	196	23	27	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	118	51	16	119	32	9	16	196	23	27	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	118	51	16	119	32	9	16	196	23	27	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	118	51	16	119	32	9	16	196	23	27	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.12	0.88	1.00	0.04	0.07	0.89	0.29	0.34	0.37
Final Sat.:	356	255	732	71	531	689	29	51	624	177	208	231
Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.07	0.22	0.22	0.05	0.31	0.31	0.31	0.13	0.13	0.13
Crit Moves:		****			****		****				****	
Delay/Veh:	13.0	13.0	7.8	9.9	9.9	7.8	9.7	9.7	9.7	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	7.8	9.9	9.9	7.8	9.7	9.7	9.7	9.0	9.0	9.0
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		12.2			9.5			9.7			9.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			9.5			9.7			9.0	
LOS by Appr:		B			A			A			A	

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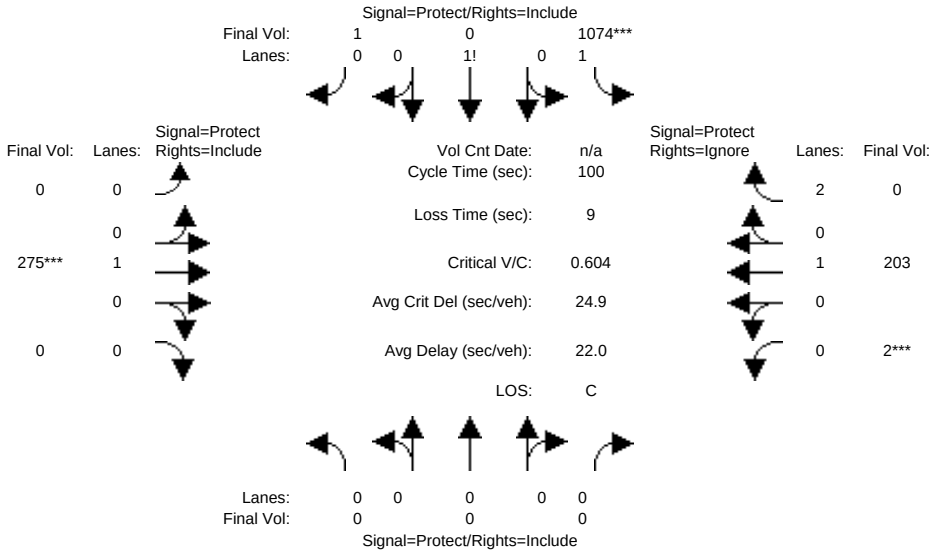
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Near-Term with Project MD

Intersection #3: College Loop Road & El Monte Road



Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	1074	0	1	0	275	0	2	203	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1074	0	1	0	275	0	2	203	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1074	0	1	0	275	0	2	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1074	0	1	0	275	0	2	203	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1074	0	1	0	275	0	2	203	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.88
Lanes:	0.00	0.00	0.00	1.99	0.00	0.01	0.00	1.00	0.00	0.01	0.99	2.00
Final Sat.:	0	0	0	3614	0	3	0	1900	0	19	1881	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.30	0.00	0.14	0.00	0.11	0.11	0.00
Crit Moves:				****				****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.60	0.00	0.60	0.00	0.60	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	19.0	0.0	19.0	0.0	36.1	0.0	40.9	19.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.0	0.0	19.0	0.0	36.1	0.0	40.9	19.1	0.0
LOS by Move:	A	A	A	B	A	B	A	D	A	D	B	A

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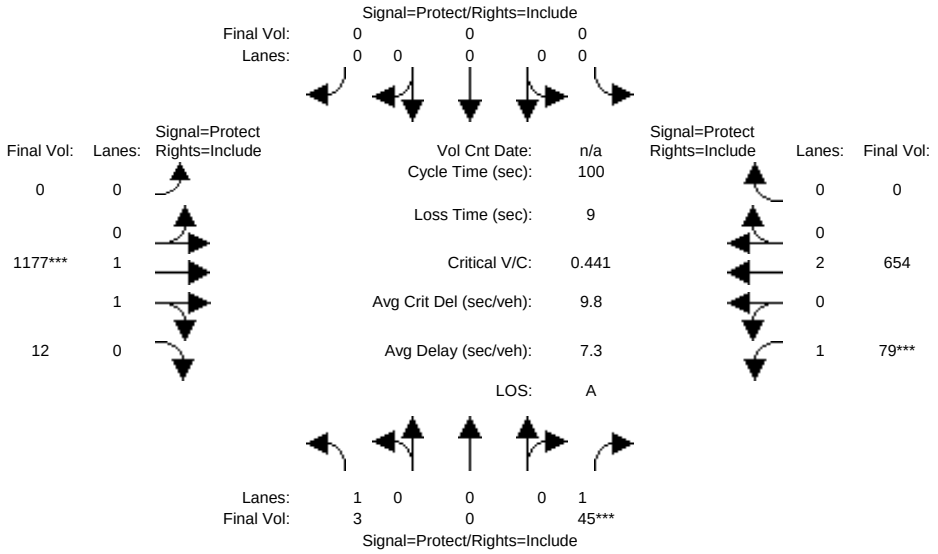
Level Of Service Computation Report
2000 HCM Operations (alternative)
Near-Term with Project MD

Intersection #4: Stonebrook Road & S. El Monte Road



Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module:												
Base Vol:	3	0	45	0	0	0	0	1177	12	79	654	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	45	0	0	0	0	1177	12	79	654	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	45	0	0	0	0	1177	12	79	654	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	45	0	0	0	0	1177	12	79	654	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	45	0	0	0	0	1177	12	79	654	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.98	0.02	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3570	36	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.33	0.33	0.04	0.18	0.00
Crit Moves:			****					****		****		
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
Volume/Cap:	0.02	0.00	0.28	0.00	0.00	0.00	0.00	0.46	0.46	0.46	0.22	0.00
Delay/Veh:	40.6	0.0	42.6	0.0	0.0	0.0	0.0	6.2	6.2	44.8	2.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	42.6	0.0	0.0	0.0	0.0	6.2	6.2	44.8	2.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
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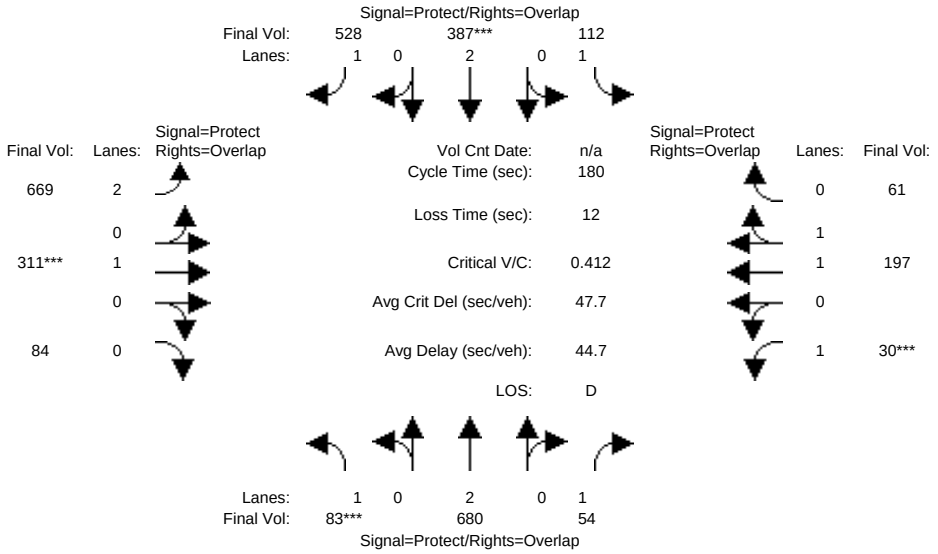
Level Of Service Computation Report
2000 HCM Operations (alternative)
Near-Term with Project MD

Intersection #7: Foothill Expressway & El Monte Avenue



Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module:												
Base Vol:	83	680	54	112	387	528	669	311	84	30	197	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	680	54	112	387	528	669	311	84	30	197	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	680	54	112	387	528	669	311	84	30	197	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	680	54	112	387	528	669	311	84	30	197	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	680	54	112	387	528	669	311	84	30	197	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.97	0.97	0.95	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.79	0.21	1.00	1.53	0.47
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1448	391	1805	2660	824
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.03	0.06	0.11	0.33	0.19	0.21	0.21	0.02	0.07	0.07
Crit Moves:	****				****			****			****	
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
Volume/Cap:	0.59	0.51	0.07	0.41	0.24	0.44	0.64	0.64	0.52	0.21	0.64	0.28
Delay/Veh:	86.8	44.4	28.5	69.9	31.2	9.3	56.5	53.3	40.4	78.6	79.8	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.8	44.4	28.5	69.9	31.2	9.3	56.5	53.3	40.4	78.6	79.8	52.3
LOS by Move:	F	D	C	E	C	A	E	D	D	E	E	D

P.M. Peak

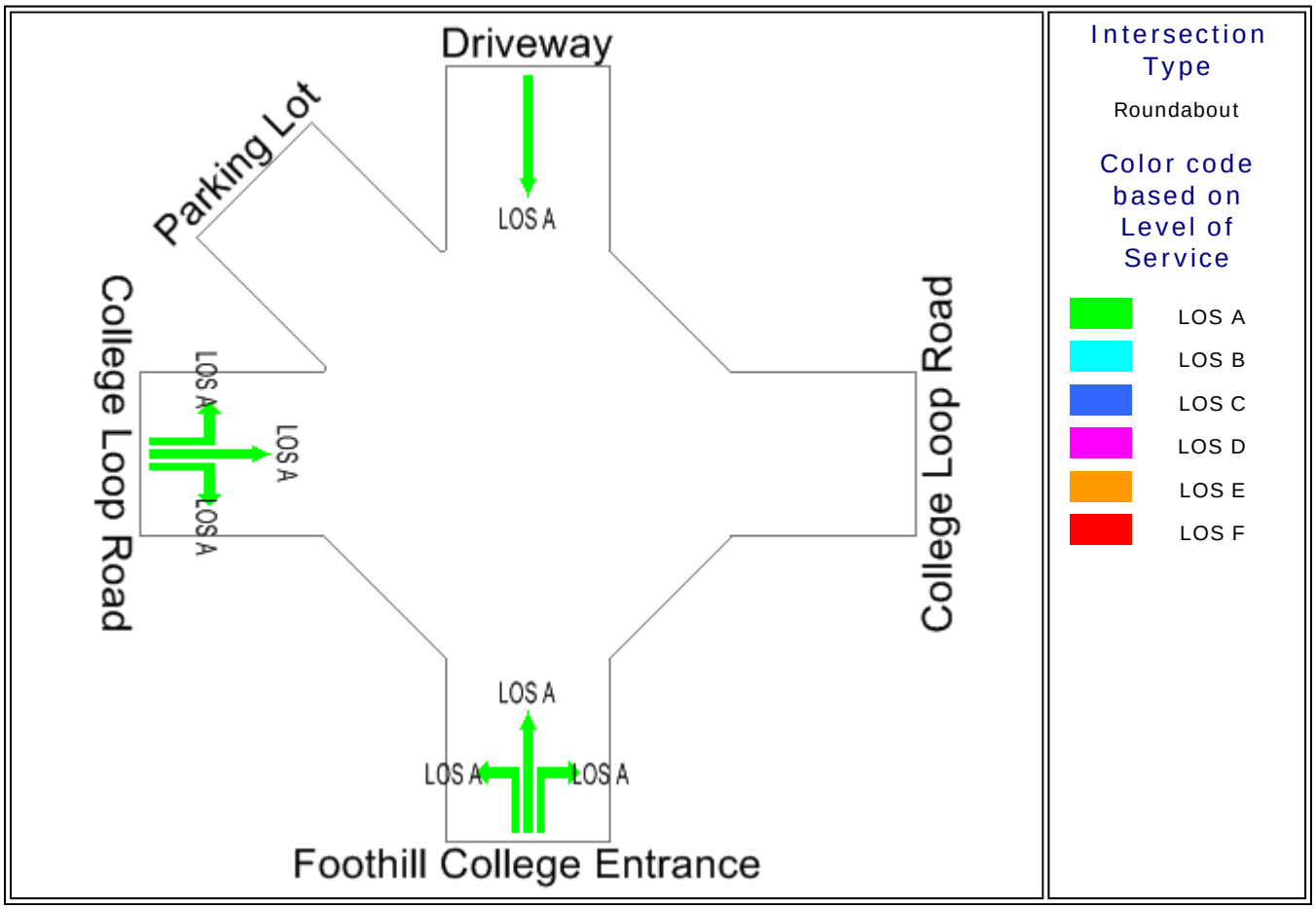
SIDRA INTERSECTION

Level of Service

Based on Delay (HCM method)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-PM Near-Term



SIDRA SOLUTIONS

Site: PM near term
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Processed May 28, 2008 11:45:30AM

M0115, DKS associates, Small Office
Produced by SIDRA Intersection 3.2.2.1563

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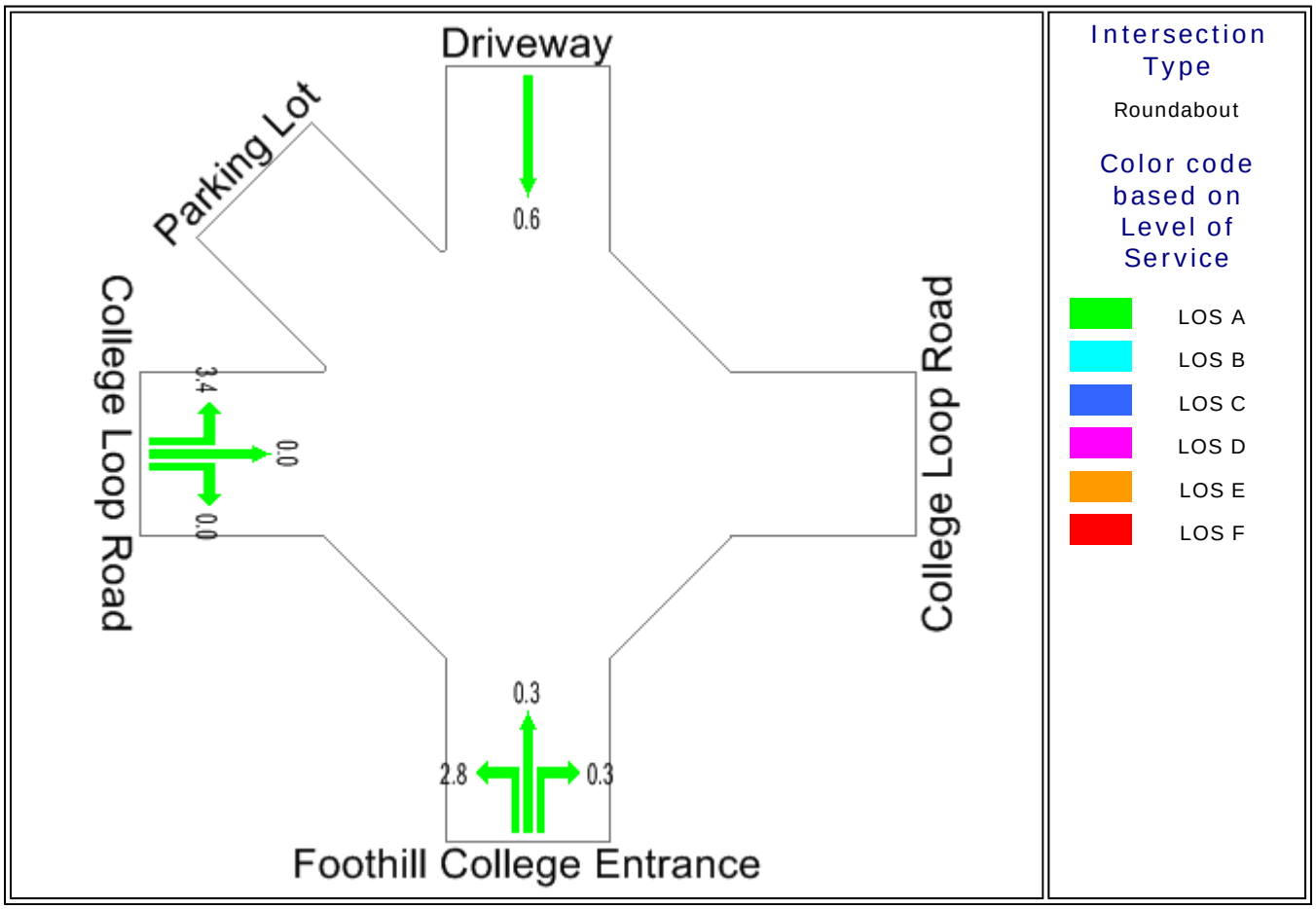
SIDRA INTERSECTION

Control Delay (Average)

Average control delay per vehicle (seconds)

Foothill College ADEIR

College loop Rd @ Foothill College Entrance-PM Near-Term



SIDRA SOLUTIONS

Site: PM near term
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Processed May 28, 2008 11:45:30AM

M0115, DKS associates, Small Office
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FOOTHILL COLLEGE EIR
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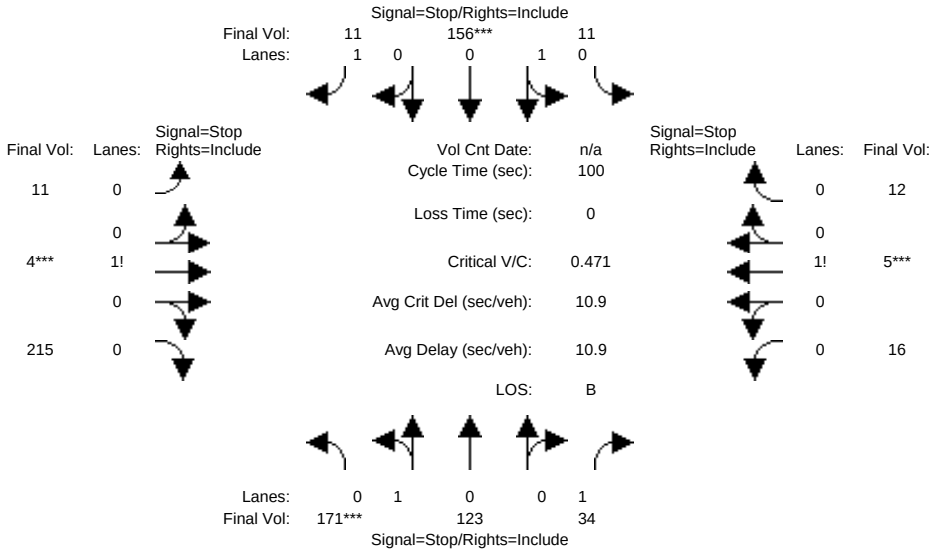
Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Near-Term with Project PM

Intersection #2: Moody Road & Elena Road



Street Name:	Elena Road / El Monte Road						Moody Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	171	123	34	11	156	11	11	4	215	16	5	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	123	34	11	156	11	11	4	215	16	5	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	123	34	11	156	11	11	4	215	16	5	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	123	34	11	156	11	11	4	215	16	5	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	123	34	11	156	11	11	4	215	16	5	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.42	1.00	0.07	0.93	1.00	0.05	0.02	0.93	0.49	0.15	0.36
Final Sat.:	363	261	750	41	584	714	34	12	670	290	91	218
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.05	0.27	0.27	0.02	0.32	0.32	0.32	0.06	0.06	0.06
Crit Moves:	****				****			****			****	
Delay/Veh:	13.0	13.0	7.5	10.1	10.1	7.6	9.7	9.7	9.7	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	7.5	10.1	10.1	7.6	9.7	9.7	9.7	8.7	8.7	8.7
LOS by Move:	B	B	A	B	B	A	A	A	A	A	A	A
ApproachDel:		12.4			10.0			9.7			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.4			10.0			9.7			8.7	
LOS by Appr:		B			A			A			A	

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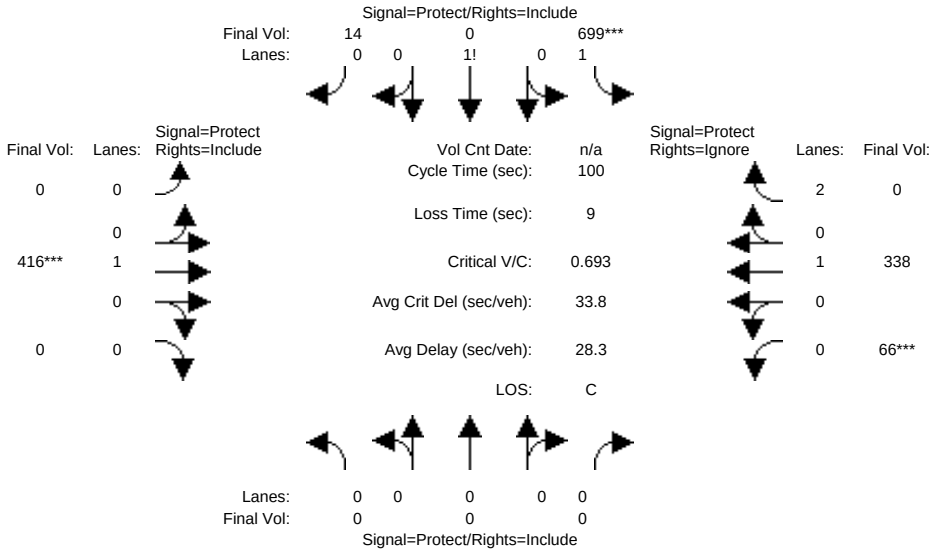
Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Near-Term with Project PM

Intersection #3: College Loop Road & El Monte Road



Street Name:	College Loop Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	0	0	0	699	0	14	0	416	0	66	338	452
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	699	0	14	0	416	0	66	338	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	699	0	14	0	416	0	66	338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	699	0	14	0	416	0	66	338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	699	0	14	0	416	0	66	338	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00	0.99	0.99	0.88
Lanes:	0.00	0.00	0.00	1.96	0.00	0.04	0.00	1.00	0.00	0.16	0.84	2.00
Final Sat.:	0	0	0	3541	0	70	0	1900	0	308	1577	3344
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.22	0.00	0.21	0.21	0.00
Crit Moves:				****				****		****		
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
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.71	0.00	0.69	0.00	0.69	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	33.9	0.0	34.3	0.0	33.5	0.0	34.0	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.9	0.0	34.3	0.0	33.5	0.0	34.0	9.1	0.0
LOS by Move:	A	A	A	C	A	C	A	C	A	C	A	A
HCM2kAvgQ:	0	0	0	11	0	11	0	12	0	12	6	0

FOOTHILL COLLEGE EIR
ADMINISTRATIVE DRAFT EIR
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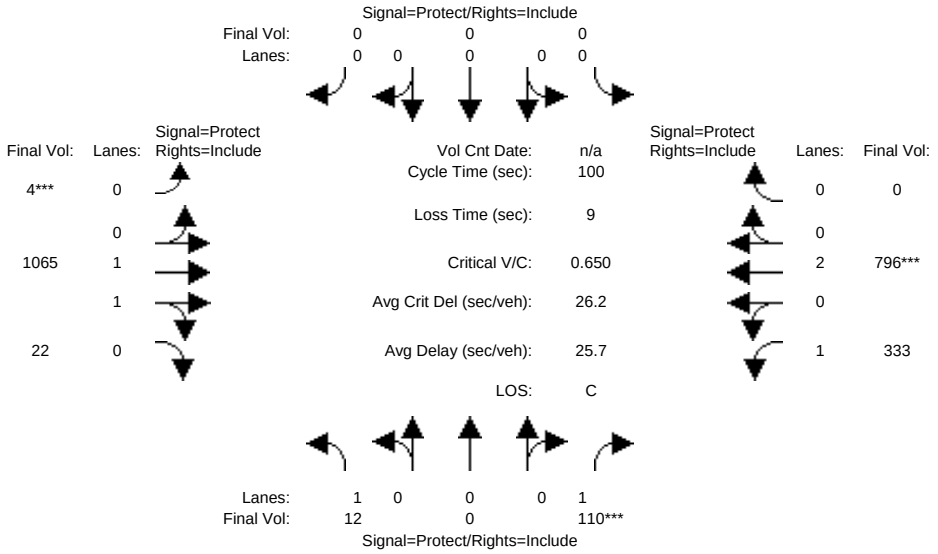
Level Of Service Computation Report
2000 HCM Operations (alternative)
Near-Term with Project PM

Intersection #4: Stonebrook Road & S. El Monte Road



Street Name:	Stonebrook Rd						El Monte Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	0	0	0	7	10	10	7	10	10
Volume Module:												
Base Vol:	12	0	110	0	0	0	4	1065	22	333	796	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	110	0	0	0	4	1065	22	333	796	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	110	0	0	0	4	1065	22	333	796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	110	0	0	0	4	1065	22	333	796	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	110	0	0	0	4	1065	22	333	796	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.01	1.95	0.04	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	13	3513	73	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.30	0.30	0.30	0.18	0.22	0.00
Crit Moves:			****				****				****	
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
Volume/Cap:	0.06	0.00	0.65	0.00	0.00	0.00	0.65	0.61	0.61	0.61	0.65	0.00
Delay/Veh:	40.5	0.0	51.6	0.0	0.0	0.0	21.4	18.5	18.5	31.6	29.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	0.0	51.6	0.0	0.0	0.0	21.4	18.5	18.5	31.6	29.3	0.0
LOS by Move:	D	A	D	A	A	A	C	B	B	C	C	A

FOOTHILL COLLEGE EIR
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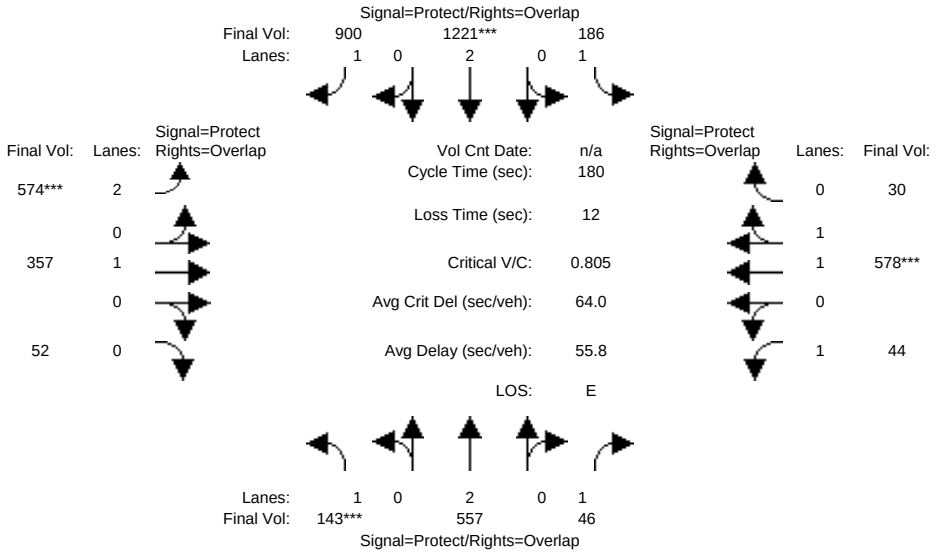
Level Of Service Computation Report
2000 HCM Operations (alternative)
Near-Term with Project PM

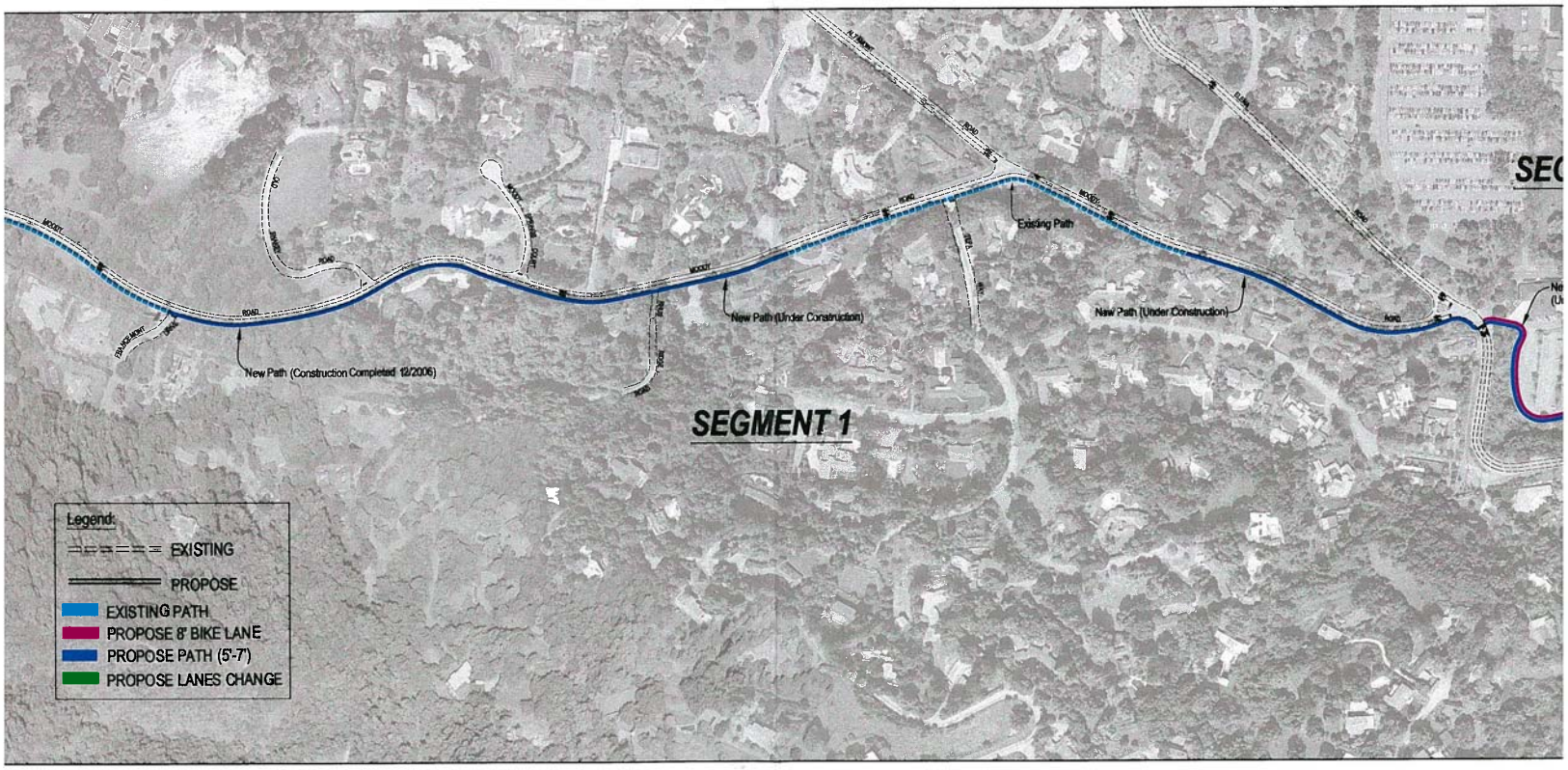
Intersection #7: Foothill Expressway & El Monte Avenue

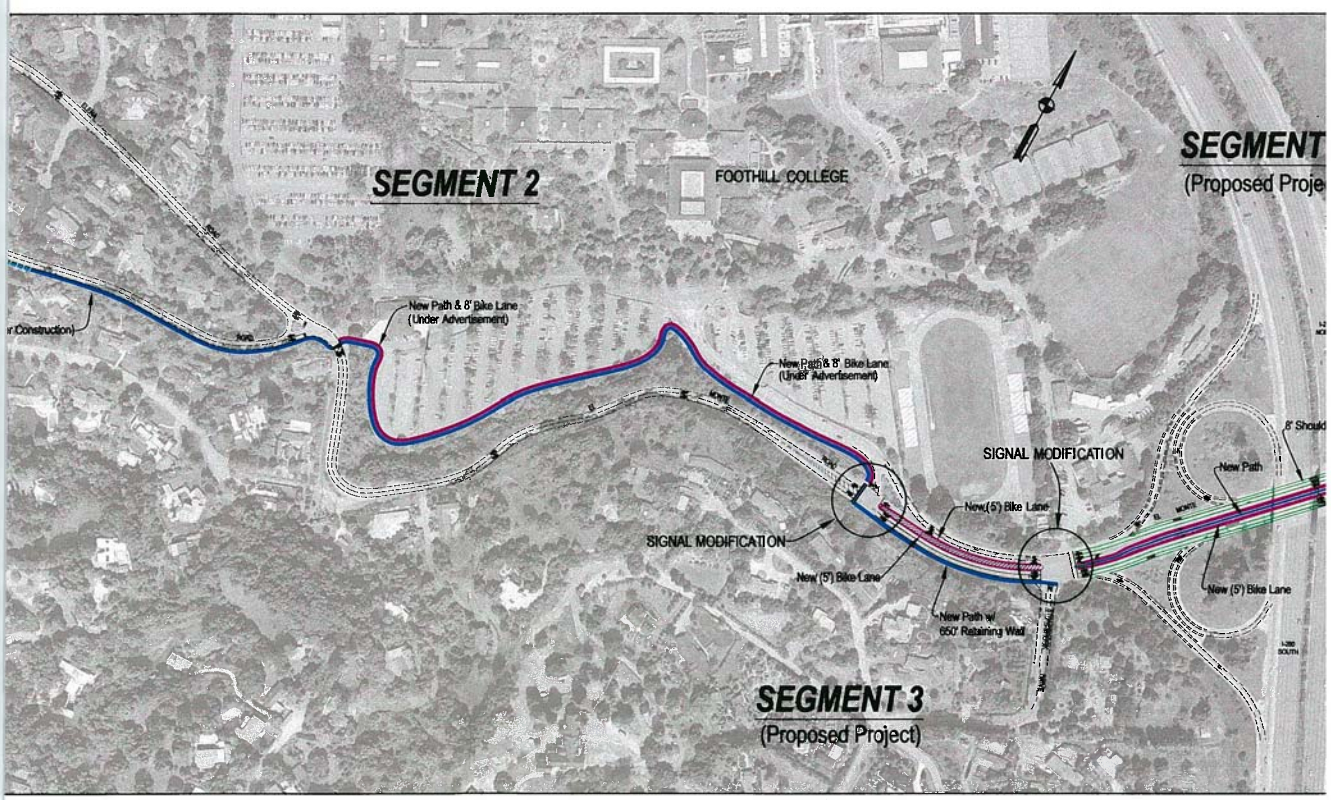


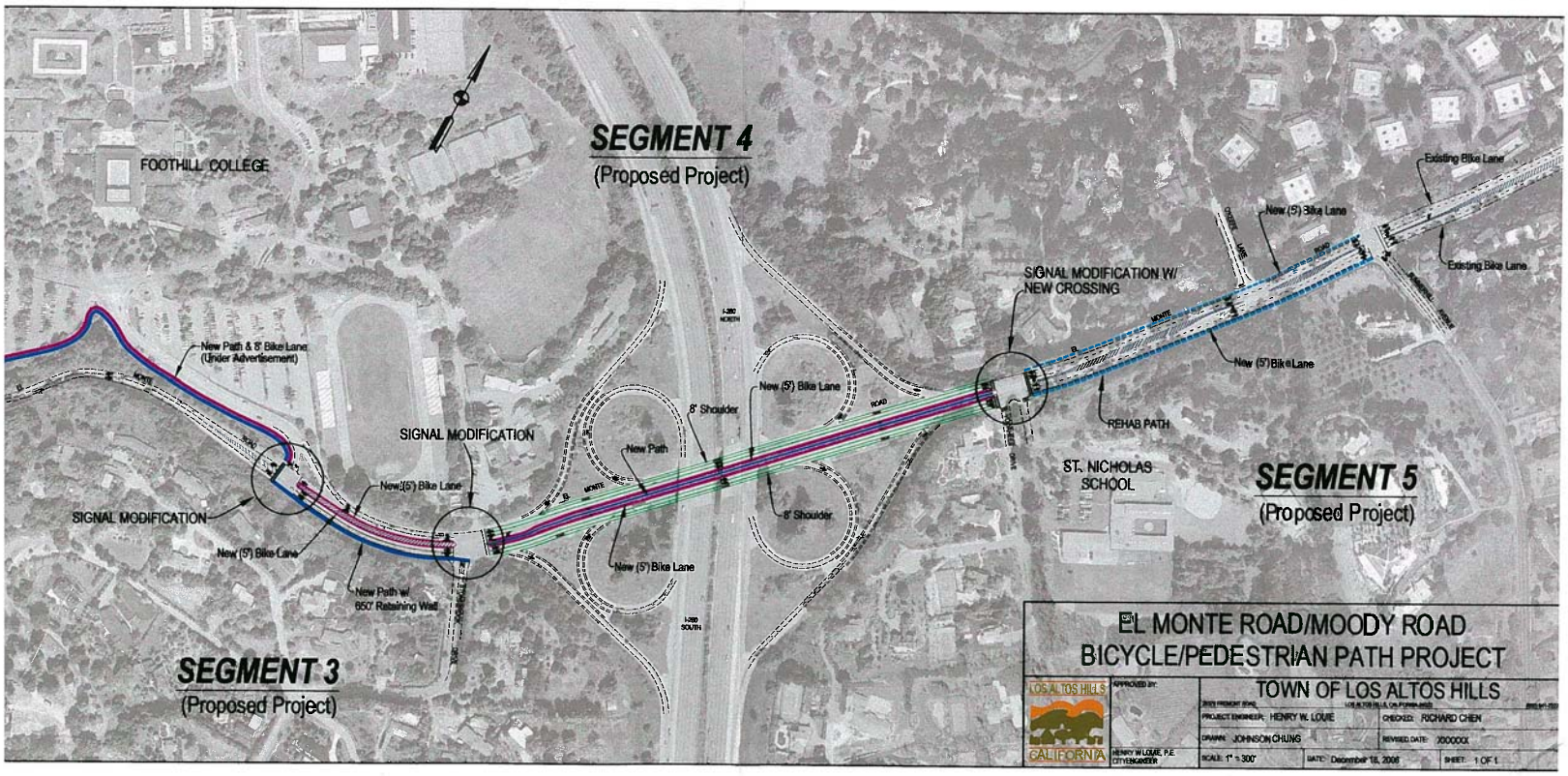
Street Name:	Foothill Expy						El Monte Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	14	10	10	14	80	10	14	10	10	14	10	10
Volume Module:												
Base Vol:	143	557	46	186	1221	900	574	357	52	44	578	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	557	46	186	1221	900	574	357	52	44	578	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	557	46	186	1221	900	574	357	52	44	578	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	557	46	186	1221	900	574	357	52	44	578	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	557	46	186	1221	900	574	357	52	44	578	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.98	0.98	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.87	0.13	1.00	1.90	0.10
Final Sat.:	1805	3610	1615	1805	3610	1615	3502	1627	237	1805	3408	177
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.03	0.10	0.34	0.56	0.16	0.22	0.22	0.02	0.17	0.17
Crit Moves:	****				****		****				****	
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
Volume/Cap:	0.84	0.48	0.07	0.48	0.76	0.87	0.84	0.75	0.57	0.24	0.84	0.41
Delay/Veh:	110.5	49.1	30.6	62.7	44.2	34.9	79.4	63.7	44.6	74.8	78.2	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.5	49.1	30.6	62.7	44.2	34.9	79.4	63.7	44.6	74.8	78.2	37.1
LOS by Move:	F	D	C	E	D	C	E	E	D	E	E	D

Appendix B

El Monte Road and Moody Road Bicycle/Pedestrian Project


New Path (Construction Completed 12/2006)
New Path (Under Construction)
Existing Path
New Path (Under Construction)
SEGMENT 1
Legend:
EXISTING
PROPOSE
EXISTING PATH
PROPOSE 8' BIKE LANE
PROPOSE PATH (5'-7')
PROPOSE LANES CHANGE


SEGMENT 2
FOOTHILL COLLEGE
SEGMENT
(Proposed Proje
New Path & 8' Bike Lane
(Under Advertisement)
New Path & 8' Bike Lane
(Under Advertisement)
SIGNAL MODIFICATION
New Path
New (5') Bike Lane
SIGNAL MODIFICATION
New (5') Bike Lane
New (5') Bike Lane
New Path w/
650' Retaining Wall
SEGMENT 3
(Proposed Project)


SEGMENT 4
(Proposed Project)
FOOTHILL COLLEGE
New Path & 8' Bike Lane
(Under Advertisement)
SIGNAL MODIFICATION
New (5') Bike Lane
SIGNAL MODIFICATION
New (5') Bike Lane
New Path w/
650' Retaining Wall
SEGMENT 3
(Proposed Project)
New Path
8' Shoulder
New (5') Bike Lane
8' Shoulder
New (5') Bike Lane
SIGNAL MODIFICATION W/
NEW CROSSING
New (5') Bike Lane
Existing Bike Lane
Existing Bike Lane
REHAB PATH
ST. NICHOLAS
SCHOOL
SEGMENT 5
(Proposed Project)
EL MONTE ROAD/MOODY ROAD
BICYCLE/PEDESTRIAN PATH PROJECT
LOS ALTOS HILLS
CALIFORNIA
APPROVED BY:
HENRY W. LOUIE, P.E.
CITY ENGINEER
TOWN OF LOS ALTOS HILLS
PROJECT ENGINEER: HENRY W. LOUIE
CHECKED: RICHARD CHEN
DRAWN: JOHNSON CHUNG
REVISED DATE: XXXXXX
SCALE: 1" = 300'
DATE: December 18, 2008
SHEET: 1 OF 1