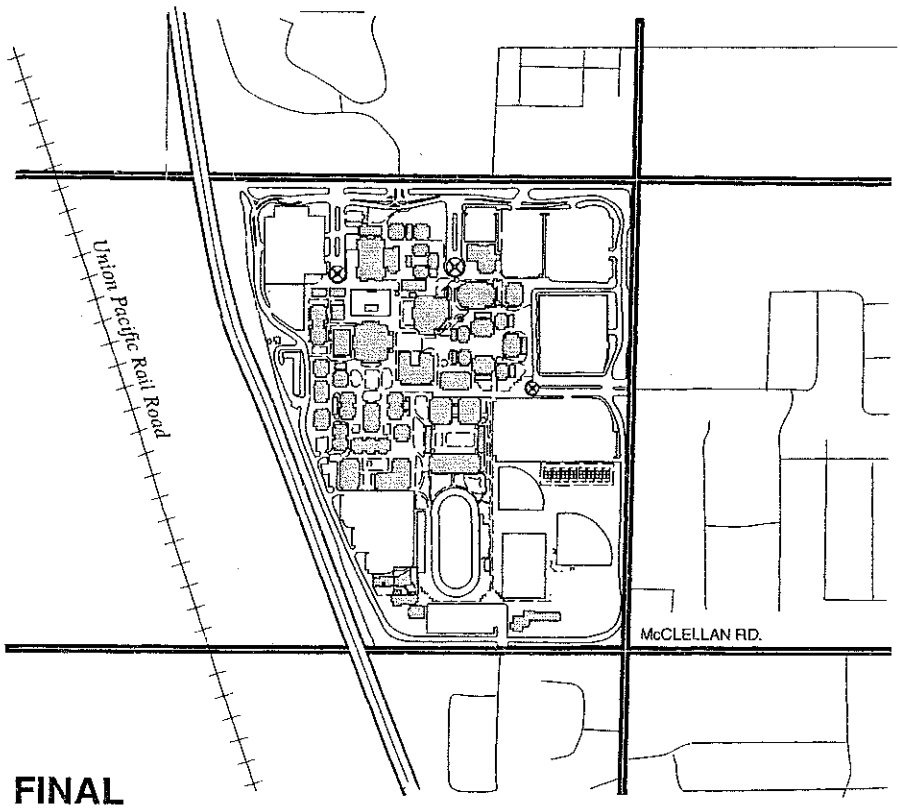
DE ANZA COLLEGE
FACILITIES MASTER PLAN



FINAL
ENVIRONMENTAL IMPACT REPORT

SCH# 2000112005

LEAD AGENCY: FOOTHILL-DE ANZA COMMUNITY COLLEGE DISTRICT

JUNE 2002

IMPACT SCIENCES INC

De Anza College
Facilities Master Plan
Final EIR Addendum

Lead Agency:
Foothill-De Anza
Community College District

Impact Sciences, Inc.
One Kaiser Plaza, Suite 1520
Oakland, California 94612
(510) 267-0494

June 5, 2002

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CITY OF
CUPERTINO

PURCHASING SERVICES

'02 MAY 13 P4:47

Community Development Department
10300 Torre Avenue
Cupertino, California 95014
Phone (408) 777-3308
Fax (408) 777-3333

May 7, 2002

Mr. John Schulze
Director of Facilities, Operations and Construction Management
Foothill-De Anza Community College District
12345 El Monte Road
Los Altos Hill, CA 94022

Subject: De Anza College Facilities Master Plan

Dear Mr. Schulze,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the De Anza College Facilities Master Plan, dated March 27, 2002. The Cupertino City Council supports the District's efforts to renovate and expand the facilities at De Anza College and believes this is an opportunity to ensure that the College continues to be an asset to the students and the Cupertino community. On May 6, 2002, the Cupertino City Council voted to forward the City's comments and concerns regarding the project and the DEIR. The comments are organized in the following categories, and is attached as a separate document:

- Traffic Impacts
- Neighborhood Protection (Parking, Noise)
- Potential for Housing and Commercial Development

The City appreciates the opportunity to review the DEIR. We look forward to working with you to further address mitigation measures to ensure that the expanded college does not create significant impacts to the City of Cupertino.

Sincerely,

Richard Lowenthal
Mayor, City of Cupertino

Attachment:
DEIR Comments

CC: Cupertino City Council
David Knapp, City Manager
Eileen Murray, Assistant City Attorney
Cupertino Planning Commission
Ralph Qualls, Director of Public Works

DE ANZA COLLEGE FACILITIES MASTER PLAN DEIR COMMENTS
May 7, 2002

Traffic

The EIR does not mitigate increased stacking on City streets related to this Master Plan, particularly right and left-turn lanes on street in proximity to the campus.

Left Turn Capacity Impacts

The DEIR projects that the expansion will increase "excess demand" in left turn lanes at four intersections. Such increase results in cars spilling over from the left-turn lane into the through-traffic lane. Such spillover degrades the through-traffic capacity, increases the potential for accidents and must be mitigated. The City requests that the EIR include a statement that the District will work with the appropriate agencies (City of Cupertino and Caltrans) to mitigate these impacts, including, but not limited to, contributions to physical modifications to the geometry of the intersection or modification of signal-light timing. A-1

- Southbound left turn lane from Highway 85 turning East onto Stevens Creek Boulevard during the PM peak hour.
- Northbound left turn lanes from the De Anza Campus turning left at the Mary Avenue intersection onto West bound Stevens Creek Boulevard during the mid-day and PM peak hour.
- Westbound left turn lane at the intersection of Stevens Creek Boulevard turning left onto South bound Stelling Road during the mid-day and PM peak hour.
- Eastbound left turn lane on Stevens Creek Boulevard turning left onto North bound De Anza Boulevard during the mid-day period.

Campus Entry/Exit Points

The City is concerned that the entrances at the intersections of Stevens Creek Blvd/Mary Ave and McClellan Rd/Rose Blossom Dr are insufficient in depth such that cars attempting to enter the campus will frequently spillover onto City streets. The City requests financial assistance in correcting the situation. A -2

District staff has informed City staff that some analysis has been done on improving the two entrances. The City requests the information on the alternatives that have been evaluated and that the District work with City staff to design improved entrances.

13.0 COMMENTS AND RESPONSES

A. INTRODUCTION

This chapter contains copies of all letters received during the public review period for the Draft EIR and written responses to those comments. Each comment in each letter is keyed by number on the copies of the letters. Responses to each of the numbered comments contained in a particular letter can be found on the pages immediately following that letter.

Text changes resulting from comments on the Draft EIR, as well as staff-initiated text changes, are presented in **Chapter 14.0, Revisions to the Draft EIR,** by chapter and section.

This chapter and **Chapter 14.0,** together with the Draft EIR, constitute the Final EIR for review and consideration for certification by the Foothill-De Anza Community College District as complete and adequate under CEQA.

B. COMMENTS AND RESPONSES

Comment letters and a summary of the comments made at the May 22 community meeting, and the responses to individual comments, are included in the following pages.

Analysis of De Anza Boulevard and McClellan Road Intersection

Another intersection that may be affected by the proposed Master Plan is De Anza Boulevard and McClellan Road. The EIR should be amended to include analysis of this intersection. The analysis should include evaluation of morning-peak-hour-left-turn traffic from De Anza Boulevard onto McClellan Road. This left-turn movement frequently exceeds the holding capacity of the left turn pocket, blocking northbound through traffic on De Anza Boulevard. A-3

If the project further degrades the intersection, appropriate mitigation measures should include financial contributions to intersection enhancements or modification of signal-light timing.

Mitigations

The City has concerns about the traffic and parking impacts the Master Plan may have.

- The City supports the Commute Alternative Program elements as listed on Page 5.1-20. The City encourages the Transportation Demand Management (TDM) programs including the Shuttle Bus Program, Eco Pass, Park and Ride Program and Vanpool Programs and requests that the College commit in the mitigation measures to continue to explore ways to acquire funding to implement these programs. A-4
- As a mitigation measure, the City requests that the District commit to undertaking all reasonable efforts to expand the existing programs, such as remote learning, online teaching and hybrid courses, and future "off-site" learning concepts, to reduce traffic impacts on the City's street system. A-5
- Provide safe and secure bicycle and pedestrian connections through the campus from Mary Ave/Stevens Creek Blvd to McClellan Road and from Stelling Rd/Peppertree Ln connecting to the north-south route. This will improve non-vehicular access through the campus, encouraging bicycle usage.

Neighborhood Cut-Through Traffic

The City of Cupertino Scope of Work for Transportation Impact Analysis included analysis of cut-through traffic on neighborhood streets. At a minimum, McClellan Road between De Anza Boulevard and the school, Rose Blossom Drive, Peppertree Lane, and Mary Avenue should be analyzed. A-6

Relevant General Plan Policies

- *Policy 2-3: Development Reallocation. Development activity should be controlled so that the City street system is not overwhelmed with traffic and the desired transportation level of service is maintained...* A-7

- *Policy 2-34: Neighborhood Traffic Pattern Investigation. Investigate neighborhood traffic patterns comprehensively and find solutions to protect neighborhood streets from through-traffic spillover.*

Neighborhood Protection

Parking Spillover

The DEIR states that the Facilities Master Plan will result in a short term parking deficit of 1,243 to 1,332 spaces and a long term parking deficit of 432 to 732 spaces. The DEIR states that "mitigation measures are identified in the EIR to try to address" the parking impact the project will have on neighboring properties.

The City requests a commitment from the District that the College will not rely on neighborhoods, shopping centers and Memorial Park to park their students. A-8

In meetings between City and District staff, it was stated that the District studied neighborhoods that could be affected and found they were already City Permit-Parking-only areas. That information should be added to the appropriate section in the final EIR.

A mitigation measure referred to on Page 2.0-6 is the monitoring of the Commute Alternative Program. What steps will be taken if the monitoring shows that alternative modes of transportation are not being used? A-9

District staff informed City staff that one of the parking structures is funded, while the other is not. Since this affects the feasibility of parking mitigations, it should be noted in the appropriate section in the EIR. A-10

VTA Transit Center

The City supports the concept of an on-campus, VTA transit center. The City is concerned with the noise and air quality impacts associated with multiple bus routes entering and exiting the campus at the intersection of Stelling Road and Peppertree Lane. A-11

District staff notified the City that the environmental review of the transit center is not part of their EIR. The City requests that the EIR state that the transit center impacts are not covered under this EIR.

City staff will be working with the Valley Transportation Authority (VTA) to explore alternative site access points that would have reduced impact on the nearby residential properties. A-12

The City requests that the District add language to the EIR stating that the Facilities Master Plan will allow flexibility with the placement of the center and any entry/exit points, so long as the adjustment does not interfere with proposed buildings or substantially affect on-site circulation.

Relevant General Plan Policy

- *Policy 2-19: Neighborhood Protection. Project residential neighborhoods from noise, traffic, light, and visually intrusive effects from more intense developments with adequate buffering setbacks, landscaping, walls, activity limitations, site design, and other appropriate measures.*

A-13

Potential for Housing and/or Commercial Development

The Heart of the City Specific Plan encourages buildings framing the street and the creation of activity spaces integrated with the rest of the area. College staff has indicated that there may be future potential for leasing the corner of Stevens Creek Boulevard and Stelling Road to a commercial entity. The City requests that the EIR include language confirming the potential for commercial/residential development at certain locations on site.

A-14

The State of California certifies Housing Element's from communities to ensure that each community is meeting their fair share of the regional housing need. ABAG uses a calculation that includes job and housing growth trends to formulate future needs. By adding 281 jobs to Cupertino, without providing housing opportunities, the project places a burden on the City.

A-15

Page 3-9 of the Cupertino General Plan Housing Element states that the City has a goal to reduce its jobs/housing ratio. The proposed project will increase the jobs/housing ratio, and is therefore inconsistent with the General Plan policy. To maintain the City's current jobs/housing ratio, the District would have to show adequate sites for 150 residential units.

Relevant General Plan Policies

- *Policy 2-2: Heart of the City. Coordinate the efforts of private owners on or near Stevens Creek Boulevard to plan and create a community focal point that expresses the character of Cupertino through a diversity of uses, serving City residents and scaled for pedestrians.*

A-16

- *Policy 2-14: Housing with Other Development. Consider housing along with non-residential development, permitting it in addition to the non-residential development.*

The City requests that Policy 2-14 be added to Table 4.0-2.

A. CITY OF CUPERTINO

A-1. As stated on p. 5.1-32 of the Draft EIR, the proposed project would have an adverse effect on several left-turn queues along Stevens Creek Boulevard. Also as stated on that page, ". . . this analysis was requested by the City for informational purposes, is not a CEQA requirement, and there are no CEQA or City significance thresholds that are applicable. . ." For that reason, the adverse effects were not considered significant in the EIR. It is acknowledged that there are several left-turn pockets throughout Cupertino and the region that currently have excess demand, and that the opportunities for physical enhancements are limited. The College is willing to work with the City and Caltrans on modified signal timing at the intersections noted.

A-2. The College is willing to work with City staff on the modifications to the design of the Stevens Creek Boulevard/Mary Avenue intersection. Options for modifying the McClellan Road/Rose Blossom Drive intersection are more limited. The College is willing to review site location plans for the proposed Kirsch Center for Environmental Studies with the City, and to seek input regarding ways to modify the intersection.

A-3. The City's November 29, 2000 response to the Notice of Preparation included a list of intersections proposed for analysis; the intersection of De Anza Boulevard and McClellan Road was not on the list. During preparation of the Draft EIR, the City did mention the intersection as a location of concern. Given the location of this intersection relative to the campus, the proposed project would contribute relatively few trips to the intersection volumes. For that reason, the intersection was not analyzed in the Draft EIR.

Approximately seven percent of project-generated trips would travel through the intersection of DeAnza and McClellan. This percentage would translate to approximately 57 to 114 peak-hour vehicle trips. Some of these trips would turn from McClellan on to DeAnza and vice versa; some of these trips would travel straight through the intersection without turning, based on their origin or destination at the DeAnza campus.

Although the impact is expected to be minor, the District is planning to conduct an analysis of the DeAnza/McClellan intersection and to submit it for the record prior to the Board of Trustees meeting on June 17.

A-4. This comment is acknowledged. The Commute Alternative Program is listed under "Programmed or Planned Improvements" on p. 5.1-20 because the College is planning to implement the Program. Mitigation Measure 3 on p. 5.1-39 states that the College would continue to implement the Commute Alternative Program, to the extent feasible and consistent with State law.

A-5. As an educational institution charged under the State of California to provide higher education access for residents of California, there are many factors that affect the location and types of classes we offer. Paramount in our considerations is to insure student access to our classes and student success in our classes. Factors affecting course offerings include availability of off site locations, cost of renting space, program mix considerations, student support services for off campus classes, faculty trained to develop hybrid or distance learning classes, state support for community colleges (especially technology supported classes), availability of technical staff to support technology intensive classes as well as a host of other factors. As we determine the demand and success of students in distance learning or hybrid classes, those types of classes will be expanded if they are successful and we are able to support the staff and equipment to offer this method of instruction. De Anza will continue to be guided by our educational master plan goals to increase student success and student access.

A-6. Cut through traffic is not feasible on most of the routes identified in the City letter. Northbound traffic on De Anza cannot cut through to McClellan Road since it is already signed and gated to prevent that traffic on internal streets. Likewise, southbound traffic trying to reach McClellan Road would have to wind through neighborhood streets and over speed bumps to re-enter McClellan westbound.

As shown on Figure 5.1-2, cars cannot access the campus directly from Rose Blossom Drive or Pepper Tree Lane. Cars traveling toward the campus on Rose Blossom Drive, and cars exiting the campus at Rose Blossom Drive, must turn left or right at McClellan Road. At Pepper Tree Lane, cars exiting the campus can travel across Stelling Road, but cars traveling toward the campus on Pepper Tree lane can turn right only. Mary Avenue does not provide a convenient cut-through route because it dead-ends south of I-280, and does not provide direct access to any major streets north of Stevens Creek Boulevard. It should be noted that cars traveling along Stelling Road do cut-through Anton Way to access Stevens Creek Boulevard and De Anza College.

A-7. See the responses to Comments A-1 through A-5. Project consistency with the *General Plan* policies cited is discussed in Table 4.0-2 (on pp. 4.0-17 and –19, respsectively).

A-8. The discussion of the parking setting (p. 5.1-16) states that students make use of the free on-street parking on Mary Avenue north of the campus, and that parking along the residential area of Pepper Tree Lane is allowed by permit only. The discussion of parking impacts (p. 5.1-34) states that a parking deficit would mean that vehicles might drive around looking for parking off campus, including along Mary Avenue and within the church parking lot.

Weekday daytime parking along the residential areas of Pepper Tree Lane and Rose Blossom Drive is permitted by residential permit only. Nearby streets that access Pepper Tree Lane, and

Midday Trip Generation Rates and Directional Distribution

With regard to Table 5.1-9, we could not locate the midday trip generation rate and its directional distribution (% entering and % exiting) for Junior College in the Institute of Transportation Engineers' Trip Generation Manual, 6th Edition, 1997, which should be on pages 874 to 886. The related reference should be documented in the DEIR text or in Appendix 5.1. B-3

Traffic Volumes at Intersections 6 and 7

In Appendix 5.1 and Figure 5.1-2, intersection 6 should not have southbound volumes because its north leg is a one-way northbound on-ramp to State Route (SR) 85. B-4

Additionally, intersections 6 and 7 are major entry/exit accesses between SR 85 and De Anza College as shown in Figure 5.1-2. However, the turning volumes (left-turn, through, right-turn) per direction during weekday AM, Midday, and PM peak are exactly the same for existing, background, and project conditions in Appendix 5.1. Since no additional trips were assigned to intersections 6 and 7 under background and project conditions, as compared to existing conditions, how was the generated traffic distributed and assigned? Graphic representation of trip generation and distribution should be provided for our review.

Existing Traffic Counts

On Page 5.1-2 it implies that current traffic counts were conducted one year or three years ago, while the current student enrollment figures were gathered in January 2001. The report presumes overall traffic levels on major roads in the South Bay have stabilized or decreased, which would also apply to the project area. In other words, the report assumes the "current" counts (January 1998 or 2000) would be higher than those in January 2001. Data and documentation supporting this assumption in the project area, particularly on-ramp and off-ramp volumes for SR 85 should be included in Appendix 5.1. B-5

Inaccurate LOS

The LOS for some signalized intersections is inaccurate because "zero" loss time is specified in almost all of the intersection analyses. In order to provide a more accurate account of the project's traffic impacts please correct the analysis. B-6

Queue Analysis

A queuing analysis should be provided showing existing vehicle storage length and queue lengths for all Congestion Management Program (CMP) signalized intersections. B-7

Site Access

The project site access at the northwest corner of the college campus is shown differently in Figure 3.0-2 (Existing College Campus) and Figure 3.0-3 (Proposed College Campus). We believe the access shown in Figure 3.0-3 is currently existing at the project site. If this is true, please correct Figure 3.0-2. B-8

Figure 3.0-2 Information Missing from Appendix 5.1

- Page 5.1-2 incorrectly indicates that a table showing the dates of the traffic counts for each intersection is included in Appendix 5.1.
- Page 5.1-29 incorrectly indicates that a summary of the project trips on the freeway segments is provided in Appendix 5.1. B-9

Please provide a copy of the summary and table for our review.

Encroachment in State Right of Way

Since the proposed project site is adjacent to SR 85, if there is a need to perform any work or traffic control within State right-of-way (ROW) an encroachment permit will be required. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units), clearly indicating State ROW, need to be submitted to the following address: B-10

Mr. Sean Nozzari, District Office Chief
Office of Permits
California Department of Transportation, District 04
P. O. Box 23660
Oakland, Ca 94623-0660

We look forward to receiving a copy of the response to our comments pursuant to Section 21092.5(a) of the California Environmental Quality Act (CEQA). Should you require further information or have any questions regarding this letter, please call Maija Cottle, of my staff at (510) 286-5737.

Sincerely,

Jean C. R. Finney

JEAN C. R. FINNEY
District Branch Chief
GR/CEQA

c: Katie Shulte Joung (State Clearinghouse)

B. CALIFORNIA DEPARTMENT OF TRANSPORTATION

B-1. As noted in the traffic study, Intersection traffic volumes were obtained from the City of Cupertino and the following transportation firms: Multitrans, Pang Ho Associates (PHA), WILTEC and Barton-Aschman Associates (BAA).

Level of Service Analysis was conducted during the month of February 2001, with revisions conducted throughout the year prior to publication. The final analysis was revised in August of 2001. The updated calculation sheets were inadvertently left out of the Draft EIR; they will be provided to Caltrans under separate cover.

Table 5.1-1 provides the signalized intersection level of service threshold criteria as adopted by the Santa Clara County Valley Transportation Authority Congestion Management Program. It is a definition table based on a modified version of the 1985 *Highway Capacity Manual* (Transportation Research Board Special Report 209), and is not related to the date of traffic counts used in the analysis.

The analysis was completed using data from the 2000 Monitoring and Conformance Report, which was the most recent version available at the time the analysis was conducted.

B-2. Based on consultation with the City of Cupertino Traffic Engineer at the time of the analysis, the 1998 Freeway Monitoring Report was used in the analysis. The decision was based on the trend in traffic counts decreasing rather than increasing (as a result of the economy); by using 1998 freeway data the report presented a more conservative analysis. A comparison of freeway monitoring data from 1998 to 2001 indicates that several freeway segments in the study area did experience a decrease in peak-hour volume.

B-3. The ITE *Trip Generation* Manual does not provide mid-day trip generation rates for any land use. As a result, the mid-day trip generation was derived by taking into account the total mid-day peak hour inbound and outbound trips at the main access points to De Anza College. The total trips at these three locations are 1,896 vehicular trips (974 inbound, 922 outbound), that is, 52% inbound and 48% outbound. This method was confirmed with City of Cupertino staff prior to conducting the analysis.

B-4. Intersection 6 has two adjacent legs on the south side (SR 85 NB off-ramp and DeAnza College exit). Based on consultation with the City of Cupertino Traffic Engineer, the SR 85 NB off-ramp leg was put on the north leg in the schematic traffic impact model (for analysis purposes only). With corresponding changes in the approach phasing and reversing the right and left turns, the intersection level of service could be calculated.

Background and project generated traffic is illustrated on the 4th row of each level of service analysis sheet. The final volume at each intersection is illustrated on the 14th row of each level of service sheet.

B-5. While most of the intersection counts were less than a year old at the time of analysis, a few were slightly older. Because of economic conditions, construction activity, or other reasons, the traffic counts used in the analysis were approved by City staff. Also, see response to comment number B-2 above.

B-6. As with most EIR traffic studies, no exact signal timing was used in the analysis of signalized intersections. EIR traffic studies are considered planning level analyses, and it is recognized that traffic signal timing patterns will change over time. Putting in the existing traffic signal timing into the analysis of future year conditions may not accurately represent the future year performance of that intersection. Therefore, an optimized level of service is calculated for planning level analyses. The TRAFFIX software program only indicates a total optimal signal cycle length, which includes loss time per phase; the only time the actual loss time appears on the analysis output sheets is when exact signal timing figures are entered.

B-7. Per the City of Cupertino's direction, the traffic study includes a discussion of left-turn queuing and potential effects along Stevens Creek Boulevard.

B-8. The two figures are correct. As discussed on p. 3.0-17 of the Draft EIR, construction of the Plant Services/Warehouse building would include the realignment of the campus loop road on the west side of campus. The northwest section of the loop road would be further extended to the west.

B-9. The following table from the traffic study provides a summary of each intersection volume count date.

#	Intersection	A.M. Peak	Mid-Day Peak	P.M. Peak
1	Stevens Creek Blvd/N. De Anza Blvd.*	PHA (10-04-2000)	Multitrans (5-11-2000)	PHA (10-04-2000)
2	Stevens Creek Blvd/Bandley Dr.	PHA (10-04-2000)	WILTEC (2-7-2001)	WILTEC (2-6-2001)
3	Stevens Creek Blvd/Saich Wy.	WILTEC (2-6-2001)	WILTEC (2-6-2001)	WILTEC (2-6-2001)
4	Stevens Creek Blvd/N. Stelling Rd.*	PHA (10-03-2000)	Multitrans (5-23-2000)	PHA (10-03-2000)
5	Stevens Creek Blvd/Mary Av.	WILTEC (09-25-2000)	DKS (9-12-2000)	BAA (3-3-99)
6	Stevens Creek Blvd/SR-85 NB Ramps.	WILTEC (2-6-2001)	Multitrans (5-24-2000)	WILTEC (2-6-2001)
7	Stevens Creek Blvd/SR-85 SB Ramps.	PHA (10-03-2000)	Multitrans (5-23-2000)	PHA (10-03-2000)
8	Stevens Creek Blvd/Bubb Rd.	Multitrans (5-18-2000)	Multitrans (5-18-2000)	Multitrans (5-18-2000)
9	N. Stelling Rd/Greenleaf Dr.	WILTEC (2-6-2001)	WILTEC (2-6-2001)	WILTEC (2-6-2001)
10	N. Stelling Rd/Homestead Rd.	PHA (10-19-2000)	WILTEC (2-6-2001)	PHA (10-19-2000)
11	N. Stelling Rd/Pepper Tree Ln.	BAA (3-3-99)	WILTEC (2-7-2001)	BAA (3-3-99)
12	N. Stelling Rd/McClellan Rd.	PHA (10-03-2000)	WILTEC (2-6-2001)	PHA (10-03-2000)
13	McClellan Rd/Bubb Rd.	Multitrans (3-1--2000)	WILTEC (2-6-2001)	WILTEC (1-27-2000)
14	McClellan Rd/Rose Blossom Dr.	BAA (3-1-99)	WILTEC (2-6-2001)	BAA (3-1-99)

A summary of project trips added to freeway segments is provided in the DeAnza College Draft EIR Transportation and Circulation Study on Tables 5.1-12 and 5.1-13.

B-10. Comment noted.

Department of Toxic Substances Control

Edwin F. Lowry, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

ir...on H. Hickox
jency Secretary
al' ornia Environmental
! otection Agency

Gray Davis
Governor

May 2, 2002

Mr. Mike Brandy
Foothill/De Anza Community College District
12345 El Monte Rd
Los Altos, CA 94022

Dear Mr. Brandy

Thank you for the opportunity to comment on the Draft EIR for De Anza College Facilities Master Plan - 2000112005. 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 potential Resource 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 that may be required to address any hazardous substances release.

C-1

Page 10.0-8, B7. Hazards and Hazardous Materials, You should determine if lead paint is present in the Staff house before demolition. If lead paint is present instructions for handling and proper disposal should be included in the project. Sampling of soils adjacent to the building is also recommended.

Please contact Claude Jemison at (510) 540-3803 if you have any questions. Thank you in advance for your cooperation in this matter.

Sincerely,

Barbara J. Cook

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

cc: See next page

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

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

California Environmental Protection Agency

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

The Voluntary Cleanup Program

In 1993, the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) introduced this streamlined program to protect human health and the environment, ensure investigation and cleanup is conducted in an environmentally sound manner and facilitate the reuse and redevelopment of these same properties. Using this program, corporations, real estate developers, other private parties, and local and state agencies entering into Voluntary Cleanup Program agreements will be able to restore properties quickly and efficiently, rather than having their projects compete for DTSC's limited resources with other lower-priority hazardous waste sites. This fact sheet describes how the Voluntary Cleanup Program works.

Prior to initiation of the Voluntary Cleanup Program, project proponents had few options for DTSC involvement in cleaning up low-priority sites. DTSC's statutory mandate is to identify, prioritize, investigate and cleanup sites where releases of hazardous substances have occurred. For years, the mandate meant that, if the site presented grave threat to public health or the environment, then it was listed on the State Superfund list and the parties responsible conducted the cleanup under an enforcement order, or DTSC used state funds to do so. Because of staff resource limitations, DTSC was unable to provide oversight at sites which posed lesser risk or had lower priority.

DTSC long ago recognized that no one's interests are served by leaving sites contaminated and unusable. The Voluntary Cleanup Program allows motivated parties who are able to fund the cleanup – and DTSC's oversight – to move ahead at their own speed to investigate and remediate their sites. DTSC has found that working cooperatively with willing and able project proponents is a more efficient and cost-effective approach to site investigation and cleanup. There are four steps to this process:

- √ **Eligibility and Application**
- √ **Negotiating the Agreement**
- √ **Site Activities**
- √ **Certification and Property Restoration**

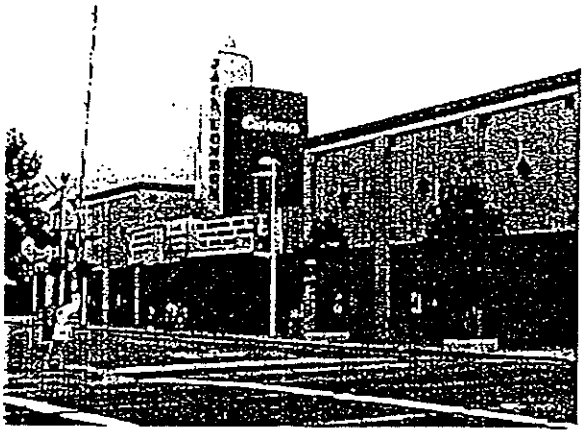
The rest of this fact sheet describes those steps and gives DTSC contacts.

August 1999

The Voluntary Cleanup Program

Step 1: Eligibility and Application

Most sites are eligible. The main exclusions are if the site is listed as a Federal or State Superfund site, is a military facility, or if it falls outside of DTSC's jurisdiction, as in the case where a site contains only leaking underground fuel tanks. Another possible limitation is if another agency currently has oversight, e.g. a county (for underground storage tanks). The current oversight agency must consent to transfer the cleanup responsibilities to DTSC before the proponent can enter into a Voluntary Cleanup Program agreement. Additionally, DTSC can enter into an agreement to work on a specified element of a cleanup (risk assessment or public participation, for example), if the primary oversight agency gives its consent. The standard application is attached to this fact sheet.



Jack London Square Theater, Oakland: Under the Voluntary Cleanup Program, a nine-screen theater was built atop a former Pacific Gas & Electric town gas site, creating a regional entertainment hub.

If neither of these exclusions apply, the proponent submits an application to DTSC, providing details about site conditions, proposed land use and potential community concerns. No fee is required to apply for the Voluntary Cleanup Program.

Romero Ranch, Santa Nella: A Voluntary Cleanup Agreement enabled the Nature Conservancy to use the land to preserve natural habitat and promote wildlife development rights.

Step 2: Negotiating the Agreement

Once DTSC accepts the application, the proponent meets with experienced DTSC professionals to negotiate the agreement. The agreement can range from services for an initial site assessment, to oversight and certification of a full site cleanup, based on the proponent's financial and scheduling objectives.

The Voluntary Cleanup Program agreement specifies the estimated DTSC costs, project scheduling, and DTSC services provided. Because every project must meet the same legal and technical cleanup requirements as State Superfund sites, and because DTSC staff provide oversight, the proponent is assured that the project will be completed in an environmentally sound manner.

August 1999

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
SITE MITIGATION STATEWIDE CLEANUP OPERATIONS

LUNTARY CLEANUP PROGRAM APPLICATION

The purpose of this application is to obtain information necessary to determine the eligibility of the site for acceptance into the Voluntary Cleanup Program. Please use additional pages, as necessary, to complete your responses.

SECTION 1 PROPONENT INFORMATION

Proponent Name _____

Principal Contact Name

Phone ( )

Address _____

_____

Proponent's relationship to site

_____

_____

Brief statement of why the proponent is interested in DTSC services related to site

SECTION 2 SITE INFORMATION

Is this site listed on Calsites? ☐ Yes ☐ No
If Yes, provide specific name and number as listed

Name of Site

_____

Address _____ City _____ County _____ ZIP _____

(Please attach a copy of an appropriate map page)

SECTION 2 SITE INFORMATION (continued)

Current Owner

Name _____

Address _____

Phone ( )

Background: Previous Business Operations

Name _____

Type _____

Years of Operation _____

If known, list all previous businesses operating on this property

_____

_____

_____

What hazardous substances/wastes have been associated with the site?

_____

_____

_____

What environmental media is/was/may be contaminated?

☐ Soil ☐ Air ☐ Groundwater ☐ Surface water

Has sampling or other investigation been conducted? ☐ Yes ☐ No

Specify

_____

_____

If Yes, what hazardous substances have been detected and what were their maximum concentrations?

_____

_____

_____

SECTION 2 SITE INFORMATION (continued)

Are any Federal, State or Local regulatory agencies currently involved with the site? ☐ Yes ☐ No
If Yes, state the involvement, and give contact names and telephone numbers

Agency	Involvement	Contact Name	Phone

What is the future proposed use of the site?

What oversight service is being requested of the Department?

☐ PEA ☐ RI/FS ☐ Removal Action ☐ Remedial Action ☐ RAP ☐ Certification
☐ Other (describe the proposed project)

Is there currently a potential of exposure of the community or workers to hazardous substances at the site?
☐ Yes ☐ No If Yes, explain

SECTION 3 COMMUNITY PROFILE INFORMATION

Describe the site property (include approximate size)

Describe the surrounding land use (including proximity to residential housing, schools, churches, etc.)

Describe the visibility of activities on the site to neighbors

SECTION 3 COMMUNITY PROFILE INFORMATION (continued)

What are the demographics of the community (e.g., socioeconomic level, ethnic composition, specific language considerations, etc.)?

Local Interest
Has there been any media coverage?

Past Public Involvement
Has there been any past public interest in the site as reflected by community meetings, ad hoc committees, workshops, fact sheets, newsletters, etc.?

Key Issues and Concerns
Have any specific concerns/issues been raised by the community regarding past operations or present activities at the site?

Are there any concerns/issues anticipated regarding site activities?

Are there any general environmental concerns/issues in the community relative to neighboring sites?

Key Contacts
Please attach a list of key contacts for this site, including: city manager; city planning department; county environmental health department, local elected officials; and any other community members interested in the site. (Please include addresses and phone numbers.)

SECTION 4 CERTIFICATION

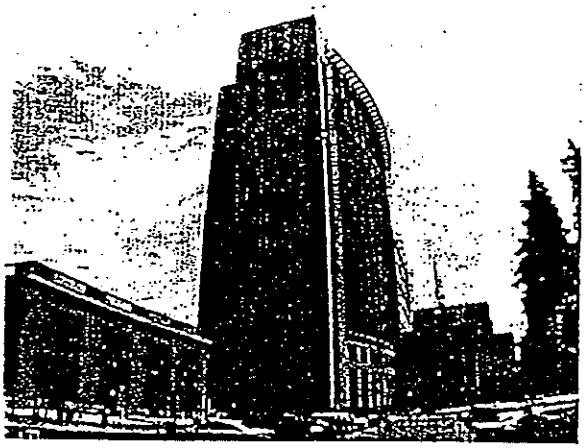
The signatories below are authorized representatives of the Project Proponent and certify that the preceding information is true to the best of their knowledge.

Proponent Representative Date Title

In the agreement, DTSC retains its authority to take enforcement action, if, during the investigation or cleanup, it determines that the site presents a serious health threat, and proper and timely action is not otherwise being taken. The agreement also allows the project proponent to terminate the Voluntary Cleanup Program agreement with 30 days written notice if they are not satisfied that it is meeting their needs.

Step 3: Site Activities

Prior to beginning any work, the proponent must have: signed the Voluntary Cleanup Program agreement; made the advance payment; and committed to paying all project costs, including those associated with DTSC's oversight. The project manager will track the project to make sure that DTSC is on schedule and within budget. DTSC will bill its costs quarterly so that large, unexpected balances should not occur.



The new Federal Courthouse, Sacramento: The largest construction project in the city's history benefited from the Voluntary Cleanup Program when cleaning up a railyard site.

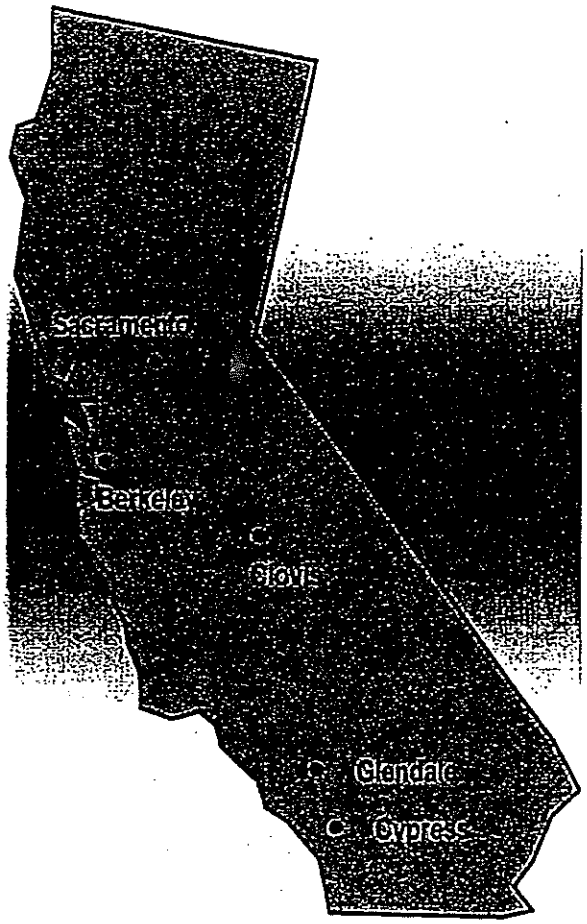
Once the proponent and DTSC have entered into a Voluntary Cleanup Program agreement, initial site assessment, site investigation or cleanup activities may begin. The proponent will find that DTSC's staff includes experts in every vital area. The assigned project manager is either a highly qualified Hazardous Substances Scientist or Hazardous Substances Engineer. That project manager has the support of well-trained DTSC toxicologists, geologists, engineers, industrial hygienists, specialists in public participation, and other technical experts.

The project manager may call on any of these specialists to join the team, providing guidance, review, comment and, as necessary, approval of individual documents and other work products. That team will also coordinate with other agencies, as appropriate, and will offer assistance in complying with other laws as needed to complete the project.

Step 4: Certification and Property Restoration

When remediation is complete, DTSC will issue either a site certification of completion or a "No Further Action" letter, depending on the project circumstances. Either means that what was, "The Site," is now property that is ready for redevelopment or other reuse.

To learn more about the Voluntary Cleanup Program, contact the DTSC representative in the Regional office nearest you:



DTSC office locations

North Coast California
Lynn Nakashima / Janet Naito
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721
(510) 540-3839 / (510) 540-3833

Central California
Megan Cambridge
10151 Croydon Way, Suite 3
Sacramento, California 95827
(916) 255-3727

Central California – Fresno Satellite
Tom Kovac
1515 Tollhouse Road
Clovis, California 93611
(209) 297-3939

Southern California (Glendale and Cypress)
Rick Jones
1011 Grandview Avenue
Glendale, California 91201
(818) 551-2862

Additional information on the Voluntary Cleanup Program and other DTSC Brownfields initiatives is available on DTSC's internet web page:

http://www.dtsc.ca.gov

C. CALIFORNIA DEPARTMENT OF TOXIC SUBSTANCES CONTROL

C-1. The comment is acknowledged. The College District will coordinate with the Department of Toxic Substances Control (DTSC) and comply with all applicable DTSC standards related to the identification and disposal of lead-based paints during building demolition and renovation.

May 22, 2002

Mike Brandy
Vice President
Finance and College Services
De Anza College
21250 Stevens Creek Boulevard
Cupertino, CA 95014

Re: File No. SCH No. 2000112005 / De Anza College Facilities Master Plan Draft Environmental Impact Report

Dear Mr. Brandy:

Santa Clara Valley Transportation Authority (VTA) staff has reviewed the project referenced above for the De Anza College Facilities Master Plan Draft Environmental Impact Report and has the following comments.

Transportation Impact Analysis Report

CMP Intersections Evaluated

The list of intersections evaluated shown on pages 5.1-2 and 5.1-7 should reflect that the Stevens Creek Boulevard/SR 85 southbound ramps intersection is a CMP intersection. D-1

CMP Intersection Level of Service Analysis

The level of service (LOS) analysis calculation sheets that are included in Appendix 5.1 show the use of the 1997 HCM Operations Method and saturation flow rates that are inconsistent with the VTA *Traffic Level of Service Analysis Guidelines* dated October 1997. The VTA guidelines call for the use of the 1985 HCM Operations Method and saturation flow rates shown in Figure 4 of the guidelines for evaluation of CMP intersections. Please review and revise the intersection LOS analysis provided in the DEIR. D-2

Criteria for Evaluating Freeway Segments

The DEIR lists on page 5.1-13 two criteria for determining inclusion of freeway segments in the analysis. However, as described on page 15 of VTA's *Transportation Impact Analysis (TIA) Guidelines*, there is a third criterion. This third criterion is that a freeway segment should be evaluated if the proposed development project is expected to add traffic equal to at least one percent of the freeway segment's capacity. D-3

Critical Traffic Movements Analysis

Please describe the purpose of the "critical traffic movements" analysis presented on pages 5.1-15 to 5.1-17 of the DEIR. The volume to saturation flow rate (v/s) ratio is not a good indicator for determining critical intersection movements since this measure does not consider the green time that is available for a movement. If the purpose is to identify the movement experiencing the poorest operations, it seems that a better approach might be to just look at the average stopped delay for each of the critical movements. D-4

The text says that the worst critical movements were evaluated and summarized on Table 5.1-6. However, as mentioned earlier, the v/s ratio is not a good indicator of the "worst" critical movement. Let's look at the intersection of Stevens Creek Boulevard/N. De Anza Boulevard in the AM peak period. Table 5.1-6 shows the northbound through movement as the worst critical movement since it has the highest v/s ratio. However the calculation sheet shows that the average stopped delay for this movement is about 22 seconds per vehicle, while the average stopped delay for two other critical movements is about 55 seconds per vehicle and the fourth one has a delay of about 45 seconds per vehicle. From the point of view of the traveling public, the northbound through movement probably would not be viewed as the "worst" movement in this case.

Another issue is that the v/s ratios shown in Table 5.1-6 do not match the values in the TRAFFIX calculation sheets. For example, the v/s ratio shown on Table 5.1-6 for the Stevens Creek Boulevard/N. De Anza Boulevard intersection in the AM peak period is 0.32, but the TRAFFIX calculation sheet for this intersection in Appendix 5.1 shows a value of 0.35. There are similar discrepancies in other instances.

The second paragraph on page 5.1-16 says, "the worst critical volume to saturation flow ratio would be 0.61, for the southbound through movement at the intersection of Stelling Road and Greenleaf Drive. This value is equivalent to LOS C." This is not a valid statement. LOS is based on measurements of average stopped delay not the v/s ratio. A v/s ratio of 0.61 does not equate to LOS C operations.

Please reconsider the approach for "critical traffic movements" analysis presented in the DEIR.

Transportation Demand Management

Pages 5.1-20 and 5.1-21 provide information on "alternative transportation programs," however; this information does not rise to the level of a comprehensive TDM program. The information alludes to programs that are under consideration by the College. Given the level of expansion proposed for the campus, the current parking shortage and the transportation system impacts identified, the project can only benefit from a commitment to a stronger TDM program. D-5

The DEIR also mentions a program to monitor the effectiveness of the Commute Alternative Program, but it is not clear how the monitoring program would be implemented and who would be responsible for operating the monitoring program and collecting the monitoring data. A comprehensive TDM program could clearly identify the specific programs, how the programs would be coordinated with one another and the mechanism for monitoring the effectiveness of the programs.

VTA applauds De Anza's efforts at establishing a partnership with VTA for the creation of the new Transit Center. To support this new facility, VTA encourages De Anza to participate in VTA's Eco Pass Program.

Trip Distribution and Assignment

Figures showing the trip distribution assumptions and trip assignment should be included in the DEIR. Figures showing this information from an associated transportation impact analysis report could be included in an appendix to the EIR. D-6

Access and Internal Circulation Analysis

On page 5.1-33 of the DEIR it says, "the proposed plan is a plan and has not been designed in detail, the exact nature of these impacts cannot be determined at this time. However, it is reasonable to assume that the projected increase in students could lead to increased congestion near the campus entries and exits. Therefore, potential impacts to access are considered to be significant." Later on page 5.1-40 it says, "The College would work with the VTA to ensure that adequately sized and safe queuing areas are provided and maintained for both vehicles and pedestrians." So the questions remain: how would the improvements to address impacts to site access and circulation be identified, and what would be the process for developing and implementing these improvements? D-7

VTA appreciates the opportunity to review this project. If you have any questions, please contact either myself or Casey Emoto of my staff at (408) 321-5725.

Sincerely,

For: Chris Augenstein

Carolyn Gonot
Manager
Congestion Management Program

Cc: Rajeev Batra, TAC Member
Linda LeZotte, PAC Member
Tim Borden, Public Works

CMP ID #SJ0008

D. SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

General response: The latest version of the traffic study calculation sheets was inadvertently omitted from the Draft EIR. The current traffic calculation sheets are dated August 2001. Because an earlier version of the calculation sheets was included, some of the VTA comments are incorrect with respect to the Draft EIR and the Traffic Study. A current version of the traffic study will be provided to VTA under separate cover.

D-1. CMP Intersections Evaluated

The list of intersections on p. 5.1-7 of the Draft EIR has been revised (see **Chapter 14.0, Revisions to the Draft EIR**). The level of service analysis for the intersection of Stevens Creek Boulevard/SR-85 SB ramps was conducted in accordance with the CMP guidelines.

D-2. CMP Intersection Level of Service Analysis

As per the CMP Guidelines, the 1985 HCM Operations Methods was used for the intersection level of service analysis for all signalized intersections. The 1997 HCM was used only for analysis of unsignalized intersections. The analysis calculation sheets in the Traffic Study indicate that the appropriate methodology was used.

D-3. Criteria for Evaluating Freeway Segments

In response to the comment, the text on p. 5.1-13 of the Draft EIR has been revised (see **Chapter 14.0, Revisions to the Draft EIR**). The criteria for determining inclusion of freeway segments in the analysis are correctly noted on page 14 of the Traffic Study.

D-4. Critical Traffic Movement Analysis

The critical traffic movements analysis was conducted based upon a request of the City of Cupertino. The methodology and reasoning are explained in the DEIR text and in the Traffic Study. However, it should be noted that there are no CEQA, County or City significance thresholds for this analysis, and that is was conducted solely for informational purposes.

It is agreed that there are several ways of measuring intersection performance, the most common being overall intersection LOS. There are also other indicators, as noted in the comment letter, such as average stopped delay per vehicle.

The v/s ratios reported in the DEIR text and in the Traffic Study were checked and do match the calculation sheets in the Traffic Study.

In response to the comment, the text on pp. 5.1-16, -23, -27, and -37 of the Draft EIR has been revised (see **Chapter 14.0, Revisions to the Draft EIR**).

D-5. Transportation Demand Management

This comment is acknowledged. The Commute Alternative Program is listed under "Programmed or Planned Improvements" on p. 5.1-20 because the College is planning to implement the Program. Mitigation Measure 3 on p. 5.1-39 states that the College would continue to implement the Commute Alternative Program, to the extent feasible and consistent with State law.

Mitigation Measure 3 on p. 5.1-39 of the Draft EIR states that if the Commute Alternative Program measures are found not to be effective, the College would consider and implement corrective actions (to the extent feasible and consistent with State law). These actions would depend to some extent on the reasons the Program is not working.

Mitigation Measure 12 on p. 5.1-40 of the Draft EIR states that the College would consider the addition of parking spaces, either on site or off site. The text notes that the construction of additional parking could result in additional environmental impacts, and that the construction of parking off site may not be feasible.

D-6. Trip Distribution and Assignment

The requested information is provided in the revised DeAnza College EIR - Transportation and Circulation Study (which will be provided to VTA under separate cover).

D-7. Access and Internal Circulation Analysis

Please refer to the responses to City of Cupertino, comments A-2, A-11 and A-12.

E. DE ANZA COLLEGE COMMUNITY MEETING, MAY 22, 2002

The following notes cover comments and questions that may pertain to the EIR. Comments and questions not related to environmental issues are not included. Most comments were addressed during the meeting, and the responses are noted below. For some comments, an additional response (shown in brackets) has been included to relate the comment to the content and conclusions of the EIR.

E-1. **Comment:** Ms. Carol Hackford asked about congestion on Stelling with the VTA center and the proposed parking garage.

Response: Mike Brandy, Vice President, Finance & College Services, De Anza College, said that the College has spent a lot of time analyzing this issue with the engineers, and that traffic counts at the various entrances were taken for the EIR. Therefore, the College has a good sense of how the traffic flows. They originally looked at a location by SR 85, but that intersection (with Stevens Creek Boulevard) is already heavily impacted—the signal is short, and traffic backs up out of the existing Flint Center garage. Therefore, it would not be good to add vehicles to that part of campus. McClellan and Rose Blossom is a poor intersection, so it would not be good to load more traffic on that side of campus. They also looked at a location at the front of the campus by Mary Avenue, but the intersection of Mary and Stevens Creek carries a lot of traffic into campus already. An additional garage there would make it difficult to distribute traffic. The Pepper Tree entrance is considered the best location from a planning standpoint. The VTA center traffic will not co-mingle with other traffic once it enters campus; the center will be bus-only.

[The EIR includes an analysis of potential congestion at the intersection of Stelling Road and Pepper Tree Lane. The analysis found that future levels of service (a measure of congestion) would be acceptable.]

E-2. **Comment:** One commenter asked whether there would be changes to the entrances and exits. She is intimidated as a pedestrian when walking along Stevens Creek Boulevard, past the exit at SR 85. She said that seniors are afraid to walk in that area.

Response: Mr. Brandy said that the College has met with the City to discuss the Mary Avenue entrance and improving traffic flows. The entrance is confusing now because of the short throat and abandoned islands. He mentioned that the proposed relocation of the Stevens Creek entry should help to alleviate traffic backing up along Stevens Creek. The existing entrance on Stevens Creek has a sharp U-turn that causes problems. Traffic backs up along Stevens Creek, especially during the mid-morning. The proposed relocated entrance will allow cars to go directly into the parking structure without having to make a U-turn.

E-3. **Comment:** The same commenter asked whether the exterior berms would be opened up (i.e., would the trees be removed).

Response: Mr. Brandy said that in most of campus there are two sets of berms, an exterior and an interior set. The College wants pedestrians to cross Stevens Creek Boulevard at the intersections. The College hopes to improve conditions for pedestrians at the Mary Avenue entrance. The College does not want to take berms out because it might encourage pedestrians to cross Stevens Creek Boulevard illegally.

E-4. **Comment:** Mr. David Greenstein, with the Bicycle and Pedestrian Advisory Committee, is concerned about the lack of paths, e.g., along Stevens Creek Boulevard, and at the southeast and southwest corners of the campus.

Response: Mr. Brandy said that the College is considering a new cut-through exit at the southwest corner of campus to alleviate traffic at McClellan and Rose Blossom. The College will look at solving the problem on Stevens Creek Boulevard for people needing to cross SR 85, although that is City jurisdiction. He acknowledged that students going to Monta Vista School cut across the berm at the southwest corner of the campus , and that the College will look at improving that access point.

E-5. **Comment:** Ms. Penny Whittaker commented that more walkable areas are needed. She asked why the proposed parking garage is not at the southern end of campus.

Response: Mr. Brandy said that the intersection of McClellan and Rose Blossom is already a poor intersection, and the City is concerned about putting additional traffic on McClellan. The additional traffic would create problems on McClellan and Bubb. The City has concerns about traffic flows, especially during morning hours with activity at the nearby high school and commercial area on Bubb. The traffic analysis done for the EIR substantiated that point. Mr. Brandy mentioned the cut-through exit under consideration.

E-6. **Comment:** Mr. Greenstein mentioned that middle and high school students walk across campus through the parking lots, and that the situation "needs to be mitigated."

Response: Mr. Brandy said that the College will take that into consideration. He acknowledged the perimeter road and sidewalk condition in the southwest corner of campus need to be examined to improve access because there is no place to walk along the berm, and there is no sidewalk present.

[As a clarification, the commenter is referring to an existing situation on the campus. Although the commenter raises a valid concern, the focus of the EIR is on impacts resulting from the proposed projects.]

E-7. **Comment:** Ms. Whittaker asked what will be done to the parking garage to make it more presentable to the neighbors.

Response: Mr. Brandy said that the College looked at the issue, because there are several houses in that area. There are two rows of trees present now. The College is still not sure how far the deck would extend to the east, but the deck would be smaller than the existing Physical Education facilities (which are full two-story with HVAC on top). The College would try to use nice-looking facing for the deck.

[The Initial Study prepared for the proposed project (and included at the back of the EIR) considered potential visual impacts from the parking garage. The Initial Study concluded that the impacts would be less than significant because of the relatively low height of the garage and the presence of trees and berms that provide a screening function.]

E-8. **Comment:** Ms. Whittaker asked about the height of the new buildings.

Response: Mr. Brandy said that no buildings would be taller than two stories.

E-9. **Comment:** Ms. Whittaker asked whether there would be a lot more buses.

Response: Mr. Bill Capps, a representative from the VTA answered the question. VTA will run the same level of service in the area. There will not be more buses, but there will be additional bus traffic on Stelling to access the new center. Some buses operate on Stevens Creek now; some operate on Stelling now. Currently, about 280 buses go onto campus from Stelling each weekday.

[Although the VTA project is a separate project and not part of the College Facilities Master Plan, the EIR did consider noise and air quality impacts resulting from the VTA center and Facilities Master Plan combined.]

E-10. **Comment:** Ms. Whittaker noted a concern about the neighbors not knowing about the meeting (or not being able to attend).

Response: Dr. Martha Kanter, President, De Anza College, said that anyone can ask for a special meeting with the College if they want. The College has made presentations for Rotary, at several district public board meetings, and at the City of Cupertino. Notices were sent to neighbors and press releases sent to the newspapers.

E-11. **Comment:** Ms. May Ting Ang asked whether traffic and parking problems will be resolved before building.

Response: Mr. Brandy said that the building is starting this summer. The College is trying to get the garage built as quickly as possibly, but it is a complicated project. The earliest it might be completed is next fall. So there will be some overlap. When the College is building the parking structure, there will be fewer cars on campus because fewer parking spaces will be present. So the College is working with agencies to try to get some spaces off campus. The new transit center should help by providing an alternate means of getting to the campus. The full parking impact is

many years down the road because the plan goes to 2010. Many things need to happen before additional students can be accommodated; and the parking structure will be done by then.

Ms. Arlyn Purcell from Impact Sciences noted that the EIR talks about potential impacts during the construction process, and that mitigation in the EIR will require the College to prepare a construction mitigation plan.

[The EIR analysis of traffic and parking impacts concludes that the parking shortage would be significant, and that the efforts by the College to reduce student use of cars would help but would not completely alleviate the projected shortfall.]

E-12. **Comment:** Ms. Hackford noted that currently, parking occurs several blocks away (in non-permit areas) during the flea market, and she is frustrated.

Response: Mr. Brandy said that the flea market removes all of the parking on the east side of campus for the vendor displays and the vendor parking, so that much less parking is available (the only general parking available is at the Flint Center). Out of the 4,800 spaces on campus, only about 1,500 to 2,000 are available during the market for general parking. The College knows that the lack of parking is a problem on the 12 days per year the market is held, but Mr. Brandy noted that the flea market is a popular community event.

Mr. Brandy also noted that the City has expressed concern about the neighborhood impact of forcing parking past neighborhood permit zones. The College hopes that the transit-oriented measures will help to reduce the parking effects from additional students.

E-13. **Comment:** A commenter expressed concern that the College is not concerned about the community (that the development is focused on internal conditions). She is concerned about pedestrian conditions along Stevens Creek Boulevard.

Response: Mr. Brandy said that traffic studies were conducted for the EIR. The College studied 14 intersections around the campus. They also did traffic counts on campus to understand vehicle flows during different times of the day.

E-14. **Comment:** She mentioned the College exit at Steven Creek and 85 exit again, and noted that it is dangerous.

Response: Mr. Brandy said that it is a difficult intersection, and that Caltrans and the City control the design and signal timing there.

E-15. **Comment:** The woman asked if the College could take a role with respect to conditions on the surrounding streets.

Response: Mr. Brandy said that it is a multi-agency issue, and acknowledged the woman's comment.

E-16. **Comment:** Ms. Whittaker asked about forcing people to use Mary Avenue only instead of the Stevens Creek SR 85 intersection.

Response: Mr. Brandy said that this would result in major congestion at the Mary Avenue intersection. Most students leaving the campus at the Stevens Creek/SR 85 intersection head right across the intersection onto 85, so they don't cause additional congestion at Mary Avenue now.

E-17. **Comment:** A commenter expressed concern that people living on McClellan cannot get out of their driveways right now, and that the College should contribute to a solution.

Response: Mr. Brandy said that that the City is concerned about McClellan as well, and that the intersection operates poorly. He reiterated that the College is working on a cut-through exit.

Dr. Kanter noted the comment about entrances and exits for pedestrians at the corner and along Stevens Creek Boulevard. The College is continuing to meet with the City and VTA, and the College welcomes other suggestions for pedestrian improvements.

E-18. **Comment:** Ms. Whittaker thanked Dr. Kanter for the letter to the Courier, but noted that the newspaper's article on this meeting did not say where the meeting would be held.

Response: Dr. Kanter noted that a reporter is present from the Courier and that the College has been working with them. Mr. Brandy said that the College did prepare a press release, including the location of the meeting, that was sent to several papers.

E-19. **Comment:** Mr. Greenstein said that the City was working on a Mary Avenue overpass over I-280, and that the overpass would generate foot and bike traffic on Mary. He said that people will choose the campus as a continuation route. The College should consider helping them get across.

Response: Mr. Brandy said that the planned landscaping and signage and lighting on campus would help by providing visual cues to make the paths more obvious. The lighting for the main access pathways for campus will be a different type of lighting than for the perimeter. The College is trying to do the same thing for landscaping. An accessibility plan is required by the State, and will result in modifications to paths to meet Americans with Disabilities Act requirements and make the paths more direct.

E-20. **Comment:** Ms. Whittaker expressed relief that the Plan did not include any 10-story buildings. Traffic is a big concern of hers and of her neighbors. She is also concerned about the parking garage and safety issues.

Response: Dr. Kanter noted that one goal was to preserve the architectural beauty of the campus. The tallest building will be the existing Campus Center. The Kirsch building will be two-story, and will be pretty hard to see. Measure E projects are on the De Anza web site. The College reports regularly to the Board of Trustees on progress. The displays in the meeting room have been used in the community.

[The potential traffic impacts of the Facilities Master Plan were addressed in the EIR. The EIR found significant congestion at the intersection of McClellan and Rose Blossom, and on one segment of SR 85. As noted previously, the EIR also found the long-term parking shortfall to be significant. The primary means of reducing the traffic and parking impacts is continuing implementation of the College's Commute Alternative Program. If fully implemented and successful, this set of measures would help to alleviate traffic congestion and parking spillover. However, there is no guarantee at this point that all of the measures will be fully effective when implemented.]

E-21. **Comment:** Mr. Greenstein said that there is only one way to get across Mary Avenue now. Who closed it down? Wheelchairs run into traffic. People are crossing Stevens Creek at places other than the intersections. It affects traffic flow.

Response: Mr. Brandy said that this is a City issue, and that the College will work with the City on it.

After the meeting, the following written comments were submitted.

E-22. **Comment:** Penny Whittaker would like the traffic problems really looked at before construction on the garages.

Response: The EIR contains a detailed analysis of traffic congestion near the De Anza campus. The analysis includes level of service calculations (a measure of congestion) for 14 intersections near the campus. The congestion analysis looked at future conditions with the expected increase in students at the College, as well what are called cumulative conditions (considering other development near the campus that could contribute traffic to the same roadways). The analysis found that the increase in students would result in significant impacts at the intersection of McClellan Road and Rose Blossom Drive, and on one segment of State Route 85 near the campus. The EIR also found that the campus would have a parking shortfall, and that the lack of parking could lead to increased congestion on nearby streets (if people look for parking there).

The EIR includes a detailed discussion of the College's Commute Alternative Program, which is intended to reduce the number of automobile trips to and from the campus. Continued implementation of this program will be the main way that the traffic impacts of the College can be lessened.

E-23. **Comment:** Penny Whittaker would like a map of the proposed construction.

Response: The EIR contains a general map, Figure 3.0-3 on p. 3.0-10. Maps can also be obtained by contacting the College directly.

E-24. **Comment:** May Ting Ang would like to know about the impact on traffic at the south entrance to the college during construction and after construction completed.

Response: As noted in the above response, the EIR found that the long-term increase in students would result in a significant impact at the southern campus entrance (the intersection of McClellan Road and Rose Blossom Drive). This impact can be addressed easily, through the installation of yield signs for people making left turns. However, the College is also considering a cut-through exit at the southwest corner of the campus that would help to reduce the traffic turning at McClellan and Rose Blossom.

The EIR does not contain a detailed analysis of traffic impacts during construction. That type of analysis would be very difficult to do accurately, because construction would occur in phases and activities (and construction traffic) would vary by phase. However, the EIR does require that the College develop and implement a construction traffic plan to minimize the temporary congestion and conflicts that could occur.

E-25. **Comment:** May Ting Ang would like to know about the impacts of the project on the community and neighborhood (traffic congestion on city streets).

Response: The EIR contains a detailed analysis of traffic congestion near the De Anza campus. The analysis includes level of service calculations (a measure of congestion) for 14 intersections near the campus. The congestion analysis looked at future conditions with the expected increase in students at the College, as well what are called cumulative conditions (considering other development near the campus that could contribute traffic to the same roadways). The analysis found that the increase in students would result in significant impacts at the intersection of McClellan Road and Rose Blossom Drive, and on one segment of State Route 85 near the campus. The EIR also found that the campus would have a parking shortfall, and that the lack of parking could lead to increased congestion on nearby streets (if people look for parking there).

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

May 23, 2002

Tal Finney
INTERIM DIRECTOR

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

Subject: De Anza College Facilities Master Plan
SCH#: 2000112005

Dear Mike Brandy:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 22, 2002, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

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

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

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

Document Details Report
State Clearinghouse Data Base

SCH#	2000112005
Project Title	De Anza College Facilities Master Plan
Lead Agency	Foothill-De Anza Community College District

Type	EIR Draft EIR
Description	The proposed Facilities Master Plan involves the expansion and renovation of campus facilities and modifications to campus access and circulation. The proposed projects would involve construction of new facilities (approximately 149,400 gross square feet) renovation of most existing facilities, probable revisions to existing campus entries, probable new campus entries/exits, construction of a parking deck, expansion of parking lots, probable realignment of the campus loop road, demolition of the Faculty House, and renovation of the campus landscaping (including upgrades to the irrigation system). All of the proposed facilities would be developed within the existing campus boundaries. The development proposed under the Facilities Master Plan is intended to meet the needs of the College for an anticipated enrollment of 30,850 (inclusive of on-site, distance learning, and off-campus growth) total students by the year 2010.

Lead Agency Contact

Name	Mike Brandy		
Agency	Foothill-De Anza Community College District		
Phone	408-864-8976	*Fax*	
email			
Address	12345 El Monte Road		
City	Los Altos Hills	*State* CA	*Zip* 94022

Project Location

County	Santa Clara		
City	Cupertino		
Region			
Cross Streets	Stevens Creek Boulevard/ Stelling Road/ McClellan Road		
Parcel No.	359-01-002; 359-01-004		
Township	*Range*	*Section*	*Base*

Proximity to:

Highways	SR-85/ I-280
Airports	
Railways	Union Pacific
Waterways	
Schools	De Anza
Land Use	Public Facilities; BA

Project Issues	Air Quality; Aesthetic/Visual; Drainage/Absorption; Noise; Public Services; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Supply; Growth Inducing; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Game, Region 3; Department of Parks and Recreation; Office of Historic Preservation; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 03/27/2002 *Start of Review* 03/27/2002 *End of Review* 05/22/2002

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

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Tal Finney
INTERIM DIRECTOR

Memorandum

Date: May 10, 2002

To: All Reviewing Agencies

From: Katie Shulte Joung, Associate Planner

Re: SCH # 2000112005
De Anza College Facilities Master Plan

Pursuant to the attached letter, the Lead Agency has extended the review period for the above referenced project to May 22, 2002 to accommodate the review process. All other project information remains the same.

cc: Mike Brandy
Foothill/De Anza Community College District
12345 El Monte Road
Los Altos Hills, CA 94022

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

De Anza College

Foothill De Anza Community College District
21250 Stevens Creek Blvd.
Cupertino, CA 95014

May 9, 2002

TO: Interested Parties
RE: De Anza College Facilities Master Plan Environmental Impact Report (SCH 2000112005): Extension of Comment Period and Notice of Public Meeting

The Foothill/De Anza Community College District recently prepared a Draft Environmental Impact Report (EIR) for the De Anza College Facilities Master Plan. The Facilities Master Plan for De Anza College is a plan for the development of campus buildings and facilities to accommodate the expected increase in enrollment from 25,000 students to approximately 30,850 students in the year 2010. The proposed Facilities Master Plan involves the expansion of campus facilities and modifications to campus access and circulation. The EIR analyzes the environmental impacts of the proposed Facilities Master Plan.

The public review period for the Draft EIR was originally scheduled to end May 10, 2002. **The College District has decided to extend the public review period through May 22, 2002.** You are welcome to submit comments to the District through May 22. Please forward any comments to either of the two addresses below:

John Schulze
Director, Facilities, Operations
and Construction Management
Foothill/De Anza Community College District
12345 El Monte Road
Los Altos Hills, CA 94022

Mike Brandy
Vice President
Finance and College Services
De Anza College
21250 Stevens Creek Boulevard
Cupertino, CA 95014

In addition, a special **community meeting** is scheduled to give the public the opportunity to comment on the Draft EIR:

Date: May 22, 2002
Time: 7:00 PM
Location: De Anza College
Campus Center, Conference Room B

You may comment at the meeting by speaking, filling out a form to be provided at the meeting, or both. All comments made at the meeting and submitted to the College will be considered as part of the Final EIR.

A copy of the Draft EIR is available for your review at De Anza College, 21250 Stevens Creek Boulevard, Cupertino, CA 95014. If you have any questions about this notice, please contact Mike Brandy at (408) 864-8976. Thank you.

Form A

Notice of Completion & Environmental Document Transmittal

SCH # 2000112005

Mail to: State Clearinghouse, PO Box 3044, Sacramento, CA 95812-3044 916/445-0613

Project Title: De Anza College Facilities Master Plan

Lead Agency: Foothill/De Anza Community College District Contact Person: Mike Brandy

Street Address: 12345 El Monte Rd. Phone: (408) 864-8976

City: Los Altos Hills, CA Zip: 94022 County: Santa Clara County

Project Location:

County: Santa Clara County City/Nearest Community: City of Cupertino

Cross Streets: Stevens Creek Blvd/Stelling Rd. & McClellan Rd Zip Code: 95014 Total Acres: 122 acres

Assessor's Parcel No. 359-01-002, 359-08-004 Section: _____ Twp. _____ Range _____ Base: _____

Within 2 Miles: State Hwy #: I-280, Hwy 85 Waterways: _____

Airports: _____ Railways: _____ Schools: _____

Document Type:

CEQA: ☐ NOP ☐ Supplement/Subsequent EIR (Prior SCH No.) _____ NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☐ Other _____ ☐ EA ☐ Final Document
☐ Neg Dec ☐ Draft EIS ☐ Other _____
☒ Draft EIR ☐ FONSI

RECEIVED
MAR 26 2002
AFGC 12:00 pm
STATE CLEARING HOUSE

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☒ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other _____

Development Type:

☐ Residential: Units _____ Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational _____
☐ Recreational _____

☐ Water Facilities: Type _____ MGD _____
☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ Watts _____
☐ Waste Treatment: Type _____
☐ Hazardous Waste: Type _____
☒ Other: Public Space / Academic

Funding (approx.): Federal $ _____ State $ _____ Total $ Project to be funded by bond monies, state funding and private donations.

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☐ Agricultural Land ☐ Forest Land/Fire Hazard ☐ Septic Systems ☒ Water Supply/Groundwater
☒ Air Quality ☐ Geologic/Seismic ☒ Sewer Capacity ☐ Wetland/Riparian
☐ Archeological/Historical ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☐ Wildlife
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Growth Inducing
☒ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☒ Landuse
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Cumulative Effects
☐ Fiscal ☐ Recreation/Parks ☐ Vegetation ☐ Other _____

Present Land Use/Zoning/General Plan Designation: General Plan Designation = Public Facilities
Zoning = BA

Project Description

The proposed Facilities Master Plan involves the expansion and renovation of campus facilities and modifications to campus access and circulation. The proposed projects would involve construction of new facilities (approximately 149,600 gross square feet), renovation of most existing facilities, probable revisions to existing campus entries, probable new campus entries/exits, construction of a parking deck, expansion of parking lots, probable realignment of the campus loop road, demolition of the Faculty House, and renovation of the campus landscaping (including upgrades to the irrigation system). All of the proposed facilities would be developed within the existing campus boundaries. The development proposed under the Facilities Master Plan is intended to meet the needs of the College for an anticipated enrollment of 30,850 (inclusive of on-site, distance learning and off-campus growth) total students by the year 2010.

State Clearinghouse Contact: Katie Shulte Joung (916) 445-0613

State Review Began: 3-27-2002

SCH COMPLIANCE 5-10-2002

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2000112005

Please forward late comments directly to the Lead Agency

AQMD/APCD 2012

(Resources: 3/30

Project Sent to the following State Agencies

- X Resources
- ___ Boating & Waterways
- ___ Coastal Comm
- ___ Colorado Rvr Bd
- X Conservation
- X Fish & Game # 3
- ___ Delta Protection Comm
- ___ Forestry & Fire Prot
- X Historic Preservation
- X Parks & Rec
- ___ Reclamation Board
- ___ Bay Cons & Dev Comm
- ___ DWR
- ___ OES (Emergency Svcs)
- Bus Transp Hous
- ___ Aeronautics
- X CHP
- X Caltrans # 4
- ___ Trans Planning
- ___ Housing & Com Dev
- ___ Food & Agriculture
- ___ Health Services

State/Consumer Svcs
- ___ General Services

Cal EPA
- ___ ARB – Airport Projects
- ___ ARB – Transportation Projects
- ___ ARB – Major Industrial Projects
- ___ Integrated Waste Mgmt Bd
- ___ SWRCB: Clean Wtr Prog
- ___ SWRCB: Wtr Quality
- ___ SWRCB: Wtr Rights
- X Reg. WQCB # 2
- X Toxic Sub Ctrl-CTC

Yth/Adlt Corrections
- ___ Corrections

Independent Comm
- ___ Energy Commission
- X NAHC
- ___ Public Utilities Comm
- ___ Santa Monica Mtns
- X State Lands Comm
- ___ Tahoe Rgl Plan Agency

___ Other: _____

F. GOVERNOR'S OFFICE OF PLANNING AND RESEARCH (OPR)

Copies of correspondence from OPR are included for informational purposes only.

14.0 REVISIONS TO THE DRAFT EIR

A. INTRODUCTION

The following corrections and clarifications have been made to the EIR text. These changes include revisions resulting from specific responses to comments, and staff-initiated text changes to update information presented in the Draft EIR. The text revisions are organized by chapter, section, and page number, as they appear in the Draft EIR. Text in this section indicates text that has been deleted from the EIR. Text that has been added to the EIR is presented as underlined. For corrections initiated by a comment on the Draft EIR, references in parentheses refer to the comment letter and comment number.

B. TEXT REVISIONS

Chapter 3.0 Project Description

Page 3.0-11, Figure 3.0-3 (Staff-initiated):

This figure has been corrected to show that the proposed structure along Stelling Road south of the campus entrance is a potential future parking structure.

Page 3.0-16, text added to end of last paragraph (Comment A-11):

The transit center is not part of the Facilities Master Plan, and VTA found the transit center to be exempt from detailed CEQA review. Therefore, the project-specific impacts of the transit center are not addressed in this EIR. (The cumulative impacts of the proposed project and transit center on noise and air quality are addressed in Sections 5.2, Air Quality, and 5.3, Noise.)

Chapter 4.0 Environmental and Regulatory Setting

Page 4.0-10, first three paragraphs, starting with first full sentence (Staff-initiated):

Based on ABAG's *Projections 2002* ~~2000 forecasts~~, the entire San Francisco Bay region is expected to grow to a population of 8.013 million people by 2020 (from ~~6.9~~6.8 million in 2000). This estimate represents an increase of ~~15.8~~17.8 percent over year 2000 figures. The population within the City of Cupertino Sphere of Influence is projected to grow to about ~~66,400~~64,900 by 2020, according to ABAG, an increase of about 22.5~~19~~ percent over the 2000 population of about 52,970~~55,900~~. The City of Cupertino estimates that its current population is about 52,000. ~~The ABAG population forecasts,~~

~~which have been guided by the General Plan, are prepared as planning tools and are not an exact prediction of the course of future events. Experience shows that these forecasts are most reliable at the regional level and less so for smaller areas such as cities.~~

The campus has a current enrollment of approximately 25,000 students (about 19,200 full time equivalent students, or FTEs). The development proposed under the Facilities Master Plan is expected to accommodate approximately 30,850 students (about 23,690 FTEs) by 2010; however, this increase is not considered population-generating because the campus does not provide housing. Therefore, consistency with ABAG or City of Cupertino population forecasts is not applicable.

Based on ABAG's *Projections 2002* ~~2000~~ employment forecasts, the total employment within the City of Cupertino Sphere of Influence is expected to grow to about ~~56,500~~ 55,880 jobs by 2020 (from about ~~47,250~~45,330 jobs in 2000). This forecast represents an increase of about 23.3~~20~~ percent over 2000 figures. The City of Cupertino estimates that the total employment in the City will increase from 38,000 jobs in 2000 to 45,800 jobs in 2023 (a 20.5 percent increase). It is estimated that the number of employees on the De Anza College campus would increase by 23 percent to about 1,485 (from 1,204). Temporary employment for construction workers would be provided at the time site improvements are made. The 281 additional employees represents an increase of 0.6~~0~~ percent over 2000 figures for the City of Cupertino from ABAG, and an increase of 0.7 percent over 2000 figures from the City; therefore, the proposed Facilities Master Plan is consistent with ABAG's and the City's employment forecasts.

Table 4.0-2, text added to end of p. 4.0-17 (Comment A-16):

Policy Number: 2-14 Housing with Other Development

Policy: Consider housing along with non-residential development, permitting it in addition to the non-residential development.

Project Consistency: This policy appears to pertain to City decisions about permitting housing within a non-residential use area. The College is not within the jurisdiction of the City, and decisions regarding land uses within the College campus are not subject to the land use policies of the *General Plan*. The District considers the provision of housing on the De Anza campus to be infeasible at this time because of the lack of available land and the lack of a financing mechanism.

De Anza does recognize the need for housing in the community, and if an option were to become feasible in the future to prpvide on campus housing, the College would pursue that solution.

Table 4.0-2, text added to discussion of consistency with Policy 2-34, p. 4.0-19 (Staff-initiated):

The traffic analysis prepared by the District examined local traffic patterns and analyzed the impact of Facilities Master Plan buildout on traffic patterns. There would not be any level of service impacts to signalized intersections in the vicinity of the College. Level of service impacts to the unsignalized intersection of McClellan Road and Rose Blossom Drive would be mitigated to a less-than-significant level by installation of yield signs (by the District as mitigation). Given that all local intersections would operate at an acceptable LOS, and that campus access is provided from Stevens Creek Boulevard, Stelling Road, and from McClellan Road (all arterial or collector roadways), it is not anticipated that campus traffic would spill over into neighborhood streets. However, proposed parking improvements would not provide sufficient on-campus parking, and thus some student parking spillover into neighboring streets could occur. Mitigation measures are identified in the EIR to try to address that potential impact.

Section 5.1 Transportation and Circulation

Page 5.1-7, item number 7 (Comment D-1):

7. Stevens Creek Boulevard/SR-85 Southbound (SB) Ramps*

Page 5.1-13, top of page (Comment D-3):

Traffic-related impacts to the surrounding freeway system were also analyzed. A freeway segment is required to be included in the transportation impact analysis if it meets ~~either~~ any of the following requirements.

1. The proposed development project is adjacent to one of the freeway segment's access or egress points; ~~or~~

2. Based on engineering judgment, lead agency staff determine that the freeway segment should be included in the analysis; or

3. The proposed development project is expected to add traffic equal to at least one percent of the freeway segment's capacity.

Page 5.1-16, second paragraph (Comment D-4):

As shown in the table, the worst critical volume to saturation flow ratio would be 0.61, for the southbound through movement at the intersection of Stelling Road and Greenleaf Drive. ~~This value is equivalent to LOS C.~~ The volumes and vehicle delays for all study conditions are provided in **Appendix 5.1.**

Page 5.1-23, last paragraph (Comment D-4):

For each intersection under the Background Conditions scenario, the worst critical traffic movements were evaluated and are shown in Table 5.1-8, Critical Traffic Movements Summary-Background Conditions, based on the volume to saturation flow ratio. For the intersections studied, the worst critical volume to saturation flow ratio (the southbound through movement at the intersection of Stelling Road and Greenleaf Drive) would be 0.61~~, which is equivalent to LOS C.~~ The volumes and vehicle delays are provided in **Appendix 5.1.**

Page 5.1-27, last paragraph (Comment D-4):

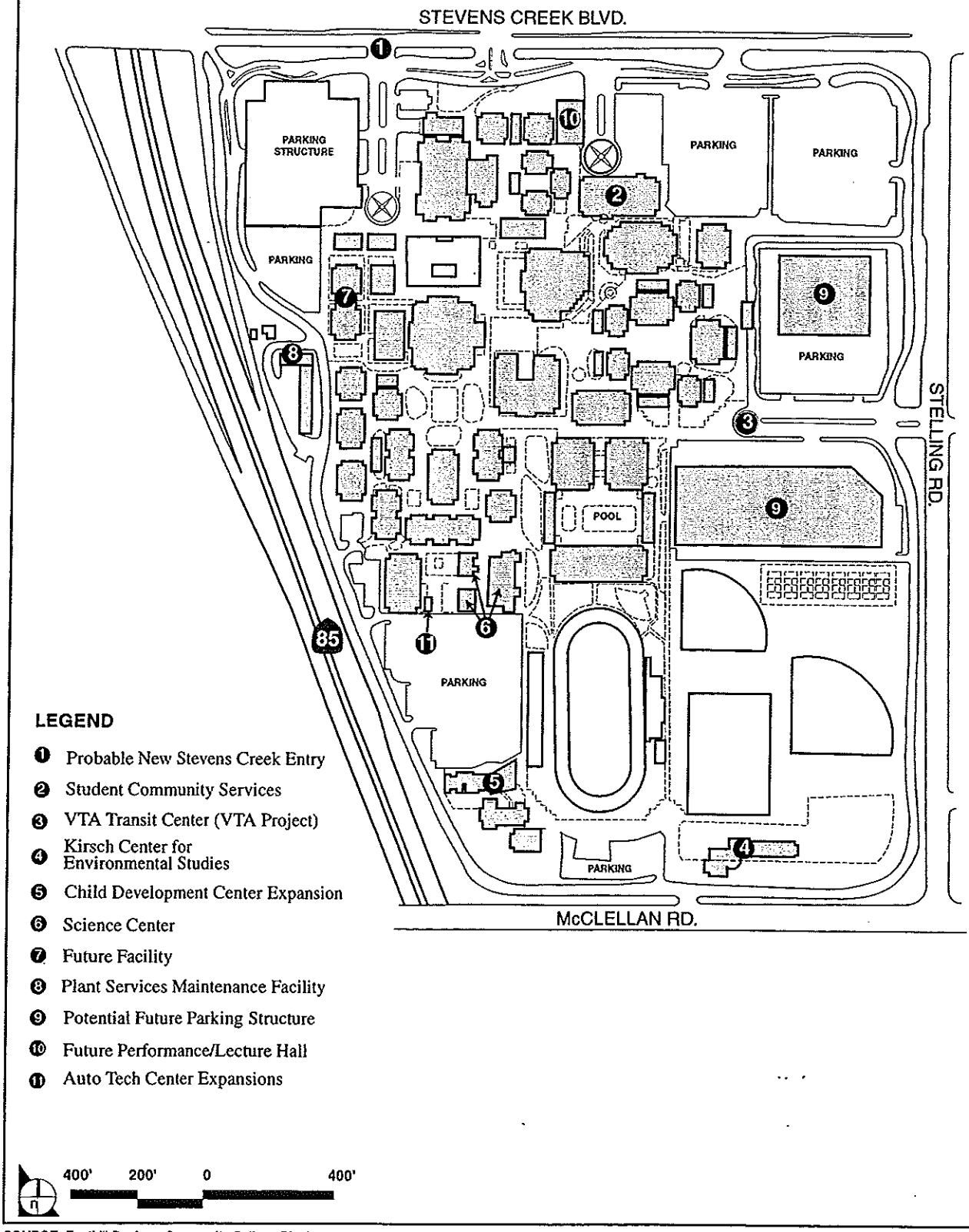
For each intersection, the worst critical traffic movements and volume-to-saturation flow ratios were evaluated under the Project Conditions scenario and are shown in Table 5.1-11, Critical Traffic Movements Summary-Project Conditions. The worst critical V/S ratio (the southbound through movement at the intersection of Stelling Road and Greenleaf Drive) would be 0.62~~, which is equivalent to LOS C.~~ The volumes and vehicle delays are provided in **Appendix 5.1.**

Page 5.1-37, last paragraph (Comment D-4):

For each intersection under the Cumulative Conditions scenario, the worst critical traffic movements and V/S ratios were evaluated and are shown in Table 5.1-16, Critical Traffic Movements Summary - Cumulative Conditions. The worst critical V/S ratio (for the southbound through movement at Stelling Road and Greenleaf Drive) would be 0.69~~, which is equivalent to LOS C.~~ The volumes and vehicle delays are provided in **Appendix 5.1.**

Appendix 5.1 Transportation and Circulation

The latest version of the traffic study calculation sheets was inadvertently omitted from the Draft EIR. The current traffic calculation sheets are dated August 2001. A current version of the traffic study has been provided to the City of Cupertino, Caltrans, and VTA under separate cover, and is on file with De Anza College.



SOURCE: Foothill-De Anza Community College District

FIGURE 3.0-3

Proposed Facilities Master Plan, De Anza College